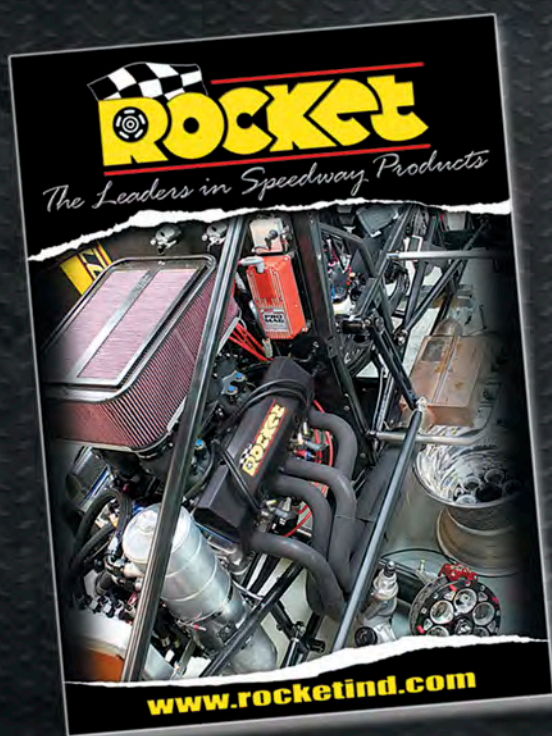




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SHIFT LIGHTS

**DIGITAL PRO SHIFT SYSTEM**

Autometer's Digital Pro Shift System (DPSS) is an advanced shift light and tachometer with many exciting features. It is available in two styles: as a standard 2-1/16" gauge or the traditional tube style with a new, innovative swivel mounting system. A controller is also available for those who wish add DPSS features to an existing shift light.

DPSS Level 1

The DPSS's digital RPM display provides highly accurate and precise readings so you get the perfect shift at the right RPM.

- Features:
- Digital RPM Display
 - Super Bright LED Shift Light
 - Easy, 3 Button User Programmable Interface
 - Single Programmable Shift Point

DPSS Level 2

The four programmable shift points allow you to set an entire cycle of gear changes. This feature allows you to keep your eyes on the road and still monitor your shift points. The LED lights will illuminate when you reach your shift point and flash when this RPM is exceeded.

The launch feature allows you to set a precise launch RPM from a dead stop.

- Features:
- All Level 1 Features
 - Four Programmable Shift Points and Launch Light
 - Progressive Colour Change Shift Lights
 - Custom Shift Light Colour

DPSS Level 3

Level 3 allows you to record and playback up to 80 seconds of RPM activity to analyse your shift points and improve consistency. Connect to any Autometer tachometer to turn it into a playback tach and view recorded data on the gauge face.

- Features:
- All Level 1 & 2 Features
 - 80 Second Playback

TUBE STYLE DPSS

The tube style DPSS is available in black or silver and features the unique AIM swivel mounting system that allows for left and right adjustments as well as angle adjustment in all directions.

Description	Level 1	Level 2	Level 3
Tube Style - Black	AU5343	AU5348	AU5350
Tube Style - Silver	AU5344	AU5349	AU5351

GAUGE STYLE DPSS

The gauge style DPSS is available in different series to complement your other Autometer gauges. It is a standard 2-1/16" gauge housing and works with Autometer cups and mounting accessories or can be dash mounted.

Description	Level 1	Level 2	Level 3
Cobalt Series	AU6187	AU6188	-
C2 Series	AU7187	AU7188	-
NV Series	AU7387	AU7388	-
Phantom Series	AU5787	AU5788	-
Sport Comp Series	AU3387	AU3388	AU3389
Ultra Light Series	AU4387	AU4388	AU4389

DPSS CONTROLLER

These controllers allow you to add DPSS functionality to your existing shift light. All of the DPSS features are available except for the custom shift light colours. Level three will also connect to any Autometer tachometer to turn it into a playback tach.

Description	Level 1	Level 2	Level 3
DPSS Controller	AU5312	AU5313	AU5314

Quick-Lite Shift-Lites

LED Shift-Lite is a replacement option for Auto Meter tachometers with the larger size light. Can also be used as a shift-lite when used with the Auto Meter DPSS controller or other RPM trigger

AU5330 Quick-Lite Shift-Lite Black

AU5331 Quick-Lite Shift-Lite (Silver)

AU5329 Quick-Lite Shift-Lite (Chrome)

Auto Meter Pro Shift-Lite

The Pro-Shift is an independently operating shift light with advanced microcircuitry. The shift-point is selected by inserting a precisely calibrated RPM module pill into the unit. The amber light activates when the engine reaches the chosen RPM. Suits points or electronic ignitions. A variety of clearly marked RPM module pills are available. Different coloured lenses and night covers are also available.

AU5340 Pro Shift-Lite (4, 6 Or 8 Cyl.)

RPM Pill Kits

For use with the Pro Shift-Lite or RPM activated module. Each kit includes 5 calibrated module pills in 200 RPM increments.

AU5353	RPM Pill Kit (3000, 3200, 3400, 3600, 3800 rpm)
AU5354	RPM Pill Kit (4000, 4200, 4400, 4600, 4800 rpm)
AU5355	RPM Pill Kit (5000, 5200, 5400, 5600, 5800 rpm)
AU5356	RPM Pill Kit (6000, 6200, 6400, 6600, 6800 rpm)
AU5357	RPM Pill Kit (6600, 6800, 7000, 7200, 7400 rpm)
AU5357	RPM Pill Kit (7000, 7200, 7400, 7600, 7800 rpm)
AU5358	RPM Pill Kit (7600, 7800, 8000, 8200, 8400 rpm)
AU5358	RPM Pill Kit (8000, 8200, 8400, 8600, 8800 rpm)
AU5359	RPM Pill Kit (9000, 9200, 9400, 9600, 9800 rpm)
AU5360	RPM Pill Kit (10000, 10200, 10400, 10600, 10800 rpm)

Super-Lite Shift Light

For the ultimate in shift light technology, check out the new Super-Lite. This new super bright light has 12 LEDs for high intensity shift alerts; no missing this Shift Light! A three position brightness switch allows you to adjust for day or night racing. This shift light replaces any existing Auto Meter Shift Lite or can be used with DPSS Controller

AU5332	12 LED Shift-Lite (Black)
AU5333	12 LED Shift-Lite (Silver)

MSD Adjustable Intensity**LED Shift Light**

Pro Stock drivers were looking for a simple and small shift light that they could easily control the intensity of the LED. Easy enough. Here's the solution that plugs directly into our Programmable 7-Series Ignitions.

MSD7542 Adjustable Intensity LED Shift Light

WIRELESS DIGITAL MINI SHIFT LIGHT AND PORTABLE TACHOMETER COMBO

Proform's new Wireless Mini Digital Shift Light and Portable Tachometer can be easily installed in vehicles with 1-12 cylinders. The transmitter hooks up under the hood with just 3 wires, and sends a signal to the shift light which is inside the driver compartment.

- Only 4-1/4" long
- Bright 3 LED light
- All settings are easily controlled with two buttons
- 100-12,000 RPM range in 100 RPM increments
- Cylinder range of 1 thru 12
- Adjustable brightness for the digital display, and a display on/off feature when in use.

PR67006C

DIGITAL MINI SHIFT LIGHT AND DIAGNOSTIC TACHOMETER COMBO, 3-WIRE

Easy to set digital shift light will help you leave your competitor eating exhaust at the track! Proform's new Mini Digital Shift Light and Diagnostic Tachometer can be easily installed in vehicles with 1-12 cylinders. Measuring at only 4 1/4" long, this 3 LED light will give you the signal when it's time to shift!

- All settings are easily controlled with two buttons.
- 100-12,000 RPM range in 100 RPM increments
- Cylinder range of 1 thru 12
- Adjustable brightness for the digital display, and a display on/off feature when in

PR67007C

MSD DIGITAL**SHIFT LIGHT**

The most universal and easy to use shift light available!

This new compact Digital

Shift Light can be installed on everything from 1-cylinder points triggered engines to Modular Ford engines with coil-on-plug technology. The tiny digital controller inside the compact housing gives you the ability to program the rpm activation points through the easy to view LED panel and two programming buttons. When the engine reaches the activation rpm, the six red LEDs illuminate bright enough to alert your senses into throwing the shifter at the exact rpm. You can even program up to four different rpm values for different gears! (4 stage only). The DSL can be installed on single cylinder engines up through 12-cylinders on stock ignitions or high powered aftermarket systems.

NOTE: Supplied with the new GMR pickup. This makes installation even easier on diesels, points, coil-on-plug and most any other applications!

Digital Shift Light 4 Stage Programmable MSD8963

Digital Shift Light Single stage MSD89631

MSD SHIFT LIGHT

The MSD Shift Light will turn on to "remind" you to shift when the engine reaches your specified rpm. You select the rpm using the same plug-in modules that are used with your MSD Soft Touch Rev Control. The Shift Light features a bright cluster of LEDs (light emitting diode) making it easily visible, even in bright daylight. The light will also turn on for a second or two when the ignition switch is first turned on to inform you that the light is functioning properly. The Shift Light will work on 2, 4, 6 or 8-cylinder engines and will plug directly into the tach output on MSD 6, SCI, 7, 8 and 10 Series Ignitions or can be connected to the negative coil terminal when used with points or inductive type ignitions. The MSD Shift Light is 4.5"L x 3.5"H with a 1.5" diameter lens. (No rpm modules are supplied.)

Shift Light MSD8952

RPM Modules sold separately, please see ignition section for full range of modules available.

WARNING LIGHTS

**LOW OIL PRESSURE WARNING LIGHT**

Quick-response switch immediately alerts the racer to a low oil pressure condition. Switch is adjustable to illuminate when pressure falls below 15 to 50 psi. Extra large 2-1/2" diameter Lexan lens is impossible to ignore. Light assembly is rubber-mounted to protect against shock.

Description
Low Oil Pressure Warning Light Kit
Replacement Oil Pressure Switch

Part No.
MO49500
MO97015

Mini Pro-Lite Warning Light

Light-weight aluminium mini light operates the same as a 3240 Pro-Lite by giving you unmistakable warning in the midst of racing action. A bright red incandescent bulb attracts immediate attention (night cover included). 12 Volt power & sender required. Sender options below.

AU3238	Mini Pro-Lite Warning Light Ultra Lite (Silver)
AU3239	Mini Pro-Lite Warning Light (Black)
AU3254	Mini Pro-Lite Warning Cover Kit.

Includes blue, yellow and red boots

Warning Light Senders

AU3241	Pressure Sender 18PSI.
AU3242	Pressure Sender 30PSI
AU3243	Pressure Sender 50PSI
AU3246	Temp Sender 200 degF
AU3247	Temp Sender 220 degF
AU3248	Temp Sender 275 degF

Pro-Lite**Warning Light**

The original Pro-Lite warning light gives you unmistakable warning in the midst of racing action when there's little time to monitor gauges. It is recommended that the Pro-Lite be used in conjunction with gauge to give first alert to problems.

AU3240	Pro-Lite Includes red lens & night cover, sender req.
AU3250	Blue Lens Kit (Inc. Lens & night cover)
AU3251	Yellow Lens Kit (Inc. Lens & night cover)
AU3252	Red Lens Kit (Inc. Lens & night cover)

**Shift-Lite**

As found on the Auto Meter Monster Tachs

AU5334	Shift-Lite (Black) Yellow lens & Boot
AU5335	Shift-Lite (Silver) Yellow lens & Boot

Adjustable

Shift Lights

Proform's Adjustable RPM Shift Lights feature a graduated dial indicator to allow you to dial in your shift point without a tachometer. Range is 3000 to 12,000 rpm in 200 rpm increments. Does not require separately purchased RPM modules. Some applications may need a late-model tach adapter. **PR67005C** Adjustable Shift Light - Black



Indicator Lights

Painless Indicator Lights

These lights have multiple applications. They can be used as indicator lights, warning light or even as shift lights. Available in three sizes.

Indicator Lights 5/16

PW80203	5/16" Indicator Light - Amber
PW80204	5/16" Indicator Light - Red
PW80205	5/16" Indicator Light - Green
PW80206	5/16" Indicator Light - Blue



Pilot / Dash Lamps

ACX62090BL Amber
ACX62091BL Green
ACX62092BL Red
ACX62093BL Blue
Size 14.2mm 12 Volt LED
Sold individually



Mini Pilot Lamps

UP40051 Amber
UP40052 Blue
UP40053 Green
UP40054 Purple
UP40055 Red
Size 3/8" dia (3/8" hole required)
Lens for all applications, 2 per pack



Warning Lights

A clean dash is all very well, but for safety reasons we like stuff out where you can see it. Hence our use of these great little 12-volt LED warning lights. Now with small chrome bezels, they are available in four colours.

SOKF017102A	Amber LED Warning Light
SOKF017106B	Blue LED Warning Light
SOKF017101G	Green LED Warning Light
SOKF017100R	Red LED Warning Light

AIRDRIVE WIFI OBD-II MODULE

AutoMeter's new state of the art AirDrive module provides a plug and play solution that wirelessly transmits data through a secure WiFi network from your vehicle to our award winning AirDrive gauges. Program configurable colours, warning points and peak recall functions through AutoMeter's free AirDrive smartphone app. Quick and easy installation is as simple as plugging the control module into the vehicle's OBDII port, mounting and powering gauges, and connecting to the mobile app, eliminating any fear of voiding factory warranties on your new vehicle. The AirDrive system is capable of broadcasting two additional analogue sensor inputs to deliver information not found on your vehicle's data bus. Take plug and play performance to the next level with the AutoMeter AirDrive system.

AU9110 Android & Apple IOS



SIGNAL SPLITTER / ADAPTER, OBD-II

This low profile OBD-II signal splitter / pass through allows for remote location of connections for AutoMeter products like AirDrive, DashLink, DashControl and SmartConnect instrumentation while providing an additional easy to access connection point for other on board devices requiring access to the OBD-II data stream. **AU5323**



GPS KPH SPEEDOMETERS

With internal GPS Antennas.

These speedos need no calibration and no external GPS sender. Just connect power and go. **GPS SPEEDO 225KPH**

Part No:	Size	Series
AU3680-M	3-3/8"	SPORT-COMP II
AU3982-M	3-3/8"	SPORT-COMP
AU3983-M	5"	SPORT-COMP
AU4480-M	3-3/8"	ULTRA-LITE
AU4481-M	5"	ULTRA-LITE
AU4780-M	3-3/8"	CARBON FIBER
AU4881-M	5"	CARBON FIBER
AU4980-M	3-3/8"	ULTRA-LITE II
AU5880-M	3-3/8"	PHANTOM
AU6280-M	3-3/8"	COBALT
AU7580-M	3-3/8"	PHANTOM II



Illumination Options

AIRDRIVE 2-1/16" WIFI OBD-II GAUGES

Full Sweep Electric, Use with AU9110 Module

AU9140-T	2-1/16" Black Oil Temp 100-300°F
AU9140-UL	2-1/16" Silver Oil Temp 100-300°F
AU9145-T	2-1/16" Black EGT 0-2000°F
AU9145-UL	2-1/16" Silver EGT 0-2000°F
AU9152-T	2-1/16" Black Oil Pressure 0-100 Psi
AU9152-UL	2-1/16" Silver Oil Pressure 0-100 Psi
AU9154-T	2-1/16" Black Water Temp 100-300°F
AU9154-UL	2-1/16" Silver Water Temp 100-300°F
AU9157-T	2-1/16" Black Trans Temp 100-300°F
AU9157-UL	2-1/16" Silver Trans Temp 100-300°F
AU9159-T	2-1/16" Black Boost/Vac 30 IN HG/30 Psi
AU9159-UL	2-1/16" Silver Boost/Vac 30 IN HG/30 Psi
AU9160-T	2-1/16" Black Boost 0-60 Psi
AU9160-UL	2-1/16" Silver Boost 0-60 Psi
AU9171-T	2-1/16" Black Fuel Pressure 0-100 Psi
AU9171-UL	2-1/16" Silver Fuel Pressure 0-100 Psi
AU9178-T	2-1/16" Black Air/Fuel Ratio Wideband (Rich-Lean)
AU9178-UL	2-1/16" Silver Air/Fuel Ratio Wideband (Rich-Lean)
AU9197-T	2-1/16" Black Tacho 0-10,000 RPM
AU9197-UL	2-1/16" Silver Tacho 0-10,000 RPM
AU9198-T	2-1/16" Black Tacho 0-5,000 RPM
AU9198-UL	2-1/16" Silver Tacho 0-5,000 RPM

NEW



CHRONO

CHRONO Tachometers & Speedos

AU8188	3-3/8" Electric In-Dash speedo 0-160 mph
AU8197	3-3/8" In-Dash Tachometer 10,000 rpm

CHRONO 2-1/16" Full Sweep Electronic

AU8110	Fuel Level Programmable 0-280 ohms
AU8140	Water Temperature 140-380°F
AU8150	Boost Gauge 0-30 Psi
AU8153	Oil Pressure 0-100 Psi
AU8154	Temperature Gauge 120-280°F
AU8159	Boost/Vac 30In Hg/30 psi
AU8162	Pressure Gauge 0-15 Psi
AU8164	Pressure Gauge 0-30 Psi
AU8170	Air/Fuel Ratio Wideband (Rich-Lean)
AU8191	Voltmeter 8-18

NEW



AUE8500



AUE7500



EQUUS 5 PIECE GAUGE KITS

Outfit your classic hotrod, off-road truck or sports car with a set of custom performance gauges without breaking the bank. Each Equus gauge kit features easy twist-on mounting ring, back-lit illumination, and lightweight construction. The E8500 comes equipped with a multi-colour option incandescent backlight display while the E7500 gauge kit has timeless white illumination. Both gauge kits include a mechanical speedometer, mechanical oil pressure and water temperature gauges, Voltmeter, and electric fuel level gauge with a matching 0-2E/90-2F fuel level sender.

AUE7500	5-Piece Kit, Black Face with Chrome Bezel
AUE8500	5-Piece Kit, White Face with Silver Bezel

GAUGES



NEW

DASHLINK,

OBDII DIGITAL GAUGES, ANDROID & IOS

The award winning DashLink app is a plug-n-play, virtual dashboard display system for your vehicle that's easy to install and fun to use. It enables you to capitalize on AutoMeter's years of instrumentation and data acquisition expertise so you are in control and in-the-know about what is going on with your vehicle. It turns your Android or Apple IOS enabled device into an advanced display and monitoring system. From monitoring vehicle and engine performance, to tracking fuel economy levels, reading and clearing vehicle trouble codes, to managing check engine lights, the AutoMeter DashLink puts you in control. **AU6035** Android & Apple IOS Dash Link



DIGITAL TACHOMETERS & SPEEDOMETERS

3-3/4" PEDESTAL MOUNT TACHOMETER

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM Digital Tachometer with EZ VIEW display and amber LED Shift Light

AU6399
AU6599
AU6999

SPORT COMP
ULTRA LITE
COBALT



3-3/8" IN-DASH SPEEDO/TACHS

160 mph/10,000 rpm

Combination instrument featuring digital tach and speedo.

AU6387
AU6587
AU6987

SPORT COMP
ULTRA LITE
COBALT

3-3/8" IN-DASH TACHOMETER

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM Digital Tachometer with EZ VIEW display

AU6397
AU6597
AU6997

SPORT COMP
ULTRA LITE
COBALT



3-3/8" IN-DASH SPEEDOMETER PROGRAMABLE elec.

works with most vehicle speed sensors. senders available 160 mph Programmable with EZ CAL system. MPH or km/h. May require sender

AU6388
AU6588
AU6988

SPORT COMP
ULTRA LITE
COBALT



GAUGES RANGE

BOOST PRESS 0-60 PSI AU6370 AU6570 AU6970

Includes MAP sensor

BOOST/VAC 30 IN. HG/30 PSI AU6359 AU6559 AU6959

Includes MAP sensor and universal T-fitting

EGT/PYROMETER 0°-2000° F AU6345 AU6545 AU6945

Includes Probe with 1/8" NPT, Weld-in Fitting and Hose Clamp mounting options

FUEL LEVEL PROGRAMMABLE 0ohms-280ohms AU6310 AU6510 AU6910

7 pre-sets for most common factory senders plus universal programmable mode

FUEL PRESSURE 0-100 PSI AU6363 AU6563 AU6963

Includes 1/8" NPT sender

NITROUS PRESSURE 0-1600 PSI AU6374 AU6574 AU6974

Includes 1/8" NPT sender

OIL PRESSURE 0-100 PSI AU6327 AU6527 AU6927

Includes 1/8" NPT sender and 1/4" NPT adapter

OIL TEMPERATURE 0°-340° F AU6348 AU6548 AU6948

Includes 1/8" NPT sender with 3/8" NPT and 1/2" NPT adapters

TRANSMISSION TEMP 0°-340° F AU6349 AU6549 AU6949

Includes 1/8" NPT sender with 3/8" NPT and 1/2" NPT adapters

VOLTMETER 8-18 VOLTS AU6393 AU6593 AU6993

No sender required.

WATER TEMP 0°-340° F AU6337 AU6537 AU6937

Includes 1/8" NPT sender with 3/8" NPT and 1/2" NPT adapters



ULTRA LITE FIVE PIECE KIT BOXES

Five piece kits including a 3-1/8" diameter 160mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU6500
AU6300
AU6900

Ultra Lite
Sports Comp
Cobalt

D-PIC



- 2 1/16" gauge size – for mounting in a Pod, Pillar, or custom Dash
- Available in Ultra-Lite or Cobalt gauges
- Choose either forward or lateral G Forces on the LED array
- LED array graph will show magnitude of the G force, while the instantaneous value will be display in the numeric digital display
- Peak memory feature allows you to recall the highest G Forces achieved in both axes (all four directions) during Real-Time operation 0 to 60mph Acceleration Time
- Measure your vehicle's 0-60mph acceleration time with precision
- Capture Peak Acceleration G Forces
- Capture Peak Deceleration G Forces
- Test your vehicle's capabilities and times for quarter mile acceleration, and see both your 1/4 mile speed in MPH and elapsed time in seconds
- Practice and record your reaction time in 1/4 mile acceleration mode
- Calculate peak horsepower to the wheels (whp) of your vehicle in
- Compare your latest peak to a saved best, see the difference between the two, and monitor how performance upgrades affect your vehicle's performance.

AU4380 Pro-Comp Ultra-Lite D-Pic
AU6180 Cobalt D-Pic
AU5781 Phantom D-Pic

ECO METER

The Ecometer is a fuel consumption eco-gauge that helps drivers visually monitor how their driving style impacts their vehicles fuel economy performance.

AU9100 Eco Meter



COMPETITION SERIES

Pit Road Speed Tach

AU6605 3-3/8" PRS TACH, COMP SERIES

AU6846 5" PRS TACH, COMP SERIES

Gauges

AU5509 2-1/16" Programmable Fuel Level, COMP

AU5540 2-1/16" OIL TEMP, 100- 340° F, COMP

AU5546 2-1/16" Pyrometer/EGT 0-1600, COMP

AU5552 2-1/16" OIL PRESS, 0-100 PSI, COMP

AU5554 2-1/16" WATER TEMP, 100- 260° F, COMP

AU5555 2-1/16" WATER TEMP, 100- 340° F, COMP

AU5558 2-1/16" Trans Temp, 100-260 F, COMP

AU5561 2-1/16" Fuel Press 0-35 psi, COMP

AU5567 2-1/16" FUEL PRESS, 0-15 PSI, COMP

AU5568 2-1/16" WATER PRESS, 0- 100 PSI, COMP

AU5570 2-1/16" Boost 0-60 psi, COMP

AU5571 2-1/16" Fuel Press 0-100 psi, COMP

AU5577 2-1/16" Boost/VAC 30 In Hg/30 psi, COMP

AU5578 2-1/16" Wideband

AU5583 2-1/16" VOLTMETER, 8-18V COMP

AU5588 3-3/8" in-Dash Prog Speedo 160MPH, COMP

AU5590 3-3/4" Mini Monster, COMP

AU5597 3-3/8" In-Dash Tachometer, COMP



Elite Series

Pit Road Speed Tach

AU6606 3-3/4 PRS TACH

AU6847 5" PRS TACH

NOTE: These gauges require AU9119 for pit lane speed and shift light functionality.

Gauges

AU5606 2-2/16" Boost Pressure 0-100 psi

AU5609 2-1/16" Programmable Fuel Level

AU5640 2-1/16", Oil Temp, 100-340F

AU5645 2-1/16" Pyrometer/EGT 0-2000

AU5646 2-1/16" Pyrometer/EGT 0-1600

AU5652 2-1/16", Oil Press, 0-100 psi

AU5654 2-1/16", Water Temp, 100-260F

AU5655 2-1/16", Water Temp, 100-340F

AU5658 2-1/16" Trans Temp 100-260

AU5661 2-1/16" Fuel Pressure 0-35 psi

AU5667 2-1/16", Fuel Press, 0-15 psi

AU5668 2-1/16", Water Press, 0-100 psi

AU5670 2-1/16" Boost 0-60 psi

AU5671 2-1/16" Fuel Pressure 0-100 psi

AU5677 2-1/16" Boost/Vac 30 In Hg/30 psi

AU5678 2-1/16" Wideband A/F gauge

AU5683 2-1/16", Voltmeter, 8-18V

AU5688 3-3/4" Prog Speedo 160 MPH

AU5690 3-3/8" Mini Monster Tach 0-10,000 RPM

AU5697 3-3/8" In Dash Tach 0-10,000 RPM,



ES SERIES PEDESTAL MOUNT TACHS, IN-DASH TACHS & SPEEDOS

5" Shift-Lite TACHOMETER

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM Shift-Lite tach: AU5999

Includes external incandescent shift lite with Amber lens

3-3/4" MINI-MONSTER™ Tachometer

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM AU5990

Includes external LED mini quick Lite with amber led



ES INTER-ACT PACK

Models (AU5932, AU5992, and AU5921)

120°-240° F / 8-18 volts / 0-100 PSI

includes mechanical water temp, voltmeter, and mechanical oil pressure gauges.

ES DIESEL INTER-ACT PACK

Models (AU5904, AU5949, and AU5944)

0-35 PSI / 140° - 300° F / 0° - 1600° F

includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.



3-3/8" in-dash Tachometer

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

3-3/8" 10,000 RPM For In-dash mounting AU5997

3-3/8" in-dash SPEEDOMETER

Works with most factory vehicle speed sensors. Senders are also available for some cable drive applications.

3-3/8" 160 MPH Programmable speedometers AU5988 work off most factory vehicle speed sensors. Model AU5291 and AU5292 senders are available for some cable drive applications.



GAUGES	RANGE	FULL SWEEP ELEC. 2-1/16"	FULL SWEEP MECH. 2-1/16"	SHORT SWEEP ELEC. 2-1/16"
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FUEL LEVEL (240ohms EMPTY/33ohms FULL) — — AU5916

WORKS WITH 240-33 OHMS SENDERS, INCLUDING AUTO METER 3262

FUEL PRESSURE 0-100 PSI AU5963 — —

INCLUDES 1/8" NPT SENDER AND 8' WIRING HARNESS

NITROUS PRESS 0-1600 PSI AU5974 — —

OIL PRESSURE 0-100 PSI AU5953 AU5921 AU5927

OIL PRESSURE 0-7 BAR — — AU5927-M

FULL SWEEP ELECTRIC OIL PRESSURE GAUGES INC 1/8" NPT SENDER AND 8' WIRING HARNESS. MECHANICAL OIL PRESSURE GAUGES INCLUDE 6" NYLON TUBING, 1/8" AND 1/4" NPT FITTINGS. SHORT SWEEP ELECTRIC OIL PRESSURE GAUGES INCLUDE 1/8" NPT SENDER AND 1/4" NPT FITTING.

OIL TEMP 140°-280° F AU5956 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

OIL TEMP 140°-300° F — — AU5948

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS

OIL TEMP 60°-150° C — — AU5948-M

PYROMETER KIT 0°-1600° F AU5944 — —

INCLUDES PROBE & 10' OF THERMOCOUPLE WIRE. PROBE INCLUDES MULTIPLE MOUNTING

PYROMETER KIT 0°-900° C AU5944-M — —

OPTIONS: 1/8" NPT, WELD-IN FITTING & HOSE CLAMP METHODS.

PYROMETER KIT 0°-2000° F AU5945 — —

TRANS TEMP 100°-250° F — — AU5949

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS.

TRANS TEMP 100°-260° F AU5957 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

VOLTMETER 8-18 VOLTS AU5991 — — AU5992

WATER TEMP 100°-250° F — — AU5937

INCLUDES 1/8" NPT SENDER, 3/8" AND 1/2" NPT FITTINGS.

WATER TEMP 40°-120° C — — AU5937-M

WATER TEMP 100°-260° F AU5955 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

WATER TEMP 120°-240° F — — AU5932

INCLUDES 6" CAPILLARY TUBING & 1/2" NPT ADAPTER

WATER TEMP 140°-280° F — — AU5931



GAUGES	RANGE	FULL SWEEP ELEC. 2-1/16"	FULL SWEEP MECH. 2-1/16"	SHORT SWEEP ELEC. 2-1/16"
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AIR FUEL RATIO-WIDEBAND (LEAN-RICH) AU5978 — —

INCLUDES BOSCH O2 SENSOR.

BOOST 0-35 PSI — — AU5904 — —

INCLUDES 10' NYLON TUBING AND UNIVERSAL T-FITTING

BOOST 0-60 PSI — — AU5905 — —

INCLUDES 10' NYLON TUBING AND UNIVERSAL T-FITTING

BOOST/VACUUM 30 IN. HG/20 PSI — — AU5907 — —

FULL SWEEP ELECTRIC GAUGES INCLUDE MAP SENSOR, T-FITTING, AND 8' HARNESS MECHANICAL GAUGES INCLUDE 10' NYLON TUBING

AND UNIVERSAL T FITTING

BOOST/VACUUM 30 IN. HG/30 PSI AU5959 AU5903 — —

FULL SWEEP ELECTRIC GAUGES INC MAP SENSOR, T-FITTING, AND 8' HARNESS MECHANICAL GAUGES INCLUDE 10' NYLON TUBING AND UNIVERSAL T FITTING

BOOST/VACUUM 60 CM.HG/2.0 BAR — — AU5903-M — —

FULL SWEEP ELECTRIC GAUGES INCLUDE MAP SENSOR, T-FITTING, AND 8' HARNESS MECHANICAL GAUGES INCLUDE 10' NYLON TUBING AND UNIVERSAL T-FITTING

FUEL LEVEL

UNIVERSAL STEPPER(0ohms/280ohms) AU5910 — —

FEATURES 7 PRE-SETS PLUS A UNIVERSAL PROGRAMABLE SETTING

FUEL LEVEL (0ohms EMPTY/90ohms FULL) — — AU5913

WORKS WITH MOST 1965 TO 1997 CHEVY/GM SENDERS

FUEL LEVEL

(73ohms EMPTY/10ohms FULL) — — AU5915

WORKS WITH MOST PRE-1989 (74-79 HOLDEN) FORD AND MOST CHRYSLER



GS SERIES PEDESTAL MOUNT TACHS, IN-DASH TACHS & SPEEDOS

5" Shift-Lite TACHOMETER

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM Shift-Lite tach: AU3899 includes external incandescent shift lite with Amber lens

3-3/4" MINI-MONSTER™ Tachometer

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

10,000 RPM AU3890 Includes external LED mini quick Lite with amber led



3-3/8" in-dash Tachometer

Operates on most 4, 6, and 8 cylinder engines and is compatible with most points, standard, and electronic ignitions

3-3/8" 10,000 RPM For In-dash mounting AU3897

3-3/8" in-dash SPEEDOMETER

Works with most factory vehicle speed sensors. Senders are also available for some cable drive applications.

3-3/8" 160 MPH Programmable speedometers AU3888

work off most factory vehicle speed sensors. Model AU5291 and AU5292 senders are available for some cable drive applications.



GS INTER-ACT PACK

Models (AU3832, AU3892, and AU3821)

120o-240o F / 8-18 volts / 0-100 PSI

AU3800 includes mechanical water temp, voltmeter, and mechanical oil pressure gauges.

GS DIESEL INTER-ACT PACK

Models (AU3804, AU3849, and AU3844)

0-35 PSI / 140o - 300o F / 0o - 1600o F

AU3801 includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.



GAUGES	RANGE	FULL SWEEP ELEC. 2-1/16"	FULL SWEEP MECH. 2-1/16"	SHORT SWEEP ELEC. 2-1/16"
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AIR FUEL RATIO WIDE BAND (LEAN-RICH AFR/LAMBDA) AU3878 — —

INCLUDES BOSCH O2 SENSOR.

AIR FUEL RATIO WIDE BAND (LEAN-RICH 8:1-18:1 AFR) AU3870 — —

INCLUDES BOSCH O2 SENSOR.

BOOST 0-35 PSI — — AU3804 — —

INCLUDES 10' NYLON TUBING AND UNIVERSAL T-FITTING

BOOST 0-60 PSI — — AU3805 — —

INCLUDES 10' NYLON TUBING AND UNIVERSAL T-FITTING

BOOST/VACUUM 30 IN. HG/20 PSI — — AU3807 — —

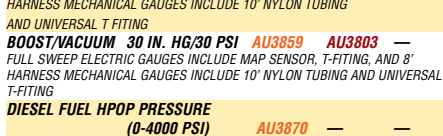
FULL SWEEP ELECTRIC GAUGES INCLUDE MAP SENSOR, T-FITTING, AND 8' HARNESS MECHANICAL GAUGES INCLUDE 10' NYLON TUBING

AND UNIVERSAL T FITTING

BOOST/VACUUM 30 IN. HG/30 PSI AU3859 AU3803 — —

FULL SWEEP ELECTRIC GAUGES INCLUDE MAP SENSOR, T-FITTING, AND 8' HARNESS MECHANICAL GAUGES INCLUDE 10' NYLON TUBING AND UNIVERSAL T-FITTING

DIESEL FUEL HPOP PRESSURE (0-4000 PSI) AU3870 — —



GS SERIES Continued.

GAUGES	RANGE	FULL SWEEP ELEC. 2-1/16"	FULL SWEEP MECH. 2-1/16"	SHORT SWEEP ELEC. 2-1/16"
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FUEL LEVEL UNIVERSAL STEPPER

(0ohms/280ohms) **AU3810 — —**

FEATURES 7 PRE-SETS PLUS A UNIVERSAL PROGRAMABLE SETTING

FUEL LEVEL (0 EMPTY/90ohms FULL) — — AU3813

WORKS WITH MOST 1965 TO 1997 CHEVY/GM SENDERS

FUEL LEVEL (73ohms EMPTY/10ohms FULL) — — AU3815

WORKS WITH MOST PRE-1989 (74-79 HOLDEN) FORD AND MOST CHRYSLER

FUEL LEVEL (240ohms EMPTY/33ohms FULL) — — AU3816

WORKS WITH 240-33 OHMS SENDERS, INCLUDING AUTO METER AU3262

FUEL PRESSURE 0-100 PSI AU3863 — —

INCLUDES 1/8" NPT SENDER AND 8' WIRING HARNESS

NITROUS PRESS 0-1600 PSI AU3874 — —

OIL PRESSURE 0-100 PSI AU3853 AU3821 AU3827

FULL SWEEP ELECTRIC OIL PRESSURE GAUGES INCLUDE 1/8" NPT SENDER AND 8' WIRING HARNESS. MECHANICAL OIL PRESSURE GAUGES INCLUDE 6" NYLON TUBING, 1/8" AND 1/4" NPT FITTINGS. SHORT SWEEP ELECTRIC OIL PRESSURE

GAUGES INCLUDE 1/8" NPT SENDER AND 1/4" NPT FITTING.

OIL TEMP 140°-280° F AU3856 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

OIL TEMP 140°-300° F — — AU3848

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS

PYROMETER KIT 0°-1600° F AU3844 — —

INCLUDES PROBE & 10' OF THERMOCOUPLE WIRE.

PYROMETER KIT 0°-2000° F AU3845 — —

TRANS TEMP 100°-250° F — — AU3849

INCLUDES 1/8" NPT SENDER, 3/8" AND 1/2" NPT FITTINGS.

TRANS TEMP 100°-260° F AU3857 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

VOLTMETER 8-18 VOLTS AU3891 — — AU3892

WATER TEMP 100°-250° F — — AU3837

INCLUDES 1/8" NPT SENDER, 3/8" AND 1/2" NPT FITTINGS.

WATER TEMP 100°-260° F AU3855 — —

INCLUDES 1/8" NPT SENDER, 3/8" & 1/2" NPT FITTINGS & 8' HARNESS

WATER TEMP 120°-240° F — — AU3832

INCLUDES 6" CAPILLARY TUBING & 1/2" NPT ADAPTER

WATER TEMP 140°-280° F — — AU3831



COBALT SERIES

COBALT Tachometers & Speedos

AU6299 5" 10,000RPM Shift-Lite Tach

AU6290 3-3/4" 10,000rpm Mini Monster Tach

AU6297 3-3/8" In-Dash Tachometer 10,000 rpm

AU6293 3-3/8" 160 MPH Mechanical speedometers

AU6288 3-3/8" Electric In-Dash speedo 160 mph

AU6280-M 3-3/8" GPS Speedo 225kph, Int GPS antenna

AU6298 5" In-Dash Tachometer 10,000 rpm

AU6289 5" Electric In-Dash speedo 160 mph



2-1/16" DIGITAL RANGE

AU6390 Amplifier Ammeter 0-250 Amps

Current Sensor and 20" Harness

AU6392 Amplifier Temperature 0-250° F

Temperature Sensor and 20"

AU6391 Voltmeter 8-19 Volts 4" Harness

AU6181 Digital Boost Controller 30 in hg/30 psi

AU6197 AFR Digital Wideband Pro Plus, 6:1-20:1

**Cobalt 2-1/16" Short Sweep Electric**

AU6113	Fuel Level 0-90 ohms, GM USA
AU6115	Fuel Level 73-10 ohms, Ford / GMH
AU6116	Fuel Level 240-33 ohms
AU6127	Oil Pressure 0-100 psi
AU6127-M	Oil Pressure 0-7 BAR
AU6148	Oil Temperature 140-300F
AU6148-M	Oil Temperature 60-150C
AU6149	Trans Temperature 100-250F
AU6192	Voltmeter 8-18 volts
AU6137	Water Temperature 100-250F
AU6137-M	Water Temperature 40-120C

Cobalt 2-1/16" Mechanical

AU6103-M2	BOOST-VAC, -1/42 BAR
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**Cobalt 2-5/8" Electric Full Sweep Gauges**

AU7961	Fuel Pressure, 0-15 PSI, W/O Peak
AU7963	Fuel Pressure, 0-100 PSI
AU7974	Nitrous, 0-1600 PSI
AU7953	Oil Pressure 0-100 PSI
AU7956	Oil Temp 100-340F
AU7955	Water Temp 100-260 F, FSE

Cobalt 2-5/8" Full Sweep Mechanical

AU7901	Boost-Vac 30In.Hg/20 PSI
AU7908	Boost-Vac 30In.Hg/45 PSI
AU7911	Fuel Press 0-15 PSI
AU7921	Oil Press 0-100 PSI
AU7941	Oil Temp 140-280F
AU7948	Oil Temp 140-300F
AU7932	Water Temp 120-240F
AU7931	Water Temp 140-280F

Cobalt 2-5/8" Short Sweep Electric (SSE)

AU7914	Fuel Level 0E/90F, GM
AU7915	Fuel Level 73E/10F Ford
AU7916	Fuel Level 240E/33F
AU7927	Oil Press 0-100 PSI
AU7948	Oil Temp 140-300F
AU7957	Trans Temp 100-250F
AU7991	Voltmeter 8-18V
AU7937	Water Temp 100-250F

2-5/8" Cobalt Gauges

AU7901	BOOST-VAC, 30 IN. HG/20 PSI, MECH, COBALT
AU7908	BOOST-VAC, 30 IN. HG/45 PSI, MECH
AU7911	FUEL PRESS, 0-15 PSI, NO TUBING, MECH
AU7914	FUEL LEVEL, 0 E/90 F, GM, SSE
AU7915	FUEL LEVEL, 73 E/10 F, SSE
AU7916	FUEL LEVEL, 240E/33 F, SSE
AU7921	OIL PRESS, 0-100 PSI, MECH
AU7927	OIL PRESS, 0-100 PSI, SSE
AU7931	WATER TEMP, 140-280 F, MECH
AU7932	WATER TEMP, 120-240 F, MECH
AU7937	WATER TEMP, 100-250 F, SSE
AU7941	OIL TEMP, 140-280 F, 6" TUBING, MECH
AU7948	OIL TEMP, 140-300 F, SSE
AU7953	OIL PRESS, 0-100 PSI, FSE
AU7955	WATER TEMP, 100-260 F, FSE
AU7956	OIL TEMP, 100-340 F, FSE
AU7957	TRANS TEMP, 100-250 F, SSE
AU7961	FUEL PRESS, 0-15 PSI, W/O PEAK & VALLEY
AU7963	FUEL PERSS, 0-100 PSI, FSE
AU7974	NITROUS, 0-1600 PSI, FSE
AU7984	VACUUM, 30 IN. HG MECH
AU7991	VOLTMETER, 8-18V, SSE

**COBALT INTER-ACT PACK**

Models (AU6132, AU6192, & AU6121)

120°-240° F / 8-18 volts / 0-100 PSI

AU6200

Includes Mechanical water temp, voltmeter, and mechanical oil pressure gauge.

COBALT DIESEL INTER-ACT PACK

Models (AU6104, AU6149, & AU6144)

0-35 PSI / 100° - 250° F / 0° - 1600° F

AU6201

Includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauge.

COBALT Five Piece Kit Boxes

Five piece kits including a 3-3/8" diameter 160mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU6900 COBALT 5 GAUGE KIT**Autometer NV****Tachometers and Speedometer**

AU7499	5" Shift Lite Tachometer 10,000 rpm
AU7390	3-3/4" Mini Monster Tachometer 10,000 rpm
AU7497	3-3/8" In-Dash Tachometer 10,000 rpm
AU7498	5" In-Dash Tachometer 10,000 rpm
AU7488	3-3/8" Speedometer, Programmable 160 mph
AU7489	5" Speedometer, Programmable 160 mph

NV 2-1/16" Full Sweep Electronic

AU7375	Air/Fuel Ratio (Rich-Lean),
AU7378	Air/Fuel Ratio Wideband (Rich-Lean),
AU7359	Boost/Vac 30In Hg/30 psi
AU7387	Digital Pro Shift System Level 1
AU7388	Digital Pro Shift System Level 2
AU7310	Fuel Level Programmable 0-280 ohms
AU7362	Fuel Pressure 0-15 psi,
AU7363	Fuel Pressure 0-100 psi
AU7374	Nitrous Pressure 0-1600 psi
AU7353	Oil Pressure 0-100 psi
AU7356	Oil Temperature 140-280F
AU7344	Pyrometer Kit 0-1600F
AU7345	Pyrometer Kit 0-2000F
AU7357	Transmission Temperature 100-260F
AU7355	Water Temperature 100-260F

NV 2-1/16" Full Sweep Mechanical

AU7304	Boost 0-35 psi,
AU7305	Boost 0-60 psi,
AU7306	Boost 0-100 psi
AU7307	Boost/Vac 30In Hg/20 psi
AU7303	Boost/Vac 30In Hg/30 psi
AU7308	Boost/Vac 30In Hg/45 psi
AU7321	Oil Pressure 0-100 psi
AU7332	Water Temp 120-240F
AU7331	Water Temp 140-280F

NV 2-1/16" Short Sweep Electric

AU7313	Fuel Level 0-90 ohms, GM
AU7315	Fuel Level 73-10 ohms, Ford
AU7315	Fuel Level 240-33 ohms
AU7327	Oil Pressure 0-100 psi
AU7348	Oil Temperature 140-300F
AU7349	Trans Temperature 100-250F
AU7392	Voltmeter 8-18 volts
AU7337	Water Temperature 100-250F

**NV INTER-ACT PACK**

Models (AU7332, AU7392, and AU7321)

120°-240° F / 8-18 volts / 0-100 PSI

AU7300

Includes mechanical water temp, voltmeter, and mechanical oil pressure gauges.

NV DIESEL INTER-ACT PACK

Models (AU7304, AU7349, and AU7344)

0-35 PSI / 100° - 250° F / 0° - 1600° F

AU7301

Includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.

**Autometer C2****In-Dash Tachometer & Speedometer**

AU7297	3-3/8" In Dash Shift Lite Tachometer 10,000 rpm
AU7288	3-3/8" Electric In Dash Speedometer 160 mph
AU7293	3-3/8" 160 MPH Mechanical speedometers
AU7298	5" In Dash Shift Lite Tachometer 10,000 rpm
AU7289	5" Electric In Dash Speedometer 160 mph

Tachometer Pedestal mount

AU7299	5" Pedestal Mount Shift Lite Tacho 10,000 rpm
AU7290	3-3/8" Pedestal Mount Shift Lite Tacho 10,000 rpm

**2-1/16" Full Sweep Electric**

AU7175	Air Fuel Ratio (Lean-Rich)
AU7171	Air Fuel Ratio Wideband (Rich-Lean)
AU7160	Boost 30psi
AU7170	Boost 60psi
AU7159	Boost/Vac 30In.Hg/30 psi
AU7185	Clock Quartz Movement
AU7114	Fuel Level 0-280 ohms
AU7161	Fuel Pressure 0-15psi
AU7163	Fuel Pressure 0-100psi
AU7174	Nitrous Pressure 0-1600 psi
AU7153	Oil Pressure 0-100 psi
AU7156	Oil Temperature 140-280F
AU7144	Pyrometer 0-1600F
AU7145	Pyrometer 0-2000F
AU7157	Trans Temperature 100-260F
AU7192	Voltmeter 8-18 volts
AU7155	Water Temperature 100-260F

2-1/16" Full Sweep Electric Digital Gauges

AU7178	Air/Fuel Ratio Wideband (Rich-Lean)
AU7187	Digital Pro Shift System Level 1
AU7188	Digital Pro Shift System Level 2

2-1/16" Full Sweep Mechanical Gauges

AU7104	Boost 0-35psi
AU7105	Boost 0-60psi
AU7106	Boost 0-100psi
AU7107	Boost/Vac 30In Hg/20 psi
AU7103	Boost/Vac 30In Hg/30 psi
AU7108	Boost/Vac 30In Hg/45 psi
AU7121	Oil Pressure 0-100 psi
AU7132	Water Temp 120-240F
AU7131	Water Temp 140-280F

2-1/16" Short Sweep Electric Gauges

AU7113	Fuel Level 0-90 ohms GM
AU7115	Fuel Level 73-10 ohms Ford
AU7116	Fuel Level 240-33 ohms
AU7127	Oil Pressure 0-100 psi
AU7148	Oil Temperature 140-300F
AU7149	Trans Temperature 100-250F
AU7192	Voltmeter 8-18 Volts
AU7137	Water Temp 100-250F



C2 INTER-ACT PACK

Models (AU7132, AU7192, & AU7121)

120°-240° F / 8-18 volts / 0-100 PSI
Includes Mechanical water temp, voltmeter, and mechanical oil pressure gauges

AU7200

C2 DIESEL INTER-ACT PAC K

Models (AU7104, AU7149, & AU7144)

0-35 PSI / 100° - 250° F / 0° - 1600° F
Includes mechanical boost gauge, short sweep electric trans temp., and ovrometer gauges.

AU7201



AMERICAN MUSCLE SERIES

The American Muscle series features a brushed aluminum, windowed face with through the dial white LED lighting and a clear domed lens for a unique style that is equally at home in a muscle car or hotrod.

Street Rod Kit Box

Five piece kit including a 3-3/8" diameter 160mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1202 Five Piece Kit with Electronic MPH Speedo

Tachos, Speedos & Quad Gauges

Electronic speedo is programmable and easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

- AU1298 3-3/8" 8000rpm In Dash Tacho
- AU1288 3-3/8" 160mph Electronic Speedo
- AU1288-M 3-3/8" 240kph Electronic Speedo
- AU1289 5" 160mph Electronic Speedo
- AU1295 5" 120mph / 8000rpm Tach / Speedo Combo
- AU1299 5" 8000rpm Tach
- AU1212 5" Quad Gauge (Fuel, Oil, Water, Volts)
- AU1225 5" Quad Gauge (Fuel 0-90, Oil, Water, Volts)

2-1/16" Gauges Short Sweep

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

- AU1214 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)
- AU1215 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)
- AU1217 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
- AU1226 Oil Pressure Electric, 0-100psi
- AU1236 Water Temperature Electric, 100F-250F
- AU1294 Voltmeter, 8-18 Volts
- AU1248 Oil Temp 140-300°F Electric
- AU1249 Trans Temp 100-250°F Electric

2-1/16" Gauges Full Sweep

- AU1209 Fuel Level Programmable
- AU1284 Clock Quartz Movement
- AU1258 Boost Pressure 0-15 psi
- AU1259 Boost Pressure 0-30 psi
- AU1258 Boost/Vac 30 in hg/30 psi Electric
- AU1253 Oil Pressure Mechanical, 0-100psi
- AU1219 Oil Pressure Mechanical, 0-100psi
- AU1256 Oil Temp 100-260°F Electric
- AU1257 Trans Temp 100-260°F Electric
- AU1255 Water Temperature Electric, 100F-260F
- AU1232 Water Temperature Mechanical, 100F-240F
- AU1282 Voltmeter, 8-18 Volts



Turbosmart 30PSI BOOST GAUGE

The Turbosmart boost gauge is the perfect accessory for any of our Gated Boost Control Valves. Featuring precision mechanical operation, a black face with silver bezel, bright backlighting and a 30psi boost range. All hook-up and panel mounting hardware included. Aluminium dash mounting cup also available.

GBCV Boost Gauge 0-30psi 52mm - 2 1/16" TS-0101-2023
GBCV Boost Gauge Mount Cup 52mm - 2 1/16" TS-0101-2024

GT SERIES



GT Series In-Dash 3-3/8" & 5" Speedometers & Tachometers

When you're ready to put the best instrumentation available in your vehicle, don't settle for slow and inaccurate factory equipment. Our In Dash Tachs and Speedos, feature our famous high performance movements and are designed with seamless dashboard mount in mind for the ultimate driver information center.

- AU8088 3-3/8" 160MPH Electric Speedometer
- AU8097 3-3/8" 8,000RPM Electric Tachometer
- AU8089 5" 160MPH Electric Speedometer
- AU8098 5" 8,000RPM Electric Tachometer

2-1/16" Mechanical Gauges

Bronze bourdon tube 270 degree sweep movements and durable nylon gearing have made these rugged and long lasting gauges a proven high performance favorite for over 50 years. These mechanical gauges require no electrical power for operation making them an ideal choice for racing vehicles with no or low powered electrical systems.

- AU8001 Boost/Vac 30In. Hg/20PSI
- AU8003 Boost/Vac 30In. Hg/30PSI
- AU8004 Boost 35PSI
- AU8005 Boost 60PSI
- AU8021 Oil Pressure 0-100PSI
- AU8031 Water Temp. 140-280°F
- Includes 6ft capillary tubing and 1/2" NPT fitting.
- AU8032 Water Temp. 120-240°F
- Includes 6ft capillary tubing and 1/2" NPT fitting.

2-1/16 Full Sweep Electric

- AU8010 Fuel Level Programmable 0/280 ohms
- AU8044 Pyrometer Kit 0-1600 °F
- AU8053 Oil Pressure 0-100PSI
- AU8055 Water Temperature 100-260°F
- AU8063 Fuel Pressure 0-100PSI
- AU8070 Wideband Air/Fuel Ratio ANALOG
- AU8079 Wideband Air/Fuel Ratio DIGITAL
- AU8091 Voltmeter 8-18 Volts

2-1/16" Short Sweep Electric

- AU8014 Fuel Level (0 ohms E/90ohmsF)
- For most GM US vehicles from 1965 to present.
- AU8015 Fuel Level (73 ohms E/8-12ohms F)
- For most Ford, GMH(74-79) and Chrysler vehicles.
- AU8016 Fuel Level (240 ohms E/33ohms F)
- Use 3262 fuel level sender (not included). Suits GMH 1980 on
- AU8027 Oil Pressure 0-100PSI
- AU8037 Water Temperature 100-250°F
- AU8048 Oil Temperature 140-300°F
- AU8049 Transmission Temperature 100-250°F
- AU8092 Voltmeter 8-18 Volts

GT Series 5 Piece Gauge Kit

Auto Meter GT Series gauge kits include 5" diameter 160mph Speedo, 2-1/16" diameter oil pressure, water temperature, fuel level & volts & are equipped with cutting-edge, white LED illumination to maximize visibility in all conditions. They feature matte black bezels to help minimize cockpit glare, while aircraft-inspired dials constructed from real carbon fiber.

- AU8002 5 Piece Kit With Electric MPH Speedo



GM Series By Autometer

GM BOWTIE LOGO GAUGES

Monitor your vehicle's vital signs with these rugged, precise gauges—while flying the Chevy Bowtie flag. A wide array of instruments in several styles is offered to better suit your vehicle. GM Performance Parts-Logo gauges are liquid-filled and designed for the rigors of high performance street use or racing. All gauges are intended for 12-volt electrical systems and feature a matte black bezel and 12-volt backlighting. Mounting hardware is included unless otherwise noted. These gauges are made by Autometer and work with all Autometer parts and accessories.

GM TACHOS & SPEEDOS

RED BOWTIE INSIGNIA

- AU5780-00406 Tacho 3-3/4" 8,000 RPM
- AU5899-00406 Tacho with Shift Lite 5" 10,000 RPM
- AU5898-00406 Tacho 5" 10,000 RPM
- AU5889-00406 Speedo 5" 160 MPH

GM PERFORMANCE PARTS INSIGNIA

- AU5780-00407 Tacho 3-3/4" 8,000 RPM
- AU5899-00407 Tacho with Shift Lite 5" 10,000 RPM
- AU5795-00407 Tacho with Memory 5" 10,000 RPM
- AU5898-00407 Tacho 5" 10,000 RPM
- AU5889-00407 Speedo 5" 160 MPH

BLACK FACE WITH RED BOWTIE INSIGNIA

- AU3697-00406 Tacho 3-3/8" 10,000 RPM
- AU3690-00406 Tacho with Shift Lite 3-3/8" 10,000 RPM
- AU3699-00406 Tacho with Shift Lite 5" 10,000 RPM
- AU3688-00406 Speedo Programmable 3-3/8" 160 MPH



GM ELECTRIC GAUGES

WHITE FACE WITH RED BOWTIE INSIGNIA

- AU5827-00406 Oil Pressure 2-5/8" 0-100 PSI
- AU5837-00406 Water Temp 2-5/8" 100-250F
- AU5837-00407 Oil Pressure 2-5/8" 0-100 PSI (GMPP)
- AU5891-00406 Voltmeter 2-5/8" 8-18 Volts
- AU5891-00407 Voltmeter 2-5/8" 8-18 Volts (GMPP)
- AU5814-00406 Fuel Level 2-5/8" 0-90 Ohms
- AU5814-00407 Fuel Level 2-5/8" 0-90 Ohms (GMPP)

BLACK FACE WITH RED BOWTIE INSIGNIA

- AU3627-00406 Oil Pressure S/Sweep 2-1/16" 0-100PSI
- AU3637-00406 Water Temp S/Sweep 2-1/16" 100-250F
- AU3692-00406 Voltmeter S/Sweep 2-1/16" 8-18 Volts
- AU3613-00406 Fuel Level S/Sweep 2-1/16" 0-90 Ohms
- AU3649-00406 Trans Temp S/Sweep 2-1/16" 100-250F
- AU3653-00406 Oil Pressure 2-1/16" 0-100 PSI
- AU3644-00406 Pyrometer Kit F/Sweep 2-1/16" 0-1600F
- AU3645-00406 Pyrometer Kit F/Sweep 2-1/16" 0-2000F
- AU3655-00406 Water Temp F/Sweep 2-1/16" 100-260F
- AU3657-00406 Trans Temp F/Sweep 2-1/16" 100-260F
- AU3659-00406 Boost, Vac 2-1/16" 30InHg/30Psi
- AU3674-00406 Nitrous F/Sweep 2-1/16" 100-1600Psi
- AU3675-00406 Air Fuel Ratio F/Sweep 2-1/16"

GM MECHANICAL GAUGES

WHITE FACE WITH RED BOWTIE INSIGNIA

- AU5821-00406 Oil Pressure 2-5/8" 0-100 PSI
- AU5821-00407 Oil Pressure 2-5/8" 0-100 PSI (GMPP)
- AU5832-00406 Water Temp 2-5/8" 120-240F
- AU5832-00407 Water Temp 2-5/8" 120-240F (GMPP)
- AU5828-00406 Nitrous 2-5/8" 0-2000 psi
- AU5828-00407 Nitrous 2-5/8" 0-2000 psi (GMPP)
- AU5812-00406 Fuel Pressure 2-5/8" 0-100Psi
- AU5812-00407 Fuel Pressure 2-5/8" 0-100Psi (GMPP)
- AU5813-00406 Fuel Press w/isolator 2-5/8" 0-15 Psi
- AU5813-00407 Fuel Press w/isolator 2-5/8" 0-15 Psi (GMPP)

BLACK FACE WITH RED BOWTIE INSIGNIA

- AU3621-00406 Oil Pressure 2-1/16" 0-100 PSI
- AU3632-00406 Water Temperature 2-1/16" 120-240F
- AU3663-00406 Fuel Pressure F/Sweep 2-1/16" 0-100 Psi
- AU3603-00406 Boost, Vac 2-1/16" 30InHg/30Psi
- AU3607-00406 Boost, Vac 2-1/16" 30InHg/20Psi
- AU3604-00406 Boost 2-1/16" 0-35 Psi
- AU3605-00406 Boost 2-1/16" 0-60 Psi



VINTAGE BOWTIE LOGO GAUGES

Five-Piece Kit Box with Mechanical Speedometer GM1300-00408

Includes electric speedometer, oil pressure, voltmeter, water temperature, fuel level gauges and all required sensors and sending units

5" Quad Gauge & Speedometer

GM1303-00408

Includes speedometer, oil pressure, voltmeter, water temperature, fuel level gauges and all required sensors and sending units.

3-1/8" Tachometer, 7,000 rpm

GM1398-00408 4, 6 & 8 cyl compatible

Five-Piece Kit Box with Electrical Speedometer

GM1302-00408

Includes speedometer, oil pressure, voltmeter, water temperature and fuel level gauges, and all required sensors and sending units



BLACK FACE FORD RACING GAUGES

Full range of licensed Ford Racing gauges made by Autometer. Black face with Ford blue oval logo, red pointer and attractive silver bezel.

Tachometers & Speedometers

AU880088	3-1/8 8000 RPM In Dash
AU880083	3-3/8" Pedestal 10,000 RPM Tacho & Shift Light
AU880084	3-3/8" In Dash 10,000 RPM Tacho
AU880082	3-3/8" In Dash 160 MPH Electronic Speedo
AU880281	5" 10000RPM Cobra Jet Snake Logo
AU880118	5" 10000RPM Cobra Jet Logo

2-1/16" Mechanical Gauges

AU880106	Boost 0-60psi Full sweep
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2-1/16" Electric Gauges

AU880074	Boost / Vacuum Gauge, 30in.hg-30psi Full Sweep
AU880089	D-PIC Performance Gauge, LED
AU880075	Fuel Level, 73 ohms E / 10 ohms F Short Sweep
AU880107	Fuel Pressure, 0-15psi Full Sweep
AU880080	Fuel Pressure, 0-100psi Full Sweep
AU880085	Oil Pressure, 0-100psi Full Sweep
AU880076	Oil Pressure, 0-100psi Short Sweep
AU880079	Oil Temperature, 140-280F Full Sweep
AU880078	Pyrometer Kit, 0-1600F Full Sweep
AU880081	Voltmeter, 8-18 Volts Short Sweep
AU880077	Water Temperature, 100-250F Short Sweep
AU880086	Water Temperature, 100-260F Full Sweep
AU880314	Trans Temperature, 100-260F Full Sweep



MOPAR TACHOMETERS & SPEEDOS MOPAR 5" SHIFT LIGHT TACHO

AU880037	Mopar 5" Tacho 10000 RPM (White Dial)
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MOPAR 3-3/8" TACHOS

AU880023	Mopar 3-3/8" Tacho 10000 RPM (Black Dial)
AU880037	Mopar 3-3/8" Tacho 10000 RPM (White Dial)

MOPAR 3-3/8" IN-DASH TACHO

AU880024	Mopar 3-3/8" Tacho 10000 RPM (Black Dial)
AU880038	Mopar 3-3/8" Tacho 10000 RPM (White Dial)

MOPAR 3-3/8" ELECTRIC IN-DASH SPEEDO (Programmable)

AU880022	Mopar 3-3/8" Speedo 160 MPH (Black Dial)
AU880034	Mopar 3-3/8" Speedo 160 MPH (White Dial)

MOPAR 2-1/8" WHITE FACE (SSE)

AU880029	Mopar Oil Pressure 0-100psi
AU880033	Mopar Trans Temp 100°-250°F
AU880035	Mopar Voltmeter 8-18
AU880030	Mopar Water Temp 100°-250°F

MOPAR 2-5/8" WHITE FACE (SSE)

AU880252	Mopar Voltmeter 8-18
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MOPAR 2-1/6" BLACK FACE (SSE)

AU880015	Mopar Oil Pressure 0-100psi
AU880019	Mopar Trans Temp 100°-250°F
AU880021	Mopar Voltmeter 8-18
AU880016	Mopar Water Temp 100°-250°F

MOPAR 2-1/6" WHITE FACE (FSE)

AU880034	Mopar Boost 0-30 PSI
AU880027	Mopar Fuel Level Programmable 0Ω-280Ω
AU880031	Mopar Pyrometer Kit 0-1600°F
AU880032	Mopar Water Temp 100°-260°F

MOPAR 2-1/6" BLACK FACE (FSE)

AU880020	Mopar Boost 0-30 PSI
AU880013	Mopar Fuel Level Programmable 0Ω-280Ω
AU880017	Mopar Pyrometer Kit 0-1600°F
AU880018	Mopar Water Temp 100°-260°F

MOPAR 2-1/6" WHITE FACE MECHANICAL

AU880025	Mopar Boost 0-35 PSI
AU880026	Mopar Boost/Vacuum 30 in hg/20psi
AU880028	Mopar Oil Pressure 0-100psi

MOPAR 2-1/6" BLACK FACE MECHANICAL

AU880011	Mopar Boost 0-35 psi
AU880012	Mopar Boost/Vacuum 30 in hg/20psi
AU880014	Mopar Oil Pressure 0-100psi



Carbon Fiber

In-Dash Tachometer & Speedometer

AU4898	5" 10,000RPM In-Dash Tach
AU4894	5" 10,000RPM In-Dash Tach, with peak RPM memory
AU4889	5" In Dash 160MPH Speedo
AU4798	3-3/8 10,000RPM In-Dash Tach
AU4789	3-3/8 In Dash 160MPH Speedo
AU4787-M	3-3/8 In Dash 190 kph Speedo
AU4780-M	3-3/8" GPS SPEEDO 225KPH, INT GPS ANTENNA
AU4881-M	5" GPS SPEEDO 225KPH, INTERNAL GPS ANTENNA

Carbon Fiber Pedestal Tachometer

AU4899	5" Shift Lite Tachometer 10,000 rpm
AU6835	5" 9,000RPM Pedestal Tach with (4 Stage Shift Lite & Memory)
AU6836	5" 11,000RPM Pedestal Tach with (4 Stage Shift Lite & Memory)



2-1/16" Full Sweep Electric

AU4775	Air Fuel Ratio (Lean-Rich)
AU4776	Boost/Vac 30in.Hg/15 psi (Peak & Warning)
AU4777	Boost/Vac 30in.Hg/30 psi (Peak & Warning)
AU4763	Fuel Pressure 0-100 psi
AU4774	Nitrous Pressure 0-1600 psi
AU4743	Pyrometer 0-1600F
AU4744	Pyrometer Kit 0-2000F

2-1/16" Full Sweep Mechanical Gauges

AU4720	Air pressure 0-150psi
AU4704	Boost 0-35 psi
AU4707	Boost/Vac 30in.Hg/20 psi
AU4703	Boost/Vac 30in.Hg/30 psi
AU4711	Fuel Pressure 0-15 psi
AU4712	Fuel Pressure 0-100 psi
AU4728	Nitrous Pressure 0-1600 psi
AU4721	Oil Pressure 0-100 psi
AU4741	Oil Temperature 140-280F
AU4784	Vacuum 30IN. HG
AU4931	Water Temp 100-260F
AU4932	Water Temp 120-240F

2-1/16" Short Sweep Electric

AU4714	Fuel Level 0-90 ohms GM
AU4715	Fuel Level 73-10 ohms Ford / GMH
AU4716	Fuel Level 240-33 ohms
AU4727	Oil Pressure 0-100 psi
AU4748	Oil Temperature 140-300F
AU4757	Trans Temperature 100-250F
AU4791	Voltmeter 8-18 volts
AU4737	Water Temperature 100-250F
AU4737-M	Water Temp 40-120°C

2-5/8" Full Sweep Electric

AU4867	Brake Pressure 0-1600psi
AU4863	FUEL PRESS 0-100 PSI
AU4871	Vacuum 30IN.HG

2-5/8" Full Sweep Mechanical Gauges

AU4801	BOOST-VAC 30 IN.HG/20 PSI
AU4803	BOOST-VAC 30 IN.HG/30 PSI
AU4811	FUEL PRESS 0-15 PSI
AU4812	FUEL PRESS 0-100 PSI
AU4813	FUEL PRESS 0-15 PSI (W/Isolator)
AU4828	Nitrous Pressure 0-1600 psi
AU4821	OIL PRESS 0-100 PSI
AU4841	OIL TEMP 140-280F
AU4851	TRANS TEMP 140-280F
AU4884	VACUUM 30IN. HG
AU4832	WATER TEMP 120-240F
AU4831	WATER TEMP 100-260F

2-5/8" Short Sweep Electric

AU4814	FUEL LEVEL 0-90 ohms (GMH)
AU4815	FUEL LEVEL 73-10 ohms
AU4816	FUEL LEVEL 240E/33F
AU4827	OIL PRESS 0-100 PSI
AU4848	OIL TEMP 140-300F
AU4891	VOLTMETER 8-18V
AU4837	WATER TEMP 100-250F



Phantom II

In-Dash Tachometer & Speedometer

- AU7597 3-3/8" In-Dash Tachometer 10,000 rpm
- AU7588 3-3/8" Speedometer, Programmable 160 mph
- AU7580-M 3-3/8 GPS Speedo 225kph, Internal GPS antenna
- AU7598 5" In-Dash Tachometer 10,000 rpm
- AU7589 5" Speedometer, Programmable 160 mph
- 5" Shift Lite Tachometer
- AU7599 5" Shift Lite Tachometer 10,000 rpm

3-3/4", Mini-Monster Tach

- AU7590 Phantom II, 3-3/4", Mini-Monster Tach 10,000 rpm

2-1/16" Full Metric

- AU7537-M WATER TEMP, 40-120°C
- AU7544-M PYROMETER KIT, 0-900°C
- AU7548-M OIL TEMP, 60-170°C
- AU7503-M2 BOOST-VAC, -1/+2 BAR, MECH,

2-1/16" Full Sweep Electric

- AU7575 Air Fuel Ratio (Lean-Rich)
- AU7575 Air Fuel Ratio (8:1-18:1AFR)
- AU7575 Air Fuel Ratio (10:1-17:1AFR)
- AU7559 Boost/Vac 30In. Hg/30 psi
- AU7586 Clock Quartz Movement
- AU7586 Diesel Fuel Rail 0-3000 PSI (2003-2007.5)
- AU7593 Diesel Fuel Rail 0-3000 PSI (2007.5-ON)
- AU7510 Fuel Level 0-280 ohms
- AU7561 Fuel Pressure 0-15psi
- AU7563 Fuel Pressure 0-100 psi
- AU7574 Nitrous Pressure 0-1600 psi
- AU7553 Oil Pressure 0-100 psi
- AU7556 Oil Temperature 140-280F
- AU7544 Pyrometer Kit 0-1600F
- AU7545 Pyrometer Kit 0-2000F
- AU7557 Trans Temperature 100-260F
- AU7591 Voltmeter 8-18 volts
- AU7555 Water Temperature 100-260F

2-1/16" Full Sweep Mechanical Gauges

- AU7504 Boost 0-35 psi
- AU7505 Boost 0-60 psi
- AU7506 Boost 0-100 psi
- AU7507 Boost/Vac 30In Hg/20 psi
- AU7503 Boost/Vac 30In Hg/30 psi
- AU7521 Oil Pressure 0-100 psi
- AU7532 Water Temp 120-240F
- AU7531 Water Temp 140-280F

2-1/16" Short Sweep Electric

- AU7513 Fuel Level 0-90 ohms GM
- AU7515 Fuel Level 73-10 ohms F / GMH
- AU7516 Fuel Level 240-33 ohms
- AU7527 Oil Pressure 0-100 psi
- AU7548 Oil Temperature 140-300F
- AU7549 Trans Temperature 100-250F
- AU7592 Voltmeter 8-18 volts
- AU7537 Water Temperature 100-250F

2-1/16" Full Sweep Digital Electronic

- AU5778 Air/Fuel Ratio (Afr/Lambda)
- AU5782 Digital Boost Controller 30 in hg/30 psi

2-5/8" Full Sweep Electric

- AU7861 FUEL PRESS 0-15 PSI (Peak & Warning)
- AU7863 FUEL PRESS 0-100 PSI (Peak & Warning)
- AU7874 NITROUS 0-1600 PSI (Peak & Warning)
- AU7853 OIL PRESS, 0-100 PSI (Peak & Warning)
- AU7856 OIL TEMP 100-340F (Peak & Warning)
- AU7855 WATER TEMP 100-260F (Peak & Warning)

2-5/8" Full Sweep Mechanical Gauges

- AU7801 BOOST-VAC 30 IN.HG/20 PSI
- AU7808 BOOST-VAC 30 IN.HG/45 PSI
- AU7811 FUEL PRESS 0-15 PSI
- AU7821 OIL PRESS 0-100 PSI
- AU7841 OIL TEMP 140-280F
- AU7884 VACUUM 30IN.HG
- AU7832 WATER TEMP 120-240F
- AU7831 WATER TEMP 140-280F

2-5/8" Short Sweep Electric

- AU7814 FUEL LEVEL 0-90 ohms (GMH)
- AU7815 FUEL LEVEL 73-10 ohms
- AU7816 FUEL LEVEL 240-33 ohms
- AU7827 OIL PRESS 0-100 PSI
- AU7848 OIL TEMP 140-300F
- AU7857 TRANS TEMP 100-250F
- AU7891 VOLTMETER 8-18V
- AU7837 WATER TEMP 100-250F



PHANTOM II INTER-ACT PACK

Models (AU7532, AU7592, & AU7521)
120°-240° F / 8-18 volts / 0-100 PSI
Includes Mechanical water temp, voltmeter, and mechanical oil pressure gauges

AU7500

PHANTOM II DIESEL INTER-ACT PACK

Models (AU7504, AU7549, & AU7544)
0-35 PSI / 100° - 250° F / 0° - 1600° F
includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.

AU7501



Phantom SERIES



In-Dash Tachometer & Speedometer

- AU5887 3-3/8" 120 MPH Electronic Speedometer
- AU5888 3-3/8" 160 MPH Electronic Speedometer
- AU5887-M 3-3/8" 190 MPH Electronic Speedometer
- AU5892 3-3/8" 120 MPH Mechanical Speedometer
- AU5893 3-3/8" 160 MPH Mechanical Speedometer
- AU5897 3-3/8" 10,000rpm Tachometer
- AU5880-M 3-3/8" GPS SPEEDO 225KPH, INTERNAL GPS ANTENNA
- AU5889 5" 160MPH In Dash Electric Speedo with Odometer
- AU5895 5" 160MPH In Dash Mech. Speedo with Trip Odometer
- AU5896 5" 200MPH In Dash Mech. Speedo with Trip Odometer
- AU5898 5" 10,000RPM In Dash Electric Tachometer

5" Tachometer Pedestal mount

- AU5899 5" 10,000RPM Pedestal Mount Tach with Shift Lite
- AU5795 5" 10,000RPM Pedestal Mount Memory Tach

3-3/4", Mini-Monster Tach

- AU5780 3-3/4" 8,000RPM Pedestal Mount Tach



2-1/16" Full Sweep Electric

- AU5775 Air Fuel Ratio (Lean-Rich)
- AU5779 Air Fuel Ratio (10:1-17:1AFR)
- AU5776 Boost/Vac 30In. Hg/15 psi (Peak & Warning)
- AU5777 Boost/Vac 30In. Hg/30 psi (Peak & Warning)
- AU5786 Diesel Fuel Rail Pressure 0-3000psi (2003-2007.5)
- AU5788 Diesel Fuel Rail Pressure 0-3000psi (2007.5-On)
- AU5788 Diesel Hp/psi Pressure 0-4000psi
- AU5781 DPCI -2G-+2G
- AU5710 Fuel Level 0-280 ohms
- AU5761 Fuel Pressure 0-15psi
- AU5760 Fuel Pressure 0-30 psi
- AU5763 Fuel Pressure 0-100psi
- AU5763-M Fuel Pressure 0-7 BAR
- AU5774 Nitrous Pressure 0-1600 psi
- AU5743 Pyrometer 0-1600F
- AU5744 Pyrometer Kit 0-1600F
- AU5745 Pyrometer Kit 0-2000F
- AU5744-M Pyrometer Kit 0-900C

2-1/16" Full Sweep Digital Electronic

- AU5778 Air Fuel Ratio (AFR/LAMBDA)
- AU5787 Digital Pro Shift System Level 1
- AU5788 Digital Pro Shift System Level 2

2-1/16" Full Sweep Mechanical Gauges

- AU5720 Air Pressure 0-150psi
- AU5704 Boost 0-35psi
- AU5705 Boost 0-60psi
- AU5706 Boost 0-100psi
- AU5703-M2 BOOST-VAC, -1/+2 BAR
- AU5701 Boost/Vac 30In Hg/20 psi
- AU5703 Boost/Vac 30In Hg/30 psi
- AU5708 Boost/Vac 30In Hg/45 psi
- AU5703-M Boost/Vac 60 CM.HG-2.0 BAR
- AU5712 Fuel Pressure 0-100psi
- AU5711-M Fuel Pressure 0-1.0 BAR
- AU5728 Nitrous 0-2000psi
- AU5721 Oil Pressure 0-100 psi
- AU5723 Oil Pressure 0-150 psi
- AU5741 Oil Temperature 140-280F
- AU5784 Vacuum 30In.Hg
- AU5732 Water Temp 120-240F
- AU5731 Water Temp 140-280F

2-1/16" Short Sweep Electric

- AU5785 Clock Quartz Movement
- AU5749 Differential Temp 100-250F
- AU5717 Fuel Level 0-30 ohms
- AU5718 Fuel Level 16-158 ohms

- AU5715 Fuel Level 73-10 ohms
- AU5716 Fuel Level 240-33 ohms
- AU5727 Oil Pressure 0-100 psi
- AU5727-M Oil Pressure 0-7 BAR
- AU5747 Oil Temperature 100-250F
- AU4948-M Oil Temperature 60-150c
- AU5757 Trans Temperature 100-250F
- AU5791 Voltmeter 8-18 volts
- AU5737 Water Temperature 100-250F
- AU5737-M Water Temperature 40-120F

2-1/16" Short Sweep Digital Electronic

- AU5717 Fuel Level 0-90 ohms

2-5/8" Full Sweep Electric

- AU5877 Boost/Vac 30In.Hg/30 psi (Peak & Warning)
- AU5863 Fuel Pressure 0-100psi
- AU5843 Pyrometer 0-1600F

2-5/8" Full Sweep Mechanical Gauges

- AU5802 Blower 0-60psi
- AU5801 Boost/Vac 30In Hg/20 psi
- AU5803 Boost/Vac 30In Hg/30 psi
- AU5810 Fuel Pressure 0-15psi
- AU5810 Fuel Pressure 0-100psi
- AU5813 Fuel Pressure W/Isolator 0-15psi
- AU5828 Nitrous 0-2000psi
- AU5821 Oil Pressure 0-100 psi
- AU5823 Oil Pressure 0-150 psi
- AU5822 Oil Pressure 0-200 psi
- AU5841 Oil Temperature 140-280F
- AU5851 Trans Temperature 140-280F
- AU5884 Vacuum 30In.Hg
- AU5832 Water Temp 120-240F
- AU5831 Water Temp 140-280F

2-5/8" Short Sweep Electric

- AU5885 Clock Quartz Movement
- AU5815 Fuel Level 73-10 ohms
- AU5816 Fuel Level 240-33 ohms
- AU5827 Oil Pressure 0-100 psi
- AU5847 Oil Temperature 100-250F
- AU5857 Trans Temperature 100-250F
- AU5891 Voltmeter 8-18 volts
- AU5837 Water Temperature 100-250F

2-5/18" Short Sweep Digital Electronic

- AU5817 Fuel Level 0-90 ohms

SPORT-COMP Silver



5" & 3-3/4" Sport Comp Silver Tachometers

The 3911 Sport Comp "Silver" tachometer with Shift Lite includes Auto Meter's Dial In Exactness. This feature actually utilizes the tach's fluorescent red pointer to indicate the chosen shift RPM. By depressing the Push To Display button the shift point RPM is indicated by the tach pointer. Then by turning the Shift Set knob, the pointer sweeps up or down until the preferred RPM is selected.

- AU3910 10000RPM Silver Tachometer.
- AU3911 10000RPM Silver Tachometer with Shift Lite
- AU3781 3-3/4" 8000RPM Tachometer

3-3/4" Pro-Comp Silver Memory Tach

Pro-Comp Memory tachometers include a rugged air core meter movement for superior monitoring accuracy. Models are available for different racing ignitions in both Monster and Standard sizes. They include peak RPM memory recall which some utilise a remote mounted switch. Race teams can review the highest RPM attained to help select the optimum gear ratios.

- AU6604 10,000RPM Silver Tach (Std./Elec)

2-5/8" Sport Comp Silver Mini Tachometers

This Sport Comp mini tachometer is made with rugged air core meter movement for quick accurate response. With proven performance and reliability it fits into tight areas and matches the popular silver look of the Ultra-Lite series.

- AU3707 2-5/8" 8,000RPM Silver Tach
- AU3788 2-5/8" 5,000RPM Silver Tach



SPORT-COMP



In-Dash Tachometer & Speedometer

- AU3990 5" 1000RPM Electronic Tach 5" Monster Dial
- AU3994 5" 120MPH Mech. Speedo Standard Dial
- AU3995 5" 160MPH Mech. Speedo Monster Dial
- AU3989 5" 160MPH Electronic Speedometer
- AU3992 3-3/8" 120MPH Mech. Speedo
- AU3991 3-3/8" 8000RPM Electronic Tach 3-3/4" Standard Dial
- AU3987 3-3/8" 120MPH Electronic Speedometer
- AU3988 3-3/8" 160MPH Electronic Speedometer
- AU3693 3-3/8" 160 MPH Mechanical speedometers
- AU3987-M 3-3/8" 190MPH Electronic Speedometer
- AU3982-M 3-3/8" GPS SPEEDO 225KPH, INT GPS ANTENNA
- AU3983-M 5" GPS SPEEDO 225KPH, INTERNAL GPS ANTENNA



Pedestal Tachometer

- AU3903 5" 1000RPM Shift-Lite Tachometer
- AU3904 5" 1000RPM Shift-Lite Tachometer
- AU3905 5" 8000RPM Shift-Lite Tachometer
- AU3906 5" 1000RPM Shift-Lite Mem Tach
- AU3966 5" 9000RPM Playback Tachometer
- AU3967 5" 11000RPM Playback Tachometer
- AU3900 5" 10,000RPM Monster Tachometer
- AU3980 5" 8000RPM Monster Tachometer
- AU3780 3-3/4 8000RPM Redline pointer
- AU3700 3-3/4 10000RPM Redline pointer
- AU3780 3-3/4 10000RPM Jnr Dragster
- AU3780 2-5/8 8000RPM Mini Competition
- AU6652 2-5/8 10000RPM Jnr Dragster

2-1/16" Full Sweep Electric

- AU3375 Air/Fuel Ratio (Lean-Rich)
- AU3370 Air/Fuel Ratio (8:1-18:1AFR)
- AU3379 Air/Fuel Ratio (10:1-17:1AFR)
- AU3376 Boost/Vac 30In.Hg/30 psi
- AU3377 Boost/Vac 30In.Hg/30 psi
- AU3310 Fuel level 0-280
- AU3361 Fuel Pressure 0-15 psi
- AU3363 Fuel Pressure 0-100 psi
- AU3363-M Fuel Pressure 0-7 Bar
- AU3374 Nitrous Pressure 0-1600 psi
- AU3343 Pyrometer 0-1600F
- AU3344 Pyrometer Kit 0-2000F
- AU3344-M Pyrometer Kit 0-900c

2-1/16" Full Sweep Digital Electric

- AU3387 Digital Pro Shift System level 1
- AU3388 Digital Pro Shift System level 2
- AU3389 Digital Pro Shift System level 3
- AU3397 AFR Digital Wideband Pro Plus, 6:1-20:1

2-1/16" Full Sweep Mechanical Gauges

- AU3320 Air pressure 0-150psi
- AU3304 Boost 0-35 psi
- AU3304-J Boost 0-2.5 kg/cm
- AU3303-M BOOST-VAC, -1/42 BAR
- AU3301 Boost/Vac 30In Hg/20 psi
- AU3303 Boost/Vac 30In Hg/30 psi
- AU3308 Boost/Vac 30In Hg/30 psi
- AU3303-M Boost/Vac 60cm./Hg2.0 bar
- AU3303-J Boost/Vac 60cm./hg2.0 kg/cm
- AU3311 Fuel Pressure 0-15 psi
- AU3312 Fuel Pressure 0-100 psi
- AU3312-J Fuel Pressure 0-7 kg/cm
- AU3311-M Fuel Pressure 0-1.0 bar
- AU3311-J Fuel Pressure 0-1.0 kg/cm
- AU3313 Fuel Pressure 0-15psi W/Isolator
- AU3328 Nitrous Pressure 0-1600 psi
- AU3321 Oil Pressure 0-100 psi
- AU3323 Oil Pressure 0-150 psi
- AU3322 Oil Pressure 0-200 psi
- AU3322-J Oil Pressure 0-14kg/cm
- AU3341 Oil Temperature 140-280F
- AU3341-M Oil Temperature 60-140c
- AU3351 Trans temp 140-280F
- AU3384 Vacuum 30IN.HG
- AU3331 Water Temp 140-280F
- AU3332 Water Temp 120-240F
- AU3333 Water Temp 120-240F
- AU3332-M Water Temp 50-115c

2-1/16" Short Sweep Electric

- AU3336 Cylinder Head Temp 140-340F
- AU3317 Fuel Level 0-30 ohms
- AU3314 Fuel Level 0-90 ohms GM
- AU3318 Fuel Level 16-158 ohms
- AU3315 Fuel Level 73-10 ohms Ford
- AU3316 Fuel Level 240-33 ohms
- AU3319 Fuel Level 73-10 ohms Linear (Aftermarket Senders)
- AU3327 Oil Pressure 0-100 psi
- AU3327-M Oil Pressure 0-7 BAR
- AU3348 Oil Temperature 140-300F
- AU3347 Oil Temperature 100-250F
- AU3348-M Oil Temperature 60-150c
- AU3357 Trans Temperature 100-250F
- AU3391 Voltmeter 8-18 volts
- AU3337 Water Temperature 100-250F
- AU3337-M Water Temperature 40-120c

2-1/16" Short Sweep Digital Electric

- AU3349 Differential Temp 100-250F

2-5/8" Full Sweep Electric

- AU3561 FUEL PRESS 0-15 PSI
- AU3563 FUEL PRESS 0-100 PSI
- AU3574 Nitrous Pressure 0-1600 psi
- AU3544 Pyrometer Kit 0-1600F
- AU3569 Water Temperature 60-210F



2-5/8" Full Sweep Mechanical Gauges

- AU3402 Blower Pressure 0-60psi
- AU3404 Boost 0-35 psi
- AU3404-J Boost 0-2.5 kg/cm
- AU3401 Boost/Vac 30In Hg/20 psi
- AU3403 Boost/Vac 30In Hg/30 psi
- AU3401-J Boost/Vac 60cm./hg2.0 kg/cm
- AU3411 Fuel Pressure 0-15 psi
- AU3412 Fuel Pressure 0-100 psi
- AU3412-J Fuel Pressure 0-7 kg/cm
- AU3413 Fuel Pressure 0-15psi W/Isolator
- AU3428 Nitrous Pressure 0-1600 psi
- AU3421 Oil Pressure 0-100 psi
- AU3423 Oil Pressure 0-150 psi
- AU3422 Oil Pressure 0-200 psi
- AU3421-J Oil Pressure 0-7kg/cm
- AU3441 Oil Temperature 140-280F
- AU3443 Oil Temperature 140c-280F
- AU3451 Trans temp 140-280F
- AU3484 Vacuum 30IN.HG
- AU3431 Water Temp 140-280F
- AU3432 Water Temp 120-240F
- AU3433 Water Temp 120-240F
- AU3431-m Water Temp 60-140c



2-5/8" Short Sweep Electric

- AU3586 Ampmeter 60-0-60 amps
- AU3585 Clock Quartz movement
- AU3536 Cylinder Head Temp 140-340F
- AU3517 Fuel Level 0-30 ohms
- AU3514 Fuel Level 0-90 ohms GM
- AU3518 Fuel Level 16-158 ohms
- AU3515 Fuel Level 73-10 ohms Ford
- AU3516 Fuel Level 240-33 ohms
- AU3522 Oil Pressure 0-100 psi
- AU3522-M Oil Pressure 0-7 BAR
- AU3543 Oil Temperature 140-300F
- AU3542 Oil Temperature 100-250F
- AU3542-M Oil Temperature 40-120c
- AU3543-M Oil Temperature 60-170c
- AU3552 Trans Temperature 100-250F
- AU3592 Voltmeter 8-18 volts
- AU3531 Water Temperature 100-250F

Sport Comp II

In-Dash Tachometer & Speedometer

- AU3697 3-3/8" In-Dash Tachometer 10,000 rpm
- AU3688 3-3/8" Speedometer, Programmable 160 mph
- AU3698 5" In-Dash Tachometer 10,000 rpm
- AU3689 5" Speedometer, Programmable 160 mph
- AU3680-M 3-3/8 GPS Speedo 225kph, internal GPS Antenna

5" Shift Lite Tachometer

- AU3699 5" Shift Lite Tachometer 10,000 rpm

3-3/4", Mini-Monster Tach

- AU3690 Sport Comp II, 3-3/4", Mini-Monster Tach 10,000 rpm

2-1/16" Metric Gauges

- AU3637-M 2-1/16" WATER TEMP, 40-120°C
- AU3603-M2 2-1/16" BOOST-VAC, -1/42 BAR, MECH
- AU3644-M 2-1/16" PYROMETER KIT, 0-900°C
- AU3648-M 2-1/16" OIL TEMP, 60-170°C

2-1/16" Full Sweep Electric

- AU3675 Air/Fuel Ratio (lean-Rich)
- AU3670 Air/Fuel Ratio Wideband (8:1-18:1AFR)
- AU3677 Boost/Vac 30In.Hg/30 psi (Peak & Warning)
- AU3659 Boost/Vac 30In Hg/30 psi
- AU3685 Clock Quartz Movement
- AU3610 Fuel Level 0-280 ohms
- AU3667 Fuel Pressure 0-15psi (Peak & Warning)
- AU3661 Fuel Pressure 0-15psi
- AU3671 Fuel Pressure 0-100psi (Peak & Warning)
- AU3663 Fuel Pressure 0-100 psi
- AU3673 Nitrous Pressure 0-1600 psi (Peak & Warning)
- AU3674 Nitrous Pressure 0-1600 psi
- AU3652 Oil Pressure 0-100 psi (Peak & Warning)
- AU3653 Oil Pressure 0-100 psi
- AU3640 Oil Temperature 140-280F (Peak & Warning)
- AU3656 Oil Temperature 140-280F
- AU3646 Pyrometer Kit 0-1600F (Peak & Warning)
- AU3644 Pyrometer Kit 0-1600
- AU3647 Pyrometer Kit 0-2000F (Peak & Warning)
- AU3645 Pyrometer Kit 0-2000
- AU3658 Trans Temperature 100-260 (Peak & Warning)
- AU3657 Trans Temperature 100-260F
- AU3692 Voltmeter 8-18 volts (Peak & Warning)
- AU3691 Voltmeter 8-18 volts
- AU3654 Water Temperature 100-260F (Peak & Warning)
- AU3655 Water Temperature 100-260F

2-1/16" Full Sweep Digital Electronic

- AU3678 Air/Fuel Ratio Wideband (AFR-Lambda)
- AU3679 Air/Fuel Ratio Wideband (10:1-17:1AFR)
- AU3381 Digital Boost Controller 30 in hg/30 psi
- AU4397 AFR Digital Wideband Pro Plus, 6:1-20:1

2-1/16" Full Sweep Mechanical Gauges

- AU3604 Boost 0-35 psi,
- AU3605 Boost 0-60 psi,
- AU3606 Boost 0-100 psi,
- AU3607 Boost/Vac 30In.Hg/20psi
- AU3603 Boost/Vac 30In.Hg/30 psi
- AU3621 Oil Pressure 0-100psi
- AU3632 Water Temp 120-240F
- AU3631 Water Temp 140-280F

2-1/16" Short Sweep Electric

- AU3613 Fuel Level 0-90 ohms, GM,
- AU3615 Fuel Level 73-10 ohms, Ford
- AU3616 Fuel Level 240-33 ohms
- AU3627 Oil Pressure 0-100 psi
- AU3648 Oil Temperature 140-300F
- AU3649 Trans Temperature 100-250F
- AU3692 Voltmeter 8-18 volts
- AU3637 Water Temperature 100-250F

2-5/8" Full Sweep Electric

- AU7661 Fuel Press 0-15 PSI (Peak & Warning)
- AU7663 Fuel Press 0-100 PSI (Peak & Warning)
- AU7674 Nitrous 0-1600 PSI (Peak & Warning)
- AU7653 Oil Press 0-100 PSI (Peak & Warning)
- AU7656 Oil Temp 100-340F (Peak & Warning)
- AU7655 Water Temp 100-260F (Peak & Warning)

2-5/8" Full Sweep Mechanical Gauges

- AU7601 Boost-Vac 30 IN. HG/20 PSI
- AU7608 Boost-Vac 30 IN. HG/45 PSI
- AU7611 Fuel Press 0-15 PSI
- AU7621 Oil Press 0-100 PSI
- AU7641 Oil Temp 140-280F
- AU7684 Vacuum 30IN.HG
- AU7632 Water Temp 120-240F
- AU7631 Water Temp 140-280F

2-1/16" Short Sweep Electric

- AU7614 Fuel Level 0E/90F GM
- AU7615 Fuel Level 73E/10F
- AU7616 Fuel Level 240E/33F
- AU7627 Oil Press 0-100 PSI
- AU7648 Oil Temperature 140-300F
- AU7657 Trans Temp 100-250F
- AU7691 Voltmeter 8-18V
- AU7637 Water Temp 100-250F



Sport Comp II w/ Pro Control Full Sweep Electric

AU3640	2-1/16" OIL TEMP, 140-280°F, FSE
AU3646	2-1/16" PYROMETER KIT, 0-1600°F, FSE
AU3647	2-1/16" PYROMETER KIT, 0-2000°F, FSE
AU3652	2-1/16" OIL PRESS, 0-100 PSI, FSE
AU3654	2-1/16" WATER TEMP, 100-260°F, FSE
AU3658	2-1/16" TRANS TEMP, 100-260°F, FSE
AU3667	2-1/16" FUEL PRESS, 0-15 PSI, FSE
AU3671	2-1/16" FUEL PRESS 0-100 PSI, FSE
AU3673	2-1/16" NITROUS, 0-1600 PSI, FSE
AU3677	2-1/16" BOOST-VAC, 30 IN HG/30 PSI, ELEC
AU3683	2-1/16" VOLTMETER, 8-18V FSE, SC II



SPORT-COMPII INTER-ACT PACK

Models (AU3632, AU3692, & AU3621)
120°-240° F / 8-18 volts / 0-100 PSI **AU3600**

Includes Mechanical water temp, voltmeter, and mechanical oil pressure gauges

SPORT-COMP II DIESEL INTER-ACT PACK

Models (AU3604, AU3649, & AU3644)
0-35 PSI / 100° - 250° F / 0° - 1600° F **AU3601**

includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.



Ultra-Lite II

Ultra-lite II In-Dash Tachometer & Speedometer

AU4997	3-3/8" In-Dash Tachometer 10,000 rpm
AU4988	3-3/8" Speedometer, Programmable 160 mph
AU6393	3-3/8" 160 MPH Mechanical speedometers
AU4998	5" In-Dash Tachometer 10,000 rpm
AU4989	5" Speedometer, Programmable 160 mph
AU4980-M	3-3/8" GPS SPEEDO 225KPH, INT GPS ANTENNA

Ultra-lite II 5" Shift Lite Tachometer

AU4999 5" Shift Lite Tachometer 10,000 rpm

Ultra-lite II 3-3/4", Mini-Monster Tach

AU4990 Ultra Lite II, 3-3/4", Mini-Monster Tach 10,000 rpm

Ultra-lite II 2-1/16" Metric

AU4937-M	WATER TEMP, 40-120°C
AU4944-M	PYROMETER KIT, 0-900°C
AU4948-M	OIL TEMP, 60-170°C
AU4980-M2	BOOST-VAC, -1/42 BAR, MECH

Ultra-lite II 2-1/16" Full Sweep Electric

AU4975	Air Fuel Ratio (Lean-Rich)
AU4378	Air Fuel Ratio (8:1-18:1AFR)
AU4379	Air Fuel Ratio (10:1-17:1AFR)
AU4959	Boost/Vac 30In.Hg/30 psi
AU4985	Clock Quarts Movement
AU4910	Fuel Level 0-280 ohms
AU4961	Fuel Pressure 0-15psi
AU4963	Fuel Pressure 0-100 psi
AU4974	Nitrous Pressure 0-1600 psi
AU4953	Oil Pressure 0-100 psi
AU4956	Oil Temperature 140-280°F
AU4944	Pyrometer Kit 0-1600°F
AU4945	Pyrometer Kit 0-2000°F
AU4957	Trans Temperature 100-260°F
AU4991	Voltmeter 8-18 volts
AU4955	Water Temperature 100-260°F

Ultra-lite II 2-1/16" Full Sweep Mechanical Gauges

AU4904	Boost 0-35 psi
AU4905	Boost 0-60 psi
AU4906	Boost 0-100 psi
AU4907	Boost/Vac 30In.Hg/20 psi
AU4903	Boost/Vac 30In.Hg/30 psi
AU4921	Oil Pressure 0-100 psi
AU4932	Water Temp 120-240°F
AU4931	Water Temp 40-120°C

Ultra-lite II 2-1/16" Short Sweep Electric

AU4913	Fuel Level 0-90 ohms GM
AU4915	Fuel Level 73-10 ohms Ford
AU4916	Fuel Level 240-33 ohms
AU4927	Oil Pressure 0-100 psi
AU4948	Oil Temperature 140-300°F
AU4949	Trans Temperature 100-250°F
AU4992	Voltmeter 8-18 volts
AU4937	Water Temperature 100-250°F
AU4937-M	Water Temperature 40-120°C

Ultra-lite II 2-1/16" Full Sweep Digital Electronic

AU4378	Air/Fuel Ratio (Afr/Lambda)
AU4381	Digital Boost Controller 30 in hg/30 psi

Ultra-lite II 2-5/8" Full Sweep Electric

AU7761	FUEL PRESS 0-15 PSI (Peak & Warning)
AU7763	FUEL PRESS 0-100 PSI (Peak & Warning)
AU7774	NITROUS 0-1600 PSI (Peak & Warning)
AU7753	OIL PRESS, 0-100 PSI (Peak & Warning)
AU7756	OIL TEMP 100-340°F (Peak & Warning)
AU7755	WATER TEMP 100-260°F (Peak & Warning)

Ultra-lite II 2-5/8" Full Sweep Mechanical Gauges

AU7701	BOOST-VAC 30 IN.HG/20 PSI
AU7708	BOOST-VAC 30 IN.HG/45 PSI
AU7711	FUEL PRESS 0-15 PSI
AU7721	OIL PRESS 0-100 PSI
AU7741	OIL TEMP 140-280°F
AU7784	VACUUM 30IN.HG
AU7732	WATER TEMP 120-240°F
AU7731	WATER TEMP 140-280°F

Ultra-lite II 2-5/8" Short Sweep Electric

AU7714	FUEL LEVEL 0-90 ohms (GM)
AU7715	FUEL LEVEL 73-10 ohms
AU7716	FUEL LEVEL 240-33 ohms
AU7727	OIL PRESS 0-100 PSI
AU7748	OIL TEMP 140-300°F
AU7757	TRANS TEMP 100-250°F
AU7791	VOLTMETER 8-18V
AU7737	WATER TEMP 100-250°F



ULTRA-LITE II INTER-ACT PACK

Models (AU4932, AU4992, & AU4921)
120°-240° F / 8-18 volts / 0-100 PSI **AU4900**
Includes Mechanical water temp, voltmeter, and mechanical oil pressure gauges

ULTRA-LITE II DIESEL INTER-ACT PACK

Models (AU4904, AU4949, & AU4944)
0-35 PSI / 100° - 250° F / 0° - 1600° F **AU4901**
includes mechanical boost gauge, short sweep electric trans temp., and pyrometer gauges.

ULTRA-LITE



5" Silver Tachometers

The Pro-Comp 2 tachs include a two stage shift light. The bright red Quick Lite and the Dial In Exactness feature give instantaneous notice of shift points to provide faster response times during shifts. High and fast revving cars utilise the Dual Range models which feature a dial face that dramatically expands critical racing RPM range. Peak RPM memory recall reviews the highest RPM achieved during a race.

AU6854 9000RPM Ultra-lite Dual Range Tachometer

Two Stage Shift-Lite and Peak RPM Memory

AU6855 11000RPM Ultra-lite Dual Range Tachometer

Two Stage Shift-Lite and Peak RPM Memory

AU6856 9000RPM Ultra-lite Single Range Tachometer

Two Stage Shift-Lite and Peak RPM Memory

AU6858 11000RPM Ultra-lite Single Range Tachometer

Two Stage Shift-Lite and Peak RPM Memory

AU6864 9000RPM Pro-Comp Silver Playback Tach

AU3964 9000RPM Sport-Comp Silver Playback Tach

AU3965 11000RPM Sport-Comp Silver Playback Tach

AU6874 9000RPM Ultimate Silver playback Tach

AU6875 11000RPM Ultimate Silver playback Tach

AU6884 9000RPM Ultimate Dual Channel Silver Playback

AU6885 11000RPM Ultimate Dual Channel Silver Playback

5" Silver Pro Stock Playback Tachometers

AU6864 9000RPM Pro-Comp Silver Playback Tach

AU3964 9000RPM Sport-Comp Silver Playback Tach

AU3965 11000RPM Sport-Comp Silver Playback Tach

AU6874 9000RPM Ultimate Silver playback Tach

AU6875 11000RPM Ultimate Silver playback Tach

AU6884 9000RPM Ultimate Dual Channel Silver Playback

AU6885 11000RPM Ultimate Dual Channel Silver Playback



The Pro Stock Tachometer with four shift points gives unheard of shifting control. Our exclusive "short Shift" protection feature guards against missed shift points. You can now digitally dial in the shift point on the LCD display in 10 RPM increments for the ultimate in shift lite accuracy. Also features Peak RPM recall.

AU6832 9000RPM Silver Single Range MemoryTach

AU6834 11000RPM Silver Single Range Memory Tach



In-Dash 3-3/8" & 5" Speedometers & Tachometers

When using a late model transmission, Auto Meter electronic speedometer is the answer. The electronic programmable speedometer features push button calibration that can be easily set while driving. This allows easy recalibration after changing gear ratios or tyre size. Retains mileage even if it is recalibrated or 12 volt power is removed. Programmable speedo, will work with any 500 to 200,000 pulse/mile sender. May be used with existing sender if car has one.

AU4487	3-3/8" 120MPH Electronic Speedometer
AU4488	3-3/8" 160MPH Electronic Speedometer
AU4487-M	3-3/8" 190KPH Metric Electronic Speedometer
AU4486	3-3/8" 200MPH Electronic Speedometer
AU4489	5" 160MPH Electronic Speedometer
AU4490	5" 200MPH Electronic Speedometer
AU4489-M	5" 260KPH Metric Electronic Speedometer
AU4492	3-3/8" 120MPH Mechanical Speedometer
AU4493	3-3/8" 160MPH Mechanical Speedometer
AU4495	5" 160MPH Mechanical Speedometer
AU4496	5" 200MPH Mechanical Speedometer
AU4497	3-3/8" 10000RPM Electronic Tachometer
AU4494	5" 10,000RPM Single Range Tachometer
AU4499	5" 10,000RPM Dual range Tachometer
AU4488	5" 10,000RPM Electronic Tachometer
AU4480-M	3-3/8" GPS SPEEDO 225KPH, INT GPS ANTENNA
AU4481-M	5" GPS SPEEDO 225KPH, INTERNAL GPS ANTENNA

Mechanical Speedos above include Trip Odometer.

Models 4494 and 4499 include high peak RPM Memory Recall and have a smaller 3-3/8" diameter rear case.



2-1/16" & 2-5/8" Mechanical Metric Gauges

These mechanical gauges have the dramatic new silver look for those racers needing metric calibrations.

AU4303-M	2-1/16" Boost/Vac 60cm./Hg/2.0 Bar
AU4303-M2	2-1/16" BOOST-VAC, -1/42 BAR, MECH
AU4421-J	2-5/8" Oil Pressure 0-7 Kg/Cm2*
AU4431-M	2-5/8" Water Temp. 60-140degC*
AU4411-M	2-1/16" Fuel Pressure 0-1.0 Bar

NOTE: * Inc. 6ft. Nylon tubing, 1/8" & 1/8" NPT fittings.



Mechanical Gauges

The hottest instruments for the sportsman and professional racers in any motorsport. Aluminium construction greatly reduces weight while satin anodised aluminium dial and bright red fluorescent pointers make them easy to read. Bourdon tube mechanism provides proven durability and accuracy on mechanical gauges with 270deg. sweep.

Mechanical Gauges	2-1/16"	2-5/8"
Boost/Vac 30In.Hg/20PSI*	AU4301	AU4401
Boost/Vac 30In.Hg/30PSI*	AU4303	AU4403
Boost/Vac 30In.Hg/45PSI*	AU4308	-
Blower Press 0-60PSI*	-	AU4402
Boost 35PSI	AU4304	AU4404
Boost 60PSI	AU4305	-
Boost 100PSI	AU4306	-
Water Pressure 0-35PSI*	AU4307	AU4407
Fuel Pressure 0-15PSI	AU4311	AU4411
Fuel Pressure 0-100PSI	AU4312	AU4412

4311 and 4312 require braided stainless steel line and mounting cups. MUST be mounted outside vehicle.

Fuel Pressure W/Isolator 0-15PSI AU4313 AU4413

May be installed inside vehicle by mounting isolator in engine compartment.

Air Pressure 150PSI	AU4320	-
Oil Pressure 0-100PSI*	AU4321	AU4421
Oil Pressure 0-150PSI*	AU4323	AU4423
Oil Pressure 0-200PSI*	AU4322	AU4422
Pressure 0-400PSI	-	AU4424
Brake Pressure	-	AU4426
Nitrous Pressure 0-1,600PSI*	AU4328	AU4428
Requires braided stainless steel line for installation.		
Water Temp. 140-280°F	AU4331	AU4431
Includes 6ft capillary tubing and 1/2" NPT fitting.		
Water Temp. 120-240°F	AU4332	AU4432
Includes 6ft capillary tubing and 1/2" NPT fitting.		
Water Temp. 120-240°F	AU4333	AU4433
Includes 12ft capillary tubing & 1/2" NPT fitting.		
Temp. 140-340°F	-	AU4435
Includes 8ft capillary tubing and 1/2" NPT fitting.		
Oil Temp. 140-280°F	AU4341	AU4441
Includes 6ft capillary tubing & 1/2" NPT fitting.		
Oil tank Temp 140-340°F	AU4346	-
Includes 2ft tubing.		
Trans Temp. 140deg-280°F	AU4351	AU4451

The above temperature gauges include 1/2"NPT fittings and capillary tubing (length noted by description) For Trans Temperature adapter manifolds see accessories.

Vacuum 30In. Hg AU4384 AU4484

Inc. 6ft nylon tubing, 1/8" NPT & universal T-fitting.



Short Sweep Electrical Gauges 2-1/16" 2-5/8"

Ultra-lite electric gauges include a rugged air core meter movement, the full pointer appearance matches the mechanical gauges and when routing electrical wires are preferred, Ultra Lite electric gauges are the perfect choice.

Fuel Level (0 ohms E/90ohms F)	AU4314	AU4414
For most GM US vehicles from 1965 to present.		
Fuel Level (73 ohms E/8-12ohms F)	AU4315	AU4415
For most Ford, GMH(74-79) and Chrysler vehicles.		
Fuel Level (240 ohms E/33ohms F)	AU4316	AU4416
Use 3262 fuel level sender (not included). Suits GMH 1980 on		
Fuel Level (0 ohms E/30ohms F)	AU4317	AU4417
For most GM vehicles before 1965 & GMH pre 1972		
Fuel Level (16 ohms E/158ohms F)	AU4318	AU4418
Most Fords 1987 to present		
Oil Pressure 0-100PSI	AU4327	AU4427
Includes 1/8" electric sender & 1/4" NPT fittings.		
Cylinder Head Temp 140-340°F	AU4336	—
May need to drill & tap threads into heads.		
Water Temperature 100-250°F	AU4337	AU4437
Oil Temperature 100-250°F	AU4347	—
Oil Temperature 140-300°F	AU4348	AU4447
Trans Temp. 100-250°F	AU4357	AU4457
The above temperature gauges include a 1/8" electric sender, 3/8" & 1/2" NPT fittings.		
Ultra-Lite Clock	AU4385	AU4485
Voltmeter 8-18 Volts	AU4391	AU4491
Differential Temp. 140 - 340 degF	AU4349	—



Full Sweep Electric Gauges 2-1/16" 2-5/8"

Digital Pro Shift System Level 1	AU4387	—
Digital Pro Shift System Level 2	AU4388	—
Digital Pro Shift System Level 3	AU4389	—
D-PIC -2G +2G	AU4380	—
Oil Pressure 0 - 100PSI	AU4353	AU4453
Fuel Level Programmable 0/280 ohms	AU4310	—
Fuel Pressure 0-15PSI	AU4361	AU4461
Fuel Pressure 0-30PSI	AU4360	—
Fuel Pressure 0-100PSI	AU4363	AU4463
Water Temperature 60-210°F	AU4369	AU4469
Water Temperature 100-260°F	AU4355	AU4455
Oil Temperature 100-340°F	AU4356	AU4456
Nitrous Pressure 0 - 1600PSI	AU4374	AU4474
Includes 1/8"NPT sender and 8' wiring harness.		
Air/Fuel Ratio (Lean-Rich)	AU4375	—
Boost 30 in Hg.-Vac/15PSI	AU4376	—
With peak memory & warning.		
Boost 30 in Hg.-Vac/30PSI	AU4377	AU4477
With peak memory & warning.		
Brake Pressure 0-1600PSI	—	AU4467
Pyrometer 0-2000°F	AU4345	—
Pyrometer Kit 0-1600 °F	AU4344	AU4444
Vacuum 30In. Hg	—	AU4471

2-1/16" Metric Electrical Gauges

Oil Pressure 0 - 7 Bar	AU4327-M
Oil Temperature 60-150°C	AU4348-M
Water Temperature 40-120°C	AU4337-M
Pyrometer 0-900°F	AU4344-M
Fuel Pressure 0-7Bar	AU4363-M



ULTRA-LITE PEAK MEMORY & WARNING GAUGES

Developed in conjunction with top nascar teams, these gauges help drivers focus on the track, and provide critical data to the crew. Features include built-in, attention-grabbing, user-programmable red led warning lights and one-touch peak memory recall. boost gauges recall peak boost for easy review after a pass. all other pressure gauges recall lowest pressure drop and temperature gauges provide peak data on temperature spikes. Ideal for all forms of racing and high performance street applications.

PEAK & WARN GAUGES FULL SWEEP ELEC. STEPPER MOTOR MOVEMENT, PEAK MEM. FUNCTION, USER-PROGRAMMABLE INTENSE RED LED WARN. LIGHT

TYPE	RANGE INFO	2-1/16"	2-5/8"
BOOST/VACUUM	30 IN HG./15 PSI	AU4376	—
INCLUDES MAP SENSOR, UNIVERSAL T-FITTING AND 8' WIRING HARNESS			
BOOST/VACUUM	30 IN HG./30 PSI	AU4377	AU4477
INCLUDES MAP SENSOR, UNIVERSAL T-FITTING AND 8' WIRING HARNESS			
FUEL PRESSURE	0-15 PSI	AU4367	AU4470
IDEAL FOR CARBURET applications, INCLUDES 1/8" NPT SENDER AND 8' WIRING HARNESS.			

ULTRA-LITE PEAK MEMORY & WARNING GAUGES Cont. TYPE RANGE INFO 2-1/16" 2-5/8"

FUEL PRESSURE	0-100 PSI	AU4371	AU4472
IDEAL FOR FUEL INJECTED APPLICATIONS, INCLUDES 1/8" NPT SENDER AND 8' WIRING HARNESS.			
OIL PRESSURE	0-100 PSI	AU4352	AU4452
INCLUDES 1/8" NPT SENDER AND 8' WIRING HARNESS.			
OIL TEMPERATURE	100°-340° F	AU4340	AU4440
INCLUDES 1/8" NPT SENDER, 3/8" AND 1/2" NPT FITTINGS AND 8' WIRING HARNESS			
VOLTMETER	8-18 VOLTS	AU4383	AU4483
WATER PRESSURE	0-100 PSI	AU4368	—
INCLUDE 1/8" NPT SENDER AND 8' WIRING HARNESS.			
WATER TEMPERATURE	100°-260° F	AU4354	AU4454
INCLUDES 1/8" NPT SENDER, 3/8" AND 1/2" NPT FITTINGS AND 8' WIRING HARNESS			



2-5/8" Silver Face Liquid Filled Gauges

The toughest gauge in racing, Liquid Filled Gauges from Auto Meter are available in the hottest racing look. The silver LFG's are designed to match the anodised aluminium look of the Ultra-Lite Series. They provide the strength and durability you have come to expect from Auto Meter. Liquid Filled Gauges are designed to withstand the harshest race environments.

AU4602	Blower 0-60PSI
AU4603	Boost 30In. Hg/30PSI
Gauges include 1/8" & 1/4" NPT fittings, 6ft nylon tubing.	
AU4611	Fuel Pressure 0-15PSI. Must be mounted outside of vehicle. Requires braided stainless steel tubing and mounting cup.
AU4612	Fuel Pressure 0-100PSI. Must be mounted outside of vehicle. Requires braided stainless steel tubing and mounting cup.
AU4621	Oil Pressure 0-100PSI
AU4622	Oil Pressure 0-200PSI
Gauges include 1/8" & 1/4" NPT fittings, 6ft nylon tubing	
AU4626	Brake Pressure 0-2000PSI
AU4631	Water Temperature 140-280°F Inc 6ft capillary
AU4632	Water Temperature 120-240°F Inc 6ft capillary
AU4641	Oil Temperature 140-280°F
Includes 6ft capillary, and 1/2" NPT fitting	
AU4631-SP4	Oil Temperature 140-280°F
Includes 4ft capillary, and 1/2" NPT fitting	

5" Ultra Nite Tach Glow In The Dark

AU4594
5" Ultra-Nite Tach,
Memory 0-10,000 rpm
Memory Tach features recessed switch plate design. Operates on 4,6 or 8 cylinder engines. For standard/electronic and most high performance electronic racing ignitions.



2-5/8" Ultra Nite Glow In The Dark Gauges

Easily identified by their anodised blue exterior, these Ultra-Nite gauges offer unique features needed in many forms of racing. The luminescent dial glows at night for dimly lit tracks when no battery is available to light conventional gauges. A sealed, water resistant case keeps moisture and debris out and light weight anodised aluminium fittings on the temperature gauges are ideal for sprint car racing. These are made for harsh environments where light weight is desired.

AU4511	Fuel Pressure 0-15PSI Must be mounted outside of vehicle. Requires stainless steel tubing and mounting cups.
AU4521	Oil Pressure 0-100PSI*
AU4523	Oil Pressure 0-150PSI
AU4521 & AU4523 Inc. 1/8" & 1/4" NPT fittings, 6ft nylon tubing.	
AU4531	Water Temp 140-280°F Includes 6ft capillary tubing.
AU4532	Water Temp 120-240°F Includes 6ft capillary tubing.
AU4533	Water Temp 140-280°F Includes 4ft capillary tubing.
AU4535	Water Temp 140-280°F Includes 3ft capillary tubing.
AU4541	Oil Temp 140-280°F
Inc. 6ft capillary tubing, 1/2" NPT alum. fitting.	

AUTOMETER HELPFUL HINTS

In all Gen 3 Holden applications Tacho calibration should be set to 4cylinder for correct operation.

When it comes to matching your stock sender to new fuel gauges getting the correct resistance is the key.

GM Holden sender units up to early HQ are 0 - 30 ohms

Late HQ up to HZ also including LH & LX torana are 73 - 10 ohms

WB - VR Holden are 282 - 40 ohms

All Ford Falcons up to XF are 73 - 10 ohms

If your not sure what you have get your auto electrician to check the resistance of your fuel sender.



Sports comp Ultra-Lite Pedestal Tachometer

AU3911	5" Shift Lite Tachometer 10,000 rpm
AU3781	3-3/4 8000rpm Redline pointer
AU3788	2-5/8 5000rpm Mini Diesel sports comp
AU3707	2-5/8 8000rpm Mini tacho
AU3910	5" 10000rpm Redline pointer
AU3964	5" 9000rpm Playback tacho W/shift light
AU3964	5" 11000rpm Playback tacho W/shift light



Ultra-lite In-Dash Tachometer & Speedometer

AU4495	5" 160MPH Mechanical Speedometer
AU4496	5" 200MPH Mechanical Speedometer
AU4989	5" Speedometer, Programmable 160 mph
AU4490	5" 200MPH Electronic Speedometer
AU4489-M	5" 260KPH Metric Electronic Speedometer
AU4499	5" 10,000RPM Dual range Tachometer
AU4494	5" 10,000RPM Single Range Tachometer
AU4498	5" 10,000RPM Electronic Tachometer
AU4492	3-3/8" 120MPH Mechanical Speedometer
AU4493	3-3/8" 160MPH Mechanical Speedometer
AU4487	3-3/8" 120MPH Electronic Speedometer
AU4988	3-3/8" Speedometer, Programmable 160 mph
AU4487-M	3-3/8" 190KPH Metric Electronic Speedometer
AU4486	3-3/8" 200MPH Electronic Speedometer
AU4497	3-3/8" 1000RPM Electronic Tachometer

PRO-COMP



Pro-Comp Pro Dash Display

Get up-to-the-second data with Pro-Comp Pro dash display systems from Auto Meter. Their driver information centers are packed with high performance movements and are designed for a seamless in-dash look. Both Pro-Comp street dash and race dash models are built with full-sweep stepper meter movement for precision accuracy. Auto Meter Pro dash systems have integrated programmable warning lights and an LCD message display for temperatures, pressure, battery voltage, and fuel levels. Pro-Comp race displays have no provision for fuel level or odometer readings, but their playback recording mode provides up to two hours—or 15 runs—of continual dash sensor input data that you can save for review and analysis.

All Pro dash systems are water, dust, dirt, shock, and vibration-proof, with LCD backlit displays for excellent visibility in bright sunlight or complete darkness. For ease of installation, a robust professional wiring harness is included. Auto Meter Pro-Comp Pro dash display systems are great for the street and perfect for the strip. They offer superior build, programmable integrated alarms, a signature analog tachometer, and high-visibility digital readouts.

AU6001	Street 0-8000 rpm Single Range
AU6002	Street 0-8000 rpm Dual Range
AU6003	Street 0-10500 rpm Dual Range
AU6011	Race 0-8000 rpm Single Range
AU6012	Race 0-8000 rpm Dual Range
AU6013	Race 0-10500 rpm Dual Range

5" & 3-3/4" Tachometers

The Pro Comp 2 tachometers, in traditional black include a two stage shift light.

AU6851	5" 9000RPM Single Range Tach
Two Stage Shift-Lite and Peak RPM Memory	
AU6852	5" 9000RPM Dual Range Tach
Two Stage Shift-Lite and Peak RPM Memory	
AU6857	5" 11,000RPM Single Range Tach
All Inc Two Stage Shift-Lite and Peak RPM Memory	
AU5610	3-3/4" 10,000RPM Standard Electric





3-3/4" & 5" Memory Tachometers

- AU6601** 3-3/4" 10,000RPM Tach (Std./Elec)
AU6806 5" 6000RPM Tachometer (Diesel) With gear probe
AU6809 5" 9000RPM Tachometer (Std./Elec)
AU6811 5" 11000RPM Tachometer (Std./Elec)

5" Water Resistant Memory Tachs

In-dash electronic tachometer featuring a rugged air core movement that delivers super quick pointer response. The highest RPM can be recalled for evaluation during or after the race. They mount in a standard 3-1/2" dia. hole. Water resistant models include a high quality water resistant remote switch. The tach face can actually be hosed off after a dirty race.

- AU6801** 10,000RPM Tach (Std./Elec)



5" Tachs & Speedos

- AU5189** 160MPH Electric Programmable Speedometer
AU5154 160MPH Mech. Speedometer With Trip Odometer.
AU5156 200MPH Mech. Speedometer
AU5160 10,000RPM Electronic Tach



3-3/8" Tachs & Speedos

- AU5153** 160MPH Mech. Speedometer
AU5152 120MPH Mech Speedometer With Trip Odometer.
AU5161 10000RPM Electronic Tach

Tachometers operate on 4, 6, or 8 cylinder engines with most standard/electronic and electronic racing ignitions.



2-5/8" Electrical Gauges

For professional applications where electrical wires instead of tubing is preferred.

- AU5415** Fuel Level (0 ohms E/90 ohms F)
Most GM vehicles, 1965 to present.
AU5416 Fuel Level (73 ohms E/8-12 ohms F)
Most Ford and Chrysler vehicles.
AU5417 Fuel Level (240 ohms E/33 ohms F)
Use with 3262 Fuel Level Sender.
AU3262 Fuel Level Sender (240 ohms E/33 ohms F)
Electrical, 5 hole pattern is fully adjustable to fit most tank sizes. Operates with 12 volt system.
AU5427 Oil Pressure 0-100 PSI
Inc 1/8" electric sender and 1/4" NPT fitting.
AU5437 Water Temperature 100-250°F
Inc. 1/8" electric sender, 3/8" & 1/2" NPT fittings.
AU5447 Oil Temperature 140-300°F
In 1/8" electric sender and 1/4" NPT fitting.
AU5457 Trans. Temperature 100-250°F
Inc. 1/8" elec. sender, 3/8" & 1/2" NPT fittings.
AU5492 Voltmeter 8-18 Volts See Digital Voltmeter option.

2-5/8" Full Sweep Electrical Gauges

- AU5461** Pro Comp Fuel Pressure 0-15PSI
AU5469 Water Temp 60-210°F
AU5444 Pyrometer 0-1600°F



2-5/8" Liquid Filled Mechanical Gauges

Designed for racing applications with extreme vibrations or violent pounding. Bourdon tube gauge mechanism is encased in a special dampening fluid that absorbs all vibrations, provides steadiness to the pointer & adds longer life.

- AU5401** Boost 30In.Hg/20PSI*
AU5402 Blower Pressure 0-60PSI*

2-5/8" Liquid Filled Mechanical Gauges

- AU5403** Blower Press. w/Memory 0-60PSI
Includes 6ft nylon tubing 1/8" and 1/4" NPT fittings and dash mounted release valve.
AU5404 Boost 0-35PSI*
AU5411 Fuel Pressure 0-15PSI Important-Read 5412 notes.
AU5412 Fuel Pressure 0-100PSI
Both 5411 and 5412 require braided stainless steel line and mounting cups. MUST be mounted outside vehicle.
AU5413 Fuel Press. W/Isolator 0-15PSI
May be installed inside vehicle by mounting isolator in engine compartment.
AU5421 Oil Pressure 0-100PSI*
AU5422 Oil Pressure 0-200PSI*
AU5423 Pressure 0-300PSI**
AU5424 Pressure 0-400PSI**
AU5425 Pressure 0-600PSI **
AU5426 Brake Pressure 0-2,000PSI
Includes T-fitting and 3/8" OD x 1/8"-27 NPT fitting. Use only approved brake line.
AU5431 Water Temp. 140-280°F
Includes 6ft capillary tubing & 1/2" NPT fitting.
AU5432 Water Temp. 120-240°F
Includes 6ft capillary tubing & 1/2" NPT fitting.
AU5433 Water Temp. 120-240°F
Includes 12ft capillary tubing & 1/2" NPT fitting.
AU5433SP Water Temp. 120-240°F
Includes 20ft capillary tubing & 1/2" NPT fitting.
AU5435 Temp. 140-340°F
Includes 8ft capillary tubing & 1/2" NPT fitting.
AU5441 Oil Temp. 140-280°F
Includes 6ft capillary tubing & 1/2" NPT fitting.
AU5443 Oil Temp. 140-280°F
Includes 12ft capillary tubing & 1/2" NPT fitting.
AU5443SP Oil Temp. 140-280°F
Includes 20ft capillary tubing & 1/2" NPT fitting.
AU5451 Temp. 140-280°F
Includes 8ft capillary tubing & 1/2" NPT fitting.
AU5451 Trans Temp. 140-280°F
Includes 8ft capillary tubing and 1/2" NPT fitting.
AU5484 Vacuum 30In. Hg*
 *Note: Includes 6ft nylon tubing 1/8" & 1/4" NPT fittings.
 **Note: Require braided stainless steel line

Auto gage



Auto gage 5" Shift-Lite Monster Tachs

These economical tachs offer race inspired style with the trademark Auto Meter Monster look. Auto Meter's rubber lined shock strap provides protection against vibration while mounting base allows mounting in any location. Auto Meter has added the trademark large Shift-Lite to the Autogage tachometers. This bright amber light signals shift points with "Dial-In-Exactness". By turning the "Shift Set" knob on the tach, the pointer sweeps up or down until the preferred RPM is selected. The Shift-Lite on models 233911, 233904 and 233905 can be removed from the Shock Strap and mounted in a convenient location. The 233903 Shift Lite is mounted on the tach face. Tachometers operate on 4, 6 or 8 cylinder engines with most standard and high performance electronic ignitions.

- AU233903** 10,000 RPM Shift Lite Tachometer
Shift Lite on the Shield
AU233904 10,000 RPM Shift Lite Tachometer
With external Shift Lite
AU233905 8,000 RPM Shift Lite Tachometer
With external Shift Lite
AU233907 10,000 RPM SILVER Memory Tachometer
Without Shift Lite
AU233911 10,000 RPM SILVER Shift Lite Tachometer
With external Shift Lite



5" Autogage Monster Memory Tachometers

Autogage Memory Tachometers with Peak RPM memory feature. Allows you to recall the highest RPM achieved. Helps point out engine over-revving and aids in setting optimum gear ratios. Rubber lined shock strap provides protection against vibration while mounting base allows mounting in any location. Bright amber Shift Lite on model 233906 signals shift points with "Dial In Exactness". By turning the Shift Set knob, the pointer sweeps up or down until preferred RPM is selected. Shift Lite can be removed from Shock Strap and mounted in a convenient location.

- AU233902** 10,000 RPM Memory Tachometer
AU233906 10,000 RPM Memory Shift Lite Tachometer
With external Shift Lite



3-3/4" Tachometers

These American made tachometers in traditional chrome or modern black, they include a new rugged air core meter movement for maximum accuracy and quick response. And when the sun goes down, the through dial illumination and lit pointer provide excellent night time legibility. A red line shift marker slides to any preferred position as a reminder to help prevent engine over revving. Mounting base is specially designed for easy installation and adjusts for different heights.

- AU2300** 8,000 RPM Black Tachometer
Tach features a contemporary satin black case

- AU2301** 8,000 RPM Chrome Tachometer
Polished chrome gives tach a traditional look Tachometer



Shift-Lite Tachometer

Helps optimise driving performance when you bring your street car to the race track. The critical shift point is dialed in with an adjustable knob on the tach face. When the engine revs to this pre-selected rpm, a bright red light on the dial comes on to indicate the shift.

- AU2302** 8,000 RPM Shift-Lite Tachometer
AU2309 8,000RPM Black Tach w/external Shift-Lite

3-3/4 White Face Tachometers

Auto Meter now offers these popular American made tachometers with a white face and black pointer for the street performance enthusiast in the popular Auto gage series.

- AU2303** 8,000 RPM Black Tachometer
AU2304 8,000 RPM Chrome Tachometer

Mini Tachometer

Perfect for those hard to fit interiors, these compact instruments can maximise driver awareness and safety. The tachometer installs easily and comes in 6,000 or 8,000 rpm. The miniature gauges come individually or in popular console packages.

- AU2305** 8,000 RPM Black Mini Tach
AU2306 6,000 RPM Black Mini Tach

Low RPM range offers maximum dial legibility. Operates on 4, 6 & 8 cyl engines with most factory or aftermarket ignitions.



1-1/2" Gauges & 1-1/2" Gauge Consoles

The electric gauge versions provide simple installation and include quick glance colour coded dials. The mechanical gauges allow a wider, full sweep dial. Through the dial lighting enhances the gauge's night time readability.

- AU2352** Mech. Water Temp. 130-280°F
Inc. 6ft. capillary tubing 1/2" and 3/8" NPT fittings
AU2354 Electric Oil Pressure 0-100PSI
Includes elec. sender 1/8" and 1/4" NPT fittings
AU2355 Elec. Water Temp. 100-280°F
Inc. 1/8" elec. sender, 3/8" and 1/2" NPT fittings
AU2356 Electric Voltmeter 8-18 Volts
AU2391 Electrical Mini Gauge Console
Oil, water, volt. Tubing, fittings & hardware included. Gauges feature colour coded bands for easy and accurate monitoring
AU2396 Mechanical Mini Gauge Console Oil, water, volt.
Tubing, fittings & hardware included



2-1/16" Auto Gauges

- AU2360** Mechanical Oil Pressure 0-100PSI
Inc. 6ft. nylon tubing, 1/8" and 1/4" NPT fittings
AU2361 Mech. Water Temp. 130-280°F
Inc. 6ft. capillary tubing 1/2" and 3/8" NPT fittings
AU2362 Electrical Voltmeter 10-16 Volts
 CAUTION: Use ammeter only on alternators with maximum output of 60 amps or less. Higher output alternators must use voltmeter. Ammeter must be installed by experienced mechanic.



2-1/16" Mechanical Gauge Console

When economical price and accuracy are most important, these short sweep mechanical gauges provide the answer. Sold in either console packages or individually, these mechanical gauges include contoured steel mounting panels and red and green light bulb covers for a custom look.

AU2345 Black 2-Gauge Console (Oil, Water)

Gauges in 5 1/8" long contoured steel panel

AU2347 Black 3 Gauge Console (Oil, Water, Amp)

See CAUTION note. Gauges in 7 1/2" long contoured steel panel. 10 Gauge wire required for Amp gauge hookup.

AU2348 Black 3 Gauge Console (Oil, Water, Volt)

Gauges in 7 1/2" long contoured steel panel

AU2349 3 Gauge Console (Oil, Water, Volt)

Chrome, 7 1/2" long contoured steel panel

For optimum styling and accurate readings these popular gauges are the wise choice for highway driving. A black bezel surrounds the easy to read, full sweep dial face. Through dial lighting with red and green light bulb covers included enhance night time driving.

2-1/16" Full Sweep Mechanical Gauge Console

AU2392 Black 2-Gauge Console (Oil, Water)

Gauges in 5" long console

AU2393 3-Gauge Console (Oil, Amp, Water) Gauges in black metal panel.

10 Gauge wire required for Amp gauge hook up.

AU2397 3-Gauge Console (Oil, Volt, Water)

Gauges in black metal panel.



2-1/16" Mechanical Gauge Steel Panels

AU2332 Oil Pressure 0-100PSI

Inc. 6ft. nylon tubing 1/8" and 1/4" NPT fittings

AU2333 Water Temperature 100-280°F

Inc. 6ft. capillary tubing 1/2" & 3/8" NPT Fittings

AU2337 Vacuum Gauge 30 In. Hg

Inc. 6ft. nylon tubing and universal T fitting



2-1/16" Mechanical White Gauge Consoles

White face gauge consoles feature contoured steel mounting panels along with red and green light bulb covers for a custom look at night. When economical price and accuracy are important, the short sweep mechanical consoles are the right choice. For optimum styling and accuracy, install the easy to read, full sweep gauge consoles.

AU2323 Black 2-Gauge Console, Oil/Water

Gauges in 5-1/8" long contoured steel panel

AU2324 Black 3-Gauge Console, Oil/Water/Volt

Gauges in 7-1/8" long contoured steel panel

AU2325 Chrome 3-Gauge Console Oil/Water/Volt

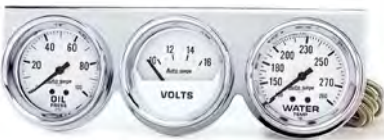
Gauges in 7-1/8" long contoured steel panel

AU2326 Black 2-Gauge Console, Oil/Water Full Sweep

Gauges in 5-1/8" long contoured steel panel

AU2327 Black 3-Gauge Console, Oil/Water/Volt Full Sweep

Gauges in 7-1/8" long contoured steel panel



2-5/8" Mechanical White Face Gauge Console

Full sweep 2-5/8" size mechanical gauges. They are offered with a white dial face, providing an easy to read modern look, red and green light bulb covers are included to create a custom dash look at night.

AU2328 Black Console, Oil/Water/Volt

Gauges in 9-1/8" long black panel

AU2329 Chrome Console, Oil/Water/Volt

Gauges in 9-1/8" long chrome panel



2-5/8" Mechanical Gauges Steel Consoles

AU2394 Black Console (Oil, Amp, Water)

10 Gauge wire required for Amp gauge hook up.

AU2395 Chrome Console (Oil, Amp, Water)

10 Gauge wire required for Amp gauge hook up.

AU2398 Black Console (Oil, Volt, Water)

AU2399 Chrome Console (Oil, Volt, Water)



2-5/8" Mechanical Gauges

Full sweep mechanical gauges. Can be mounted in chrome or black cups, under or in dash for a custom look. All individual gauges include an optional chrome plated bezel. Through the dial lighting with optional red and green light bulb covers for enhance night time driving.

AU2310 Boost-Vac/Pressure

30In.Hg. Vacuum/20psi Pressure.

Includes 6ft nylon tubing, 1/8" and 1/4" NPT Fittings

AU2311 Fuel Pressure 0-15PSI

Requires braided stainless steel tubing and mounting cup. Gauge

MUST be mounted outside vehicle for safety.

AU2312 Oil Pressure 0-100PSI

Inc. 6ft nylon tubing, 1/4" and 1/8" NPT fittings.

AU2313 Water Temperature 100-280°F

Inc. 6ft nylon tubing, 3/8" and 1/2" NPT fittings.

AU2314 Oil Temperature 100-340°F

Inc. 6ft capillary tubing 1/2" and 3/8" NPT fittings.

AU2315 Fuel Level

(73 ohms E/8-12 ohms F) Most Ford and Chrysler vehicles.

AU2316 Fuel Level

(0 ohms E/90 ohms F) For most GM USA vehicles. NOTE 2315 fuel level gauge connects to stock sender in fuel tank. Measure resistance (ohms) with an ohmmeter when tank is empty and full.

AU2317 Vacuum Gauge 30In.Hg

Includes 6ft nylon tubing and T-Fittings.

AU2319 Voltmeter 10-16 Volts (Electrical)



SERIES™

Include a black bezel design similar to the unique design originally introduced in the Sport Comp Series. The compact size and matching black mounting cups make these gauges the perfect choice in any application.

3-3/4" Street Tachs

These classic, steel case tachometers include a fast action air core meter movement that measures engines to 8,000rpm. A redline shift marker can be adjusted to help maximise horsepower and prevent damage from over-revving.

AU2894 8,000 RPM Black Street Tach



5" In-Dash Tachs & Speedos

AU2685 160 MPH Electrical Speedo

AU2691 160 MPH Mechanical Speedo

AU2677 8,000 RPM Tacho

2-1/16" & 2-5/8" Mini Tachs

A rugged look and quality, all steel construction make these compact tachometers ideal for hard to fit interiors. The air core meter provides reliable accuracy on choices of four, six or eight thousand RPM dials. Model 2890 is ideal for V8 pickup and vans because it allows you to use almost the full dial range as you drive. These tachometers operates on 4, 6 or 8 cylinder engines with factory and most aftermarket ignitions. The 2-1/16" models are perfect for in-dash mounting.

AU2888 2-5/8" Diesel Mini Tachometer 5,000 RPM

Full sweep dial, Inductive pickup straps to alternator. 12 Volt

AU2890 2-5/8" 4,000 RPM Low Rev Black Mini Tach

AU2891 2-5/8" 6,000 RPM Black Mini Tach

AU2892 2-5/8" 8,000 RPM Black Mini Tach



3-3/8" Tachs & Speedos

AU2692 120MPH Mechanical Speedo

AU2694 160MPH Mechanical Speedo

AU2680-M 3-3/8" 225kph GPS Speedo

AU2689-M 190 KPH Electrical Speedo

All Speedometers come with Trip Odometer

2-1/16" & 3-3/8" Gauges & Tachometers

AU2697 2-1/16" 5,000RPM Low Rev Electronic Tach

AU2698 2-1/16" 8,000RPM Electronic Tach

AU2699 3-3/8" 8,000RPM Electronic Tach

AU2681 2-1/16" Digital Boost Controller 30 in hg/30 psi

AU2688 3-3/8" 0-160MPH Electronic Speedometer

Tachometers operate on 4, 6 or 8 cylinder engines, most factory and aftermarket ignitions.

2-1/16" Mechanical Gauges

Note: *Includes 6ft nylon tubing 1/8" & 1/4 NPT fittings.

AU2657 Pressure Gauge, 0-200 PSI

AU2601* Boost 30in Hg Vac/20PSI

AU2614* Boost 30in Hg Vac/30PSI

AU2603 Fuel Pressure 0-15 PSI (carbed)

AU2620 Air Pressure 0-150PSI

AU2604* Oil Pressure 0-100 PSI

AU2605* Oil Pressure 0-200 PSI

AU2606* Water Temperature 140-280°F

AU2607* Water Temperature 120-240°F

AU2609* Oil Temperature 140-280°F

AU2610* Vacuum 30In Hg

AU2615 Trans Temp Includes tubing and hardware

AU2616 Boost 0-35PSI

AU2617 Boost 0-60PSI

AU2618 Boost 0-100PSI

AU2612 Fuel Pressure 0-100PSI (Fuel Inj.)

AU2679 Wideband Street Air/Fuel Ratio, 10:1-17:1 AFR

AU2652 Fuel Level, 73-10 Ω, AIR-CORE, LINEAR

2-1/16" Short Sweep Electrical Gauges

AU2634 Oil Pressure 0-100PSI

Includes electric sender 1/8" & 1/4" NPT fittings.

AU2635 Water Temperature 100-250F

Inc. 1/8" elec sender 3/8" & 1/2" NPT fittings.

AU2638 Oil Temperature 100-250F

Inc. 1/8" elec sender 3/8" & 1/2" NPT fittings.

AU2639 Oil Temperature 140-300F

Inc. 1/8" elec sender 3/8" & 1/2" NPT fittings.

AU2640 Trans. Temperature 100-250F

Inc. 1/8" elec sender 3/8" & 1/2" NPT fittings.

AU2641 Fuel Level

(0 ohms E/90 ohms F) Most GM vehicles from '65 to present.

AU2642 Fuel Level

(73 ohms E/8-12 ohms F) For most Ford and Chrysler vehicles.

AU2643 Fuel Level

(240 ohms E/33 ohms F) Use with 3262 Fuel Level sender.

AU2648 Fuel Level

(0 ohms E/30 ohms F) For most GMH vehicles before 1965

AU2644 Ampmeter 60-0-60 Amps

CAUTION Use only on alternators with maximum output of 60 Amps or less. Higher output alternators MUST use voltmeter.

AU2645 Voltmeter 8-18 Volts

AU2651 Voltmeter 16-36Volts

AU2636 Differential Temperature 100-250F

2-1/16" Full Sweep Electrical Gauges

AU2656 Fuel Level, Programmable 0-280 Ω

AU2655 Pyrometer, 0-2000 °F

AU2632 Clock Quartz Movement

Includes second hand. Operates on 12 volts.

AU2661 Fuel Pressure 0-15PSI

AU2660 Fuel Pressure 0-30PSI

AU2663 Fuel Pressure 0-100PSI

AU2675 Air Fuel Ratio

AU2653 Pyrometer 0-1600°F

AU2654 Pyrometer 0-1600°F

TRADITIONAL CHROME BEZEL

Ideal for custom car or race applications requiring a small size or custom car builders desiring the traditional chrome design, these quality gauges are the perfect choice. They are available in both mechanical or electrical movements. The mechanical gauges offer a full 270deg. sweep dial face for maximum legibility.



Tachs & Speedos

AU2895 3-3/4" 8,000 RPM Chrome Street Tach

AU2897 3-3/4" 8,000 RPM Short Sweep with Super Bezel

AU2893 2-5/8" 8,000 RPM Chrome Mini Tach



Tachs & Speedos

AU2489 3-3/8" 160MPH Programmable Electronic Speedo

AU2492 3-3/8" 120MPH Mechanical Speedo

AU2494 3-3/8" 160MPH Mechanical Speedo

All Speedometers come with trip odometer.

AU2499 3-3/8" 8000RPM In Dash Elect. Tach

Operates on 4, 6 or 8 cylinder engines with most factory and aftermarket ignitions.



2-1/16" Mechanical Gauges

- AU2401 Boost 30In Hg Vac/20PSI**
Inc. 6ft nylon tubing 1/8" and 1/4 NPT fittings.
- AU2403 Boost 30In Hg Vac/30PSI**
Inc. 6ft nylon tubing 1/8" and 1/4 NPT fittings.
- AU2411 Fuel Pressure 0-15 PSI (carb)**
Gauge MUST be mounted outside of vehicle.
Requires braided stainless steel tubing and mounting cups.
- AU2412 Fuel Pressure 0-100 PSI (Fuel Inj.)**
Gauge MUST be mounted outside of vehicle. Requires braided stainless steel tubing and mounting cups.
- AU2413 Fuel Pressure w/Isolator 0-15PSI**
May be installed inside vehicle by mounting isolator in engine compartment. Includes 4ft braided stainless line from isolator to gauge. Requires braided stainless steel tubing to connect isolator to fuel source.
- AU2421* Oil Pressure 0-100 PSI**
- AU2422* Oil Pressure 0-200 PSI**
- AU2431* Water Temperature 140-280°F**
- AU2432* Water Temperature 120-240°F**
- AU2433 Water Temperature 120-240°F**
Inc. 12ft capillary tubing and 1/2" NPT fittings.
- AU2441* Oil Temperature 140-280°F**
- AU2484 Vacuum 30In Hg**
Inc. 6ft capillary tubing and universal T-fitting.
- AU2451 Transmission Temperature 140-280°F**
Inc. 8ft capillary tubing and universal T-fitting
- Note: *Inc. 6ft nylon tubing 1/8" and 1/4" NPT fittings



2-1/16" Electrical Gauges

- AU2514 Fuel Level**
(0 ohms E/90 ohms F) Most GM vehicles from '65 to present.
- AU2515 Fuel Level**
(73 ohms E/8-12 ohms F) For most Ford and Chrysler vehicles.
- AU2516 Fuel Level**
(240 ohms E/33 ohms F) Use with 3262 Fuel Level sender.
- AU2517 Fuel Level**
(0 ohms empty/30 ohms full) Most 1965 GM vehicles pre 1965
- AU2518 Fuel Level**
(16 ohms empty/158 ohms full) Ford 1987 to present
- AU2522 Oil Pressure 0-100 PSI**
Inc. electric sender 1/8" and 1/4" NPT fittings
- AU2532 Water Temperature 100-250°F**
Inc. electric sender 1/8" and 1/2" NPT fittings.
- AU2542 Oil Temperature 100-250°F**
Inc 1/8" electric sender 3/8" and 1/2" NPT fittings.
- AU2543 Oil Temperature 140-300°F**
Inc. 1/8" electric sender 3/8" & 1/2" NPT fittings.
- AU2552 Trans. Temperature 100-250°F**
Inc. 1/8" electric sender 3/8" & 1/2" NPT fittings.
- AU2586 Ammeter 60-0-60 Amps**
CAUTION Use only on alternators with maximum output of 60 Amps or less. Higher output alternators MUST use voltmeter. Ammeter MUST be installed by experienced mechanic.
- AU2585 Clock Quartz Movement**
Includes second hand. Operates on 12 volts.
- AU2587 Hourmeter 8-32 Volts DC input**
Non-re-settable meter with Quartz accuracy for recording up to 100,000 hours
- AU2592 Voltmeter 8-18 Volts**

DATA ACQUISITION

Allows you to record and playback up to 80 seconds of RPM activity to analyse your shift points and improve consistency. Connect to any Autometer tachometer into a playback tach and view recorded data on the gauge face. Also usable as a shift light controller.

Features:

- 80 Second Playback
- Digital RPM Display
- Super Bright LED Shift Light
- Easy, 3 Button User Programmable Interface
- Single Programmable Shift Point
- Four Programmable Shift Points and Launch Light
- Progressive Colour Change Shift Lights
- Custom Shift Light Colour

Tach Facts Software

Tach facts software allows each stored run from the Ultimate II to be downloaded to a PC for review and analysis. Zoom In feature allows target areas of the graph to be expanded both horizontally and vertically for more accurate information.

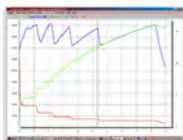
AU6890 Tach Facts Software

Software sent on CD and requires a minimum of a PentiumII processor or equivalent. Tach Facts works on Windows 98, 95, 2000, NT Millennium or XP. Included with dual channel tachs.

Pit Road Speed Tach Programmer

Required for optimal (1 RPM Resolution) Programming of Pit Road Speed and Shift Light
Functionality of the #6847 Elite Series Pit Road Speed Tachometers.

AU9119 Pit Road Speed Tach Programmer



Note: All Playback models operate on 4, 6, or 8 cylinder engines with standard and electronic racing ignitions.

5" Sport-Comp Playback Tachometer

- AU3964 9000RPM Sport Comp Silver Playback Tach**
- AU3965 11000RPM Sport Comp Silver Playback Tach**
- AU3966 9000RPM Sport Comp Black Playback Tach**
- AU3967 11000RPM Sport Comp Black Playback Tach**
- Review your entire run right on the tach, right at the track for a detailed view of your car's performance under extreme race conditions. The replay can be viewed on the tachometer in 1/3 real time, and enhanced using the fast forward and fast reverse function. Data is recorded at a rate of 50 samples per second, for optimum accuracy. Four shift points can be selected, and an Auto Meter shift light may be added to increase driver consistency.

CLASSIC & HOT ROD GAUGES



km/h Street Rod Kits for Australia

with programmable km/h speedo

- AU1302-M Arctic White 5 Piece Kit**
- AU1421-M Designer Black 5 Piece Kit**
- AU1602-M Old Tyme White 5 Piece Kit**
- AU1809-M Antique Biege 5 Piece Kit**

ARCTIC WHITE SERIES

The Arctic White series features a brilliant white face with an easy to read modern dial. A fluorescent red pointer is seen through a clear domed lens with a polished chrome bezel.



AU1303

Street Rod Kit Boxes

Five piece kits include a 3-1/8" diameter 120mph or 190kph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. Quad gauge kits include the quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 120mph electronic speedo or electronic tach / speedo combo gauge and are available in 3-3/8" or 5" diameter. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

- AU1300 Five Piece Kit with Mechanical MPH Speedo**
- AU1302 Five Piece Kit with Electronic MPH Speedo**
- AU1302-M Five Piece Kit with Electronic KPH Speedo**
- AU1308 3-3/8" Quad Gauge & Electronic Speedo Kit**
- AU1309 3-3/8" Quad Gauge & Electronic Tach/Speedo Kit**
- AU1303 5" Quad Gauge & Electronic Speedo Kit**



Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

- AU1397 2-1/16" 7000rpm In Dash Mini Tacho**
- AU1398 3-1/8" 7000rpm In Dash Tacho**
- AU1388 3-1/8" 120mph Electronic Speedo**
- AU1396 3-1/8" 120mph Mechanical Speedo**
- AU1390 3-3/8" 8000rpm In Dash Tacho**
- AU1380 3-3/8" 120mph Electronic Speedo**
- AU1381 3-3/8" 120mph / 8000rpm Tach / Speedo Combo**
- AU1312 3-3/8" Quad Gauge (Fuel, Oil, Water, Volts)**
- AU1313 3-3/8" Dual Combo (Fuel, Oil)**
- AU1330 3-3/8" Dual Combo (Water, Volts)**
- AU1399 5" 8000rpm In Dash Tacho**
- AU1389 5" 120mph Electronic Speedo**
- AU1310 5" Quad Gauge (Fuel, Oil, Water, Volts)**

2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge

includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

- AU1315 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on))**
- AU1316 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)**
- AU1317 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)**
- AU1318 Fuel Level, 0 Ohms E / 30 Ohms F (pre-1965 GMH)**
- AU1321 Oil Pressure Mechanical 0-100psi**
- AU1327 Oil Pressure Electric, 0-100psi**
- AU1332 Water Temperature Electric, 120-240F**
- AU1337 Water Temperature Electric, 100-250F**
- AU1372 Boost/Vac Mechanical, 30in. Hg - 20psi**
- AU1385 Clock, Quartz Movement**
- AU1391 Voltmeter, 8-18 Volts**



OLD TYME BLACK SERIES

Street Rod Kit Box

Each kit includes 120MPH Speedometer, 100PSI Oil Pressure, 100degF-250degF Water Temperature, 8-18V Voltmeter and a 240 ohms/33ohms Fuel Level Gauge. All gauge senders (including Fuel Level sender), lighting and mounting hardware are included.

- AU1708 3-1/8" Speedo/2-1/16 x 4 Gauge Kit mechanical speedo**
- AU1709 3-1/8" Speedo/2-1/16 x 4 Gauge Kit Electronic speedo**

Tachometers & Speedometers

- AU1797 2-1/16" 7,000RPM Electric In Dash Mini Tach**
- AU1787 3-1/8" 120MPH Electric Programmable Speedo**
- AU1796 3-1/8" 120MPH Mechanical In Dash Speedo**
- AU1798 3-1/8" 7,000RPM Electric In Dash Tach**

2-1/16" Gauges

- AU1715 Fuel Level (0 Ohms E/90 Ohms F)**
For most GM vehicles from 1965 to present.
- AU1716 Fuel Level (73 Ohms E/8-12 Ohms F)**
For most Ford and Chrysler vehicles.
- AU1717 Fuel Level (240 Ohms E/33 Ohms F)**
Use 3262 fuel level sender. Commodore
- AU1718 Fuel Level (0 Ohms E/30 Ohms Full)**
For most GMH vehicles before 1965.
- AU1727 Oil Pressure 0-100PSI**
Includes 1/8" elec. sender and 1/4" NPT adaptor
- AU1737 Water Temp. 100-250°F**
Inc 1/8" elec. sender, 3/8" & 1/2" NPT adapters
- AU1785 Clock Quartz movement**
- AU1791 Voltmeter 8-18 Volts**



AMERICAN PLATINUM SERIES

Auto Meter's American Platinum series offers a clean brushed aluminium dial face and black nickel bezel surrounding a clear domed lens. This is accented by an aggressive number style and pointer for a powerful look deserving of street rods.

Street Rod Kit Boxes

Five piece kits including a 3-1/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

- AU1901 Five Piece Kit with Mechanical MPH Speedo**
- AU1902 Five Piece Kit with Electronic MPH Speedo**

Tachos & Speedos

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

- AU1994 2-1/16" 7000rpm In Dash Mini Tacho**
- AU1995 3-1/8" 7000rpm In Dash Tacho**
- AU1988 3-1/8" 120mph Electronic Speedo**
- AU1993 3-1/8" 120mph Mechanical Speedo**



2-1/16" Gauges

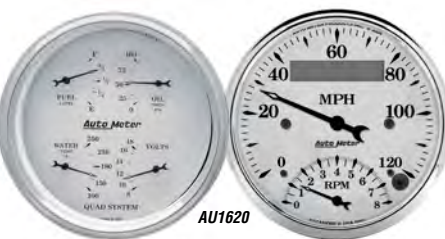
To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1904	Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)
AU1905	Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)
AU1906	Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
AU1907	Fuel Level, 0 Ohms E / 30 Ohms F (pre-1965 GM)
AU1928	Oil Pressure Electric, 0-100psi
AU1938	Water Temperature Electric, 100-250°F
AU1986	Clock, Quartz Movement
AU1992	Voltmeter, 8-18 Volts



OLD TYME WHITE SERIES

The Old Tyme White series features a timely, nostalgic look with the accuracy of a modern air core meter. Bold numbers on the white coloured face are accented by a chrome bezel, antique black pointer and a clear domed lens.



Street Rod Kit Boxes

Five piece kits include a 3-1/8" diameter 120mph or 190kph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. Quad gauge kits include the quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 120mph electronic speedo or electronic tach / speedo combo gauge and are available in 3-3/8" or 5" diameter. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1601	Five Piece Kit with Mechanical MPH Speedo
AU1602	Five Piece Kit with Electronic MPH Speedo
AU1602-M	Five Piece Kit with Electronic KPH Speedo
AU1600	3-3/8" Quad Gauge & Electronic Speedo Kit
AU1620	3-3/8" Quad Gauge & Electronic Tach/Speedo Kit
AU1603	5" Quad Gauge & Electronic Speedo Kit

Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1694	2-1/16" 7000rpm In Dash Mini Tacho
AU1695	3-1/8" 7000rpm In Dash Tacho
AU1688	3-1/8" 120mph Electronic Speedo
AU1688-M	3-1/8" 190kph Electronic Speedo
AU1693	3-1/8" 120mph Mechanical Speedo
AU1690	3-3/8" 8000rpm In Dash Tacho
AU1680	3-3/8" 120mph Electronic Speedo
AU1681	3-3/8" 120mph / 8000rpm Tach / Speedo Combo
AU1613	3-3/8" Dual Combo (Fuel, Oil)
AU1630	3-3/8" Dual Combo (Water, Volts)
AU1612	3-3/8" Quad Gauge (Fuel, Oil, Water, Volts)
AU1699	5" 8000rpm In Dash Tacho
AU1689	5" 120mph Electronic Speedo

AU1610	5" Quad Gauge (Fuel, Oil, Water, Volts)
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2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part#AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1604	Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)
AU1605	Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)
AU1606	Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
AU1607	Fuel Level, 0 Ohms E / 30 Ohms F (pre-1965 GM)
AU1628	Oil Pressure Electric, 0-100psi
AU1621	Oil Pressure Mechanical 0-100psi
AU1638	Water Temperature Electric, 100°-250°F
AU1686	Clock, Quartz Movement
AU1692	Voltmeter, 8-18 Volts



OLD TYME WHITE II SERIES

The Old Tyme White II series features the same nostalgic look as the Old Tyme White series with white LED full dial lighting for enhanced night time visibility. Bold numbers on the white coloured face are accented by a chrome bezel, antique black pointer and a clear domed lens.



OLD TYME WHITE II SERIES

Street Rod Kit Boxes

The five piece kit includes a 3-1/8" diameter 120mph electronic speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. The quad gauge kit includes a 5" diameter quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 5" diameter 8000rpm / 120mph electronic tach / speedo combo gauge. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1200	Five Piece Kit with Electronic MPH Speedo
AU1203	5" Quad Gauge & Tach / Speedo Combo Kit

Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1297	3-3/8" 8000rpm In Dash Tacho
AU1287	3-3/8" 120mph Electronic Speedo
AU1290	5" 8000rpm / 120mph Tach / Speedo Combo
AU1210	5" Quad Gauge (Fuel, Oil, Water, Volts)

2-1/16" Gauges

Fuel level gauge AU1216 is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1216	Fuel Level, 240 Ohms E / 33 Ohms F
AU1227	Oil Pressure Electric, 0-100psi
AU1237	Water Temperature Electric, 100°-250°F
AU1292	Voltmeter, 8-18 Volts



DESIGNER BLACK II SERIES

The Designer Black II series features the same styling as the Designer Black series with through the dial white LED lighting and lighted pointer for enhanced night time visibility. The clear domed lens surrounded by a chrome (or black chrome) bezel makes a provocative statement to custom interiors.

Street Rod Kit Boxes

The five piece kit includes a 3-1/8" diameter 120mph electronic speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. The quad gauge kit includes a 5" diameter quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 5" diameter 8000rpm / 120mph electronic tach / speedo combo gauge. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1201	Five Piece Kit with Electronic MPH Speedo
AU1204	5" Quad Gauge & Tach / Speedo Combo Kit



Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1296	3-3/8" 8000rpm In Dash Tacho
AU1286	3-3/8" 120mph Electronic Speedo
AU1291	5" 8000rpm / 120mph Tach / Speedo Combo
AU1211	5" Quad Gauge (Fuel, Oil, Water, Volts)

2-1/16" Gauges

Fuel level gauge AU1206 is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1206	Fuel Level, 240 Ohms E / 33 Ohms F
AU1228	Oil Pressure Electric, 0-100psi
AU1238	Water Temperature Electric, 100°-250°F
AU1293	Voltmeter, 8-18 Volts



DESIGNER BLACK SERIES

The designer black series is a popular choice among street prodders. The dials are easy to read with modern dial graphics and a fluorescent red pointer. The clear domed lens surrounded by a chrome (or black chrome) bezel makes a provocative statement to custom interiors.

Street Rod Kit Boxes

Five piece kits include a 3-1/8" diameter 120mph or 190kph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. Quad gauge kits include the quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 120mph electronic speedo or electronic tach / speedo combo gauge and are available in 3-3/8" or 5" diameter. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1400	Five Piece Kit with Mech. MPH Speedo (Black Bezel)
AU1420	Five Piece Kit with Mechanical MPH Speedo
AU1421	Five Piece Kit with Electronic MPH Speedo
AU1421-M	Five Piece Kit with Electronic KPH Speedo
AU1408	3-3/8" Quad Gauge & Electronic Speedo Kit
AU1409	3-3/8" Quad Gauge & Electronic Tach/Speedo Kit
AU1403	5" Quad Gauge & Electronic Speedo Kit



Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU5291	GM applications or AU5292 for Ford applications.
AU1477	2-1/16" 7000rpm In Dash Mini Tacho
AU1478	3-1/8" 7000rpm In Dash Tacho
AU1487	3-1/8" 120mph Electronic Speedo
AU1487-M	3-1/8" 190kph Electronic Speedo
AU1476	3-1/8" 120mph Mechanical Speedo
AU1490	3-3/8" 8000rpm In Dash Tacho
AU1480	3-3/8" 120mph Electronic Speedo
AU1481	3-3/8" 120mph / 8000rpm Tach / Speedo Combo
AU1412	3-3/8" Quad Gauge (Fuel, Oil, Water, Volts)
AU1499	5" 8000rpm In Dash Tacho
AU1413	3-3/8" Dual Gauge (Fuel Oil)
AU1430	3-3/8" Dual Gauge (Water, Volts)
AU1489	5" 120mph Electronic Speedo
AU1410	5" Quad Gauge (Fuel, Oil, Water, Volts)

BLACK BEZEL

AU1497	2-1/16" 7000rpm In Dash Mini Tacho (Black Bezel)
AU1498	3-1/8" 7000rpm In Dash Tacho (Black Bezel)
AU1488	3-1/8" 120mph Electronic Speedo (Black Bezel)
AU1496	3-1/8" 120mph Mechanical Speedo (Black Bezel)
AU1496	3-1/8" 120mph Mechanical Speedo (Black Bezel)

2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1422	Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)
AU1423	Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)
AU1424	Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
AU1425	Fuel Level, 0 Ohms E / 30 Ohms F (pre-1965 GM)
AU1426	Oil Pressure Electric, 0-100psi
AU1429	Oil Pressure Mechanical 0-100psi
AU1436	Water Temperature Electric 100-250F
AU1432	Water Mechanical Electric 120-240F
AU1471	Boost/Vac Mechanical, 30in.hg -20psi
AU1483	Voltmeter, 8-18 Volts
AU1484	Clock, Quartz Movement

BLACK BEZEL

AU1415	Fuel Level, 0 Ohms E / 90 Ohms F (Black Bezel)
AU1427	Oil Pressure Electric, 0-100psi (Black Bezel)
AU1437	Water Temp Electric 100-250F (Black Bezel)
AU1472	Boost/Vac Mech 30in.hg-20psi (Black Bezel)
AU1485	Clock, Quartz Movement (Black Bezel)



CRUISER SERIES

The Cruiser series features a hybrid metal dial with through the dial LED lighting and an illuminated pointer for a classic style that is equally at home in a muscle car or hotrod.

Street Rod Kit Box

Five piece kit including a 3-3/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1101 Five Piece Kit with Electronic 120 MPH Speedo

Tachos & Speedos

Electronic speedo is programmable and easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1196 3-3/8" 8000rpm In Dash Tacho

AU1186 3-3/8" 120mph Electronic Speedo

2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1113 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)

AU1115 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)

AU1117 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)

AU1128 Oil Pressure Electric, 0-100psi

AU1138 Water Temperature Electric, 100°-250°F

AU1193 Voltmeter, 8-18 Volt

2-1/16" Gauges Full Sweep

AU1109 Fuel Level 0 Ohms E / 280 Ohms

AU1153 Oil Pressure Electric, 0-100psi

AU1155 Water Temperature Electric, 100-260°F

AU1183 Voltmeter, 8-18 Volt

AU1185 Clock Quarts Movement

CRUISER AD SERIES

Street Rod Kit Box

Five piece kit including a 3-3/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1100 Five Piece Kit with Electronic 120 MPH Speedo



Tachos & Speedos

Electronic speedo is programmable and easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1195 3-3/8" 8000rpm In Dash Tacho

AU1187 3-3/8" 120mph Electronic Speedo



2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1104 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)

AU1105 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)

AU1107 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)

AU1126 Oil Pressure Electric, 0-100psi

AU1136 Water Temperature Electric, 100-250°F

AU1191 Voltmeter, 8-18 Volt

2-1/16" Gauges Full Sweep

AU1108 Fuel Level 0 Ohms E / 280 Ohms

AU1152 Oil Pressure Electric, 0-100psi

AU1154 Water Temperature Electric, 100-260°F

AU1182 Voltmeter, 8-18 Volt

AU1184 Clock Quarts Movement

PRESTIGE SERIES BLACK DIAMOND SERIES



Street Rod Kit Boxes

Five piece kits including a 3-3/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU2003 Five Piece Kit with Mechanical MPH Speedo

AU2001 Five Piece Kit with Electronic MPH Speedo



Tachos & Speedos

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use

AU2096 3-3/8" 8000rpm In Dash Tacho

AU2086 3-3/8" 120mph Electronic Speedo

AU2088 3-3/8" 120mph Mechanical Speedo

AU2005 5" QUAD & TACH/SPEEDO KIT PRESTIGE BD (AU2011 & AU2091)

AU2011 5" QUAD BLACK DIAMOND

AU2012 5" QUAD BLACK DIAMOND 0-90 ohms

AU2091 5" TACH/SPEEDO BLACK DIAMOND



2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU2014 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)

AU2016 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)

AU2028 Oil Pressure Electric, 0-100psi

AU2022 Oil Pressure Mechanical 0-100psi

AU2038 Water Temperature Electric, 100-250°F

AU2033 Water Temperature Mechanical 120-240°F

AU2093 Voltmeter, 8-18 Volts

PRESTIGE SERIES ANTIQUE IVORY SERIES



Street Rod Kit Boxes

Five piece kits including a 3-3/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU2002 Five Piece Kit with Mechanical MPH Speedo

AU2000 Five Piece Kit with Electronic MPH Speedo



Tachos & Speedos

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU2097 3-3/8" 8000rpm In Dash Tacho

AU2087 3-3/8" 120mph Electronic Speedo

AU2089 3-3/8" 120mph Mechanical Speedo

AU2004 5" QUAD & TACH/SPEEDO KIT (AU2010 & AU2090)

AU2009 5" QUAD ANTIQUE IVORY 0-90 ohms

AU2010 5" QUAD ANTIQUE IVORY

AU2090 5" TACH/SPEEDO ANTIQUE IVORY



2-1/16" ANTIQUE IVORY Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU2013 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)

AU2017 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)

AU2027 Oil Pressure Electric, 0-100psi

AU2021 Oil Pressure Mechanical 0-100psi

AU2037 Water Temperature Electric, 100-250°F

AU2032 Water Temperature Mechanical 120-240°F

AU2092 Voltmeter, 8-18 Volts

ANTIQUE BEIGE SERIES

The Antique Beige series captures the essence of the '20s and '30s with diamond shaped increments and pointer, clear domed lens and chrome bezel. Also included are red and green light bulb covers for a custom night time look.



Street Rod Kit Boxes

Five piece kits include a 3-1/8" diameter 120mph or 190kph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. Quad gauge kits include the quad gauge with oil pressure, water temperature, volt and fuel level in one gauge and a 120mph electronic speedo or electronic tach / speedo combo gauge and are available in 3-3/8" or 5" diameter. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1808 Five Piece Kit with Mechanical MPH Speedo

AU1809 Five Piece Kit with Electronic MPH Speedo

AU1809-M Five Piece Kit with Electronic KPH Speedo

AU1800 3-3/8" Quad Gauge & Electronic Speedo Kit

AU1820 3-3/8" Quad Gauge & Electronic Tach/Speedo Kit

AU1803 5" Quad Gauge & Electronic Speedo Kit



Tachos, Speedos & Quad Gauges

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use

AU5291 for GM applications or AU5292 for Ford applications.

AU1897 2-1/16" 7000rpm In Dash Mini Tacho

AU1898 3-1/8" 7000rpm In Dash Tacho

AU1887 3-1/8" 120mph Electronic Speedo

AU1896 3-1/8" 120mph Mechanical Speedo

AU1890 3-3/8" 8000rpm In Dash Tacho

AU1880 3-3/8" 120mph Electronic Speedo

AU1881 3-3/8" 120mph / 8000rpm Tach / Speedo Combo

AU1812 3-3/8" Quad Gauge (Fuel, Oil, Water, Volts)

AU1813 3-3/8" Dual Gauge (Fuel, Oil, Water)

AU1830 3-3/8" Dual Gauge (Water, Volts)

AU1899 5" 8000rpm In Dash Tacho

AU1889 5" 120mph Electronic Speedo

AU1810 5" Quad Gauge (Fuel, Oil, Water, Volts)



2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for use with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1815 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)

AU1816 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)

AU1817 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)

AU1827 Oil Pressure Electric, 0-100psi

AU1821 Oil Pressure Mechanical 0-100psi

AU1837 Water Temperature Electric, 100-250°F

AU1837 Water Temperature Electric, 120-240°F

AU1885 Clock, Quartz Movement

AU1891 Voltmeter, 8-18 Volts

GOLDEN OLDIES SERIES

The Golden Oldies series captures the essence of the '20s and '30s with diamond shaped increments and pointer, clear domed lens and gold bezel. Also included are red and green light bulb covers for a custom night time look.



Street Rod Kit Boxes

Five piece kits including a 3-1/8" diameter 120mph speedo and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges. All gauge senders (except electronic speed sensor), lighting and mounting hardware are included.

AU1501 Five Piece Kit with Mechanical MPH Speedo
AU1502 Five Piece Kit with Electronic MPH Speedo



Tachos & Speedos

Electronic speedos are programmable and are easily calibrated to suit different tyre sizes and diff ratios. Works with OEM electronic speed sensors. If your trans doesn't have a speed sensor you can use AU5291 for GM applications or AU5292 for Ford applications.

AU1594 2-1/16" 7000rpm In Dash Mini Tacho
AU1595 3-1/8" 7000rpm In Dash Tacho
AU1588 3-1/8" 120mph Electronic Speedo
AU1593 3-1/8" 120mph Mechanical Speedo

2-1/16" Gauges

To use a fuel level gauge with your original sender, measure the resistance at empty and full and select the matching gauge. 0-90 Ohms suits most aftermarket fuel cells and 240-33 Ohms is for us with the universal fuel level sender, part# AU3262. Oil pressure gauge includes 1/8" NPT sender and 1/4" NPT adapter. Water temperature gauge includes 1/8" NPT sender and 3/8" & 1/2" NPT adapters.

AU1504 Fuel Level, 0 Ohms E / 90 Ohms F (GM 1965-on)
AU1505 Fuel Level, 73 Ohms E / 10 Ohms F (Ford & Chrys)
AU1506 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
AU1507 Fuel Level, 0 Ohms E / 30 Ohms F (pre-1965 GM)
AU1528 Oil Pressure Electric, 0-100psi
AU1538 Water Temperature Electric, 100°-250°F
AU1586 Clock, Quartz Movement
AU1592 Voltmeter, 8-18 Volts



WHITE SIGNATURE SERIES GAUGES

White signature series five piece street rod gauge kit includes 3-1/8" diameter 160mph electronic speedo and 2-1/16" diameter oil pressure, water temperature, fuel level and volt gauges. Matching 3-1/8" diameter 8000rpm tachometer is sold separately.

Five Piece Street Rod Kit with 3-1/8" Elect Speedo AU880087
3-1/8" 8000rpm Tachometer AU880088



FORD MASTERPIECE GAUGE COLLECTION

FMM-19017-B961 CHROME BEZEL SERIES (KIT)

5-gauge kits include: speedometer, oil pressure gauge and sender, water temperature gauge and sender, fuel level gauge and sender and battery voltage gauge.

Luxurious finishes embossed with Ford emblem Chrome design with white background, gray sweep zone, black graphics and needle-style pointer. Includes all components necessary to install Electronic operation, except Speedometer, which is mechanical. Case diameter is 3-1/8" (Speedometer) and 2-1/16" (Water, Oil, Fuel & Battery) Fuel-level sender compatibility is 240 OHM empty, 33 OHM full - 12 volt (Available separately M-10871-A962) Fuel-level sender is adjustable from 6" to 23" Speedometer, Oil Pressure Gauge and Sender, Water Temperature Gauge and Sender, Fuel Level Gauge and Sender and Battery Voltage Gauge.



COBRA SERIES

This vintage sports series offers chrome bezels, through the dial lighting, an authentic reverse sweep speedometer and a matching tach and gauges. The 4" diameter tach and speedo are a direct fit in most Cobra car dashes.

Tacho & Speedo

AU201004 4" 8000rpm In Dash Tacho
AU201005 4" 180mph Reverse Sweep
 Mechanical Speedo
AU201013 4" 180mph Reverse Sweep
 Electric speedo

2-1/16" Gauges

AU201975 Fuel Level, 16 Ohms E / 158 Ohms F
AU201011 Fuel Level, 240 Ohms E / 33 Ohms F (Universal)
AU201006 Oil Pressure Mechanical, 0-100psi
AU201008 Oil Temperature Mechanical, 60°-140°C
AU201007 Water Temperature Mechanical, 80°-140°C
AU201019 Clock, Quartz Movement
AU201009 Voltmeter, 8-18 Volts



Gauge Cup Sold Separately

So-CAL TRADITIONALIST INSTRUMENTS

So-Cal Traditionalist Instruments feature black faces with a small So-Cal logo, chrome bezels, steel cases and convex glass. Gauges are available separately or in sets of five or six. Five gauge sets include a 3-3/8" speedometer and 2-1/16" diameter oil pressure, water temperature, volt and fuel level gauges and six gauge sets are the same with the addition of a 3-3/8" diameter 10,000 rpm tachometer.

S0001-62650 5 Gauge Set with 200mph Mechanical Speedo
S0001-62665 6 Gauge Set w/Electric 140mph Speedo



MOON 5 GAUGE SET.

SPEEDO, OIL PRESSURE, WATER TEMP, FUEL LEVEL, VOLT
MNMPG35005 Black Face
MNMPG35005WH White Face

The Moon Equipped 5 Gauge set includes programmable electric Speedo 140MPH, Electric Oil Pressure, Electric Water Temp, Volt, Fuel Level. Comes with all senders including pulse sender for Speedo and Fuel sender (240E-33F universal). Please specify transmission when ordering. Choose from 5 Gauge set or add Tach to make a 6 Gauge set! Choose white or black face



MOON QUAD GAUGE SET

SPEEDO, FUEL LEVEL, WATER TEMP, OIL PRESSURE, VOLT
MNMPG3340 BLACK FACE 3-3/8"
MNMPG3340WH WHITE FACE 3-3/8"

3-3/8" Kit includes Programmable Electric Speedo 140 MPH, Quad Fuel level, Water Temp, Oil Pressure, & Volt. Comes with all senders including pulse sender for speedo and fuel level. Available in White Face or Black Face. Please Specify Transmission type when ordering. 4-5/8" size gauge sets also available.

Moon Iron Cross Gauge Sets



MNMPG36005IC

MOON 6 GAUGE SET
IRON CROSS BLACK



MNMPG36005WHIC

MOON 6 GAUGE SET
IRON CROSS WHITE

PRESSURE GAUGES WITH ENGINE-TURNED FACIA 0-15 lbs

MNMPG210LF 0 - 15lbs
MNMPG215LF 0 - 60lbs
 PRESSURE GAUGES WITH
 ENGINE-TURNED FACIA

MOON HALF SWEEP

TACHOMETER

MNMPG5000TM (LOGO)
MNMPG5000T (NO LOGO)
8000 RPM FOR

4, 6, 8 CYLINDERS 3-3/4",
 Nostalgia look half sweep
 tach with adjustable redline.
 Works on any 4, 6, or 8 cylinder
 engine. Easy to mount on dash,
 column, or anywhere. 3-3/4" Dia.
 back lit.



MOON TACHOMETERS ELECTRIC

BLACK FACE

MNMPG3308 8000RPM

WHITE FACE

MNMPG3308WH 8000RPM



MOON EQUIPPED 3 Gauge Set

MNMPG5030 Volts temp oil

This nostalgia looking triple black faced gauge set in chrome panel is just what you need for that authentic look. Oil pressure and water temperature gauges are mechanical. These gauges are illuminated.

BOOST GAUGE

MNMPG3201 Black face

AIR PRESSURE

MNMPG3224 Black face

OIL TEMPERATURE

MNMPG3241 Black face

FUEL LEVEL

MNMPG3213 Black face

240E-33F Universal

OIL PRESURE

MNMPG3222 Black face

MOON DIRECT MOUNT

PRESSURE GAUGE 0-60 LBS

MNMPG115LF 0-60 Lbs

MNMPG110LF 0-15 Lbs

LIQUID FILLED. Another mini type gauge for application right at the source of pressure.

Can be used as fuel or oil pressure gauge.

Mechanical movement with a chrome bezel.

1-1/2" diameter with a 1/8" NPT connection.

MOON DIRECT WATER TEMP

GAUGE LIQUID FILLED

MNMPG109LF

2-1/4", 3/8" NPT Fitting with 1" Probe

MNMPG109SLF

1-1/2", 3/8" NPT Fitting with 1" Probe



Sky Drive

Calibrate your speedometer in less than a minute and you don't even have to leave your driveway! Sky Drive is the world's most accurate electronic speedometer sending unit.

No need for ECU converters or pulse signal generators screwed onto your transmission.

The new Sky Drive uses GPS Satellite signals to operate your electronic speedometer. It updates 10 times per second and with one push of a button it's ready to go.

CISN81

Sky Drive



Classic Series Five & Six Gauge Sets

Classic Series Five-gauge set with standard stainless radial bezels, curved glass lenses, and Nostalgia White crescent moon pointers. 5 gauge set includes 3 3/8" speedometer, 140 MPH, 2 5/8" Fuel, Oil, Temperature, and Volts. Tachometer included with 6 gauge sets.

5 Gauge Set:

3 3/8" Speedo & 2 5/8" Fuel, Oil, Temp, Volts

CICL900SRC

6 Gauge Set:

3 3/8" Speedo & Tachometer, 2 5/8" Fuel, Oil, Temp, Volts

CICL901SRC

All American Nickel

This series incorporates numerous design techniques that create a dramatic dimensional look to the instrumentation. The All American Nickel™ series displays a nickel appearance with the elegant styling of the instrumentation within the All American™ lines.

Part numbers listed below have high step bezels. For low profile radial bezels change the suffix from SHC to SRC.

CIAN00SHC - 5 Gauge Set

5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CIAN01SHC - 6 Gauge Set

6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts

CIAN02SHC - 2 Gauge Set

2 Gauge Set: 3 3/8" Speedo, Quad

CIAN03SHC - 3 Gauge Set

3 Gauge Set: 3 3/8" Speedo, Tach, Quad

CIAN09SHC 2 1/8" Fuel 240-33 ohm

CIAN11SHC 2 1/8" Fuel 75-10 ohm

CIAN12SHC 2 1/8" Fuel 0-90 ohm

CIAN13SHC 2 1/8" Fuel 16-158 ohm

CIAN14SHC 2 1/8" Fuel 0-30 ohm

CIAN26SHC 2 1/8" Water Temp

CIAN30SHC 2 1/8" Volts

CIAN55SHC 3 3/8" Speedo 140 mph

CIAN76SHC 3 3/8" Quad

CIAN80SHC 3 3/8" Tach 8,000 rpm

CIAN81SHC 2 1/8" Oil Pressure



All American Tradition

The face of this instrument features a spun central point with a black background which allows the polished aluminum numbers and indices to radiate off the face. This series is offered standard with polished stainless high stepped bezels and curved glass, the white teardrop pointers and elegant "All American" emblems complete this masterpiece. Tom Gale has once again collaborated with the team at Classic Instruments with wonderful results. Part numbers listed below have high step bezels. For low profile radial bezels change the suffix from SHC to SRC.

CIAT00SHC - 5 Gauge Set

5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CIAT01SHC - 6 Gauge Set

6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts

CIAT02SHC - 2 Gauge Set

2 Gauge Set: 3 3/8" Speedo, Quad

CIAT03SHC - 3 Gauge Set

3 Gauge Set: 3 3/8" Speedo, Tach, Quad

CIAT70SHC - Tacho

3 3/8" Tach 7,000rpm

All American™ Series

Tom Gale, formerly Chief Designer of the Daimler Chrysler Corporation, has led the Classic Instruments™ design team in the production of a beautiful new series. This new series incorporates the unique look of spun metal into a graceful All American® series. The instrumentation is delicately hand crafted with a raised "AAW" logo. This innovative design features curved glass, which flows into the smooth contour of a polished stainless radial bezel.

CIAW00SRC - 5 Gauge Set

5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CIAW01SRC - 6 Gauge Set

6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts

CIAW02SRC - 2 Gauge Set

2 Gauge Set: 3 3/8" Speedo, Quad

CIAW03SRC - 3 Gauge Set

3 Gauge Set: 3 3/8" Speedo, Tach, Quad

CIAW09SRC 2 1/8" Fuel 240-33 ohm

CIAW11SRC 2 1/8" Fuel 75-10 ohm

CIAW12SRC 2 1/8" Fuel 0-90 ohm

CIAW13SRC 2 1/8" Fuel 16-158 ohm

CIAW14SRC 2 1/8" Fuel 0-30 ohm

CIAW26SRC 2 1/8" Water Temp

CIAW30SRC 2 1/8" Volts

CIAW55SRC 3 3/8" Speedo 140 mph

CIAW70SRC 3 3/8" Tach 7,000 rpm

CIAW76SRC 3 3/8" Quad

CIAW81SRC 2 1/8" Oil Pressure



All American Package

The new All American Package is a complete, self-contained instrument panel featuring unique LED internal lighting for night driving. The package includes: An electronic 140 MPH speedo, fuel, volt, temp, oil gauge and a complete wiring harness. Integral turn indicator lights and odometer, plus the polished All American trademark emblem are built in. Measuring 5" x 12.25" overall, this exclusive gauge package will look great in any hot rod, classic truck or custom.

CIAW-3200-F-5 Gauge Set:

All American Package (5" x 12.25" OAL) - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Temp, Oil



Silver™ Series

The Silver Series adds a bold graphic look to complement today's high tech interior designs. Tear-drop pointers float over computer-machined swirl-cut centers in this unique instrument design.

CISS00SLF - 5 Gauge Set:

3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CISS00SLF - 5 Gauge Set

5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CISS01SLF - 6 Gauge Set

6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts

CISS06SLF 2 1/8" Gear Selector (overdrive)

CISS07SLF 2 1/8" Gear Selector (GM or Ford)

CISS09SLF 2 1/8" Fuel 240-33 ohm

CISS11SLF 2 1/8" Fuel 75-10 ohm

CISS12SLF 2 1/8" Fuel 0-90 ohm

CISS13SLF 2 1/8" Fuel 16-158 ohm

CISS14SLF 2 1/8" Fuel 0-30 ohm

CISS26SLF 2 1/8" Water Temp

CISS30SLF 2 1/8" Volts

CISS55SLF 3 3/8" Speedo 140 mph

CISS90SLF 3 3/8" Speedo 200 kph

CISS66SLF 2 1/8" Amp

CISS70SLF 3 3/8" Tach 7,000 rpm

CISS81SLF 2 1/8" Oil Pressure

CISS90SLF 2 1/8" Clock (w/reset button)



Nostalgia VT Gauge Series

A modern look back in time with the class and elegance you'd expect from Classic Instruments.

This series features a raised accent ring in the center complemented by the custom built, hand-made chrome pointer. Alternating diamond indices give this series a rich, classic feel. The beautiful color combination captivates a nostalgic, vintage finish on the series. This series comes with stainless high step bezels, curved glass, and is available in several combinations of instruments.

- CINT00SHC** - 5 Gauge Set
3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
- CINT02SHC** - 2 Gauge Set
3 3/8" Speedo, Quad
- CINT03SHC** - 3 Gauge Set
3 3/8" Speedo, Tach & Quad
- CINT80SHC** - Tachometer
3 3/8" 6,000 rpm tach



Esquire Series

Classic Instruments is pleased to announce the release of the Esquire Series. These new square gauges command respect and portray an image of stylish excellence. Featuring a custom machined aluminum bezel, glass lens, chromed pointer, laser etched numerals, a warm grey and cream on a spun aluminum dial face and warm LED lighting. Available individually or in a variety of set combinations that includes all necessary sending units.

- CIES00** - 5 Gauge Set
3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
- CIES02** - 2 Gauge Set
3 3/8" Speedo, Quad
- CIES03** - 3 Gauge Set
3 3/8" Speedo, Tach & Quad
- CIES80** - Tachometer
4" 8,000 rpm tach



Rocket Tachometer

The retro styled, half sweep tachometer features a dual layer design, color changing rocket booster, a red pointer, and a rich black face with bright white numerals and indices. Finished with a stainless low step bezel and flat glass the Rocket Tach comes mounted in a chrome cup that allows for a variety of mounting positions. Stock calibrated for eight cylinder engines the Rocket Tach can be special ordered for other configurations. Computer generated signals will require the use of an SN76 adaptor (not included). Great for completing that nostalgic look with the latest electronic technology, the Classic Instruments Rocket Tach is truly a blast from the past!

- CIRT80SLF** - Tachometer
3 3/8" 8,000 rpm tach

G / Stock™ Series

The G / Stock Series gives your car the great look of American muscle car performance.

- CIGS00SLF** - 5 Gauge Set
5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
- CIGS01SLF** - 6 Gauge Set
6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
- CIGS02SLF** - 2 Gauge Set
2 Gauge Set: 3 3/8" Speedo, Quad
- CIGS03SLF** - 3 Gauge Set
3 Gauge Set: 3 3/8" Speedo, Tach, Quad
- CIGS04SLF** - 3 Gauge Set
3 Gauge Set: 3 3/8" Speedo, 2 Duals
- CIGS05SLF** - 4 Gauge Set
4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
- CIGS51SLF** - 6 Gauge Set
6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
- CIGS52SLF** - 2 Gauge Set
2 Gauge Set: 5" Speedo, Quad
- CIGS53SLF** - 3 Gauge Set
3 Gauge Set: 5" Speedo, Tach, Quad
- CIGS54SLF** - 5 Gauge Set
5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
- CIGS64SLF** - 3 Gauge Set
3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
- CIGS09SLF**
2 1/8" Fuel 240-33 ohm
- CIGS11SLF**
2 1/8" Fuel 75-10 ohm
- CIGS12SLF**
2 1/8" Fuel 0-90 ohm
- CIGS13SLF**
2 1/8" Fuel 16-158 ohm
- CIGS14SLF**
2 1/8" Fuel 0-30 ohm
- CIGS26SLF**
2 1/8" Water Temp
- CIGS30SLF**
2 1/8" Volts
- CIGS31SLF**
5" Quad (w/ fuel 0-30 ohm)
- CIGS55SLF**
3 3/8" Speedo 140 mph
- CIGS56SLF**
5" Speedo 140 mph
- CIGS58SLF**
5" Speedo 200 kph
- CIGS59SLF**
3 3/8" Speedo 200 kph
- CIGS71SLF**
5" Tach 8,000 rpm
- CIGS72SLF**
3 3/8" Dual (fuel, oil)
- CIGS74SLF**
3 3/8" Dual (temp, volt)
- CIGS75SLF**
5" Quad
- CIGS76SLF**
3 3/8" Quad
- CIGS77SLF**
3 3/8" Quad (fuel 0-30 ohm)
- CIGS78SLF**
5" Quad (fuel 0-90 ohm)
- CIGS79SLF**
3 3/8" Quad (fuel 0-90 ohm)
- CIGS80SLF**
3 3/8" Tach 8,000 rpm
- CIGS81SLF**
2 1/8" Oil Pressure



Tetra™ Series

This three gauge instrument cluster is a great solution for an all inclusive gauge package. Each kit comes complete with all the appropriate sending units and everything you need to install the set into your vehicle.

- CIITE01BSLF** - 3 Gauge Set
3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
- CITE01GSLF** - 3 Gauge Set
3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
- CITE01TSLF** - 3 Gauge Set
3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
- CITE01WSLF** - 3 Gauge Set
3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp

Classic White™ Series

A favourite design that captures that elusive "Continental" flair of the 20's, this newest version of our original Classic Series (first conceived in 1975 and the design that started our company) retains the same stylish appeal. The Classic White Series offers a clean and elegant image for your restored or classic truck.

- CICW00SLF** - 5 Gauge Set
5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
- CICW01SLF** - 6 Gauge Set
6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
- CICW02SLF** - 2 Gauge Set
2 Gauge Set: 3 3/8" Speedo, Quad
- CICW03SLF** - 3 Gauge Set
3 Gauge Set: 3 3/8" Speedo, Tach, Quad
- CICW04SLF** - 3 Gauge Set
3 Gauge Set: 3 3/8" Speedo, 2 Duals
- CICW05SLF** - 4 Gauge Set
4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
- CICW51SLF** - 6 Gauge Set
6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
- CICW52SLF** - 2 Gauge Set
2 Gauge Set: 5" Speedo, Quad
- CICW53SLF** - 3 Gauge Set
3 Gauge Set: 5" Speedo, Tach, Quad
- CICW54SLF** - 5 Gauge Set
5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
- CICW61SLF** - 3 Gauge Set
3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
- CICW62SLF** - 2 Gauge Set
2 Gauge Set: 5" SpeedTachular & 5" Quad
- CICW64SLF** - 3 Gauge Set
3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
- CICW65SLF** - 5 Gauge Set
5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
- CICW06SLF**
2 1/8" Gear Selector (overdrive)
- CICW07SLF**
2 1/8" Gear Selector (GM or Ford)
- CICW08SLF**
2 1/8" Boost
- CICW09SLF**
2 1/8" Fuel 240-33 ohm
- CICW11SLF**
2 1/8" Fuel 75-10 ohm
- CICW12SLF**
2 1/8" Fuel 0-90 ohm
- CICW13SLF**
2 1/8" Fuel 16-158 ohm
- CICW14SLF**
2 1/8" Fuel 0-30 ohm
- CICW15SLF**
2 1/8" Fuel Mechanical (ext. mount)
- CICW16SLF**
2 1/8" Air Pressure
- CICW17SLF**
2 1/8" Dual Air Pressure
- CICW26SLF**
2 1/8" Water Temp
- CICW27SLF**
2 1/8" Trans Temp
- CICW28SLF**
2 1/8" Oil Temp
- CICW30SLF**
2 1/8" Volts
- CICW31SLF**
5" Quad (w/ fuel 0-30 ohm)
- CICW50SLF**
5" SpeedTachular (Speedo/Tach Combo)
- CICW55SLF**
3 3/8" Speedo 140 mph
- CICW56SLF**
5" Speedo 140 mph
- CICW58SLF**
5" Speedo 200 kph
- CICW59SLF**
3 3/8" Speedo 200 kph
- CICW60SLF**
3 3/8" Tach 6,000 rpm (w/tach filter)
- CICW66SLF**
2 1/8" Amp
- CICW71SLF**
5" Tach 8,000 rpm
- CICW72SLF**
3 3/8" Dual (fuel, oil)
- CICW74SLF**
3 3/8" Dual (temp, volt)
- CICW75SLF**
5" Quad
- CICW76SLF**
3 3/8" Quad
- CICW77SLF**
3 3/8" Quad (fuel 0-30 ohm)
- CICW78SLF**
5" Quad (fuel 0-90 ohm)
- CICW79SLF**
3 3/8" Quad (fuel 0-90 ohm)
- CICW80SLF**
3 3/8" Tach 8,000 rpm
- CICW81SLF**
2 1/8" Oil Pressure
- CICW83SLF**
2 1/8" Tach 8,000 rpm (8 cylinder application w/o converter)
- CICW90SLF**
2 1/8" Clock (w/reset button)
- CICW93SLF**
3 3/8" Clock (w/reset button)



CLASSIC
INSTRUMENTS



Hot Rod™ Series

Designed as our tribute to the early days of street rodding, this series introduced the return of curved glass lenses. The definitive expression of tradition... the timeless series look of black and white. Part numbers listed below have flat glass. For curved glass change the suffix from SLF to SLC.

CIHR00SLF - 5 Gauge Set	5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CIHR01SLF - 6 Gauge Set	6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIHR02SLF - 2 Gauge Set	2 Gauge Set: 3 3/8" Speedo, Quad
CIHR03SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, Tach, Quad
CIHR04SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, 2 Duals
CIHR05SLF - 4 Gauge Set	4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
CIHR51SLF - 6 Gauge Set	6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIHR52SLF - 2 Gauge Set	2 Gauge Set: 5" Speedo, Quad
CIHR53SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, Tach, Quad
CIHR54SLF - 5 Gauge Set	5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
CIHR61SLF - 3 Gauge Set	3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
CIHR62SLF - 2 Gauge Set	2 Gauge Set: 5" SpeedTachular & 5" Quad
CIHR64SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
CIHR65SLF - 5 Gauge Set	5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
CIHR06SLF	2 1/8" Gear Selector (overdrive)
CIHR07SLF	2 1/8" Gear Selector (GM or Ford)
CIHR08SLF	2 1/8" Boost
CIHR09SLF	2 1/8" Fuel 240-33 ohm
CIHR10SLF	3 3/8" Tach 10,000 rpm
CIHR11SLF	2 1/8" Fuel 75-10 ohm
CIHR12SLF	2 1/8" Fuel 0-90 ohm
CIHR13SLF	2 1/8" Fuel 16-158 ohm
CIHR14SLF	2 1/8" Fuel 0-30 ohm
CIHR15SLF	2 1/8" Fuel Mechanical (ext. mount)
CIHR16SLF	2 1/8" Air Pressure
CIHR17SLF	2 1/8" Dual Air Pressure
CIHR26SLF	2 1/8" Water Temp
CIHR27SLF	2 1/8" Trans Temp
CIHR28SLF	2 1/8" Oil Temp
CIHR30SLF	2 1/8" Volts
CIHR31SLF	5" Quad (w/ fuel 0-30 ohm)
CIHR50SLF	5" SpeedTachular (Speedo/Tach Combo)
CIHR55SLF	3 3/8" Speedo 140 mph
CIHR56SLF	5" Speedo 140 mph
CIHR57SLF	3 3/8" Speedo 200 mph
CIHR58SLF	5" Speedo 200 kph
CIHR59SLF	3 3/8" Speedo 200 kph
CIHR60SLF	3 3/8" Tach 6,000 rpm (w/tach filter)
CIHR66SLF	2 1/8" Amp
CIHR71SLF	5" Tach 8,000 rpm
CIHR72SLF	3 3/8" Dual (fuel, oil)
CIHR74SLF	3 3/8" Dual (temp, volt)
CIHR75SLF	5" Quad
CIHR76SLF	3 3/8" Quad
CIHR77SLF	3 3/8" Quad (fuel 0-30 ohm)
CIHR78SLF	5" Quad (fuel 0-90 ohm)
CIHR79SLF	3 3/8" Quad (fuel 0-90 ohm)
CIHR80SLF	3 3/8" Tach 8,000 rpm
CIHR81SLF	2 1/8" Oil Pressure
CIHR83SLF	2 1/8" Tach 8,000 rpm (8 cylinder application w/o converter)
CIHR90SLF	2 1/8" Clock (w/reset button)
CIHR93SLF	3 3/8" Clock (w/reset button)
CIHRHC55SLF	3 3/8" Speedo 180 mph (reverse wind)
CIHRHC56SLF	5" Speedo 180 mph (reverse wind)

Velocity Series

Easy to read fonts, featuring drop shadow for legibility. Pointers bright orange for functionality and aesthetic appeal. Sets come complete with necessary sending units for installation.

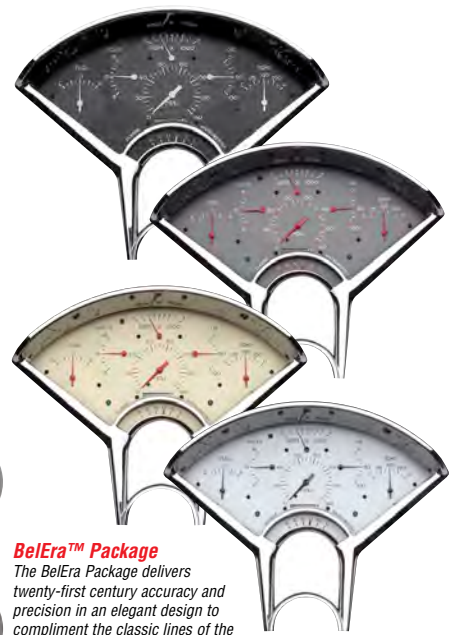
CIVS01WBLF - White 6 Gauge Set 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIVS01BBLF - Black 6 Gauge Set 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts



Traditional™ Series

The Traditional Series reflects the simple yet decorative styling of the great performance cars of the past. Part numbers listed below have flat glass. For curved glass change the suffix from SLF to SLC.

CITR00SLF - 5 Gauge Set	5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CITR01SLF - 6 Gauge Set	6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CITR02SLF - 2 Gauge Set	2 Gauge Set: 3 3/8" Speedo, Quad
CITR03SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, Tach, Quad
CITR04SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, 2 Duals
CITR05SLF - 4 Gauge Set	4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
CITR51SLF - 6 Gauge Set	6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CITR52SLF - 2 Gauge Set	2 Gauge Set: 5" Speedo, Quad
CITR53SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, Tach, Quad
CITR54SLF - 5 Gauge Set	5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
CITR61SLF - 3 Gauge Set	3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
CITR62SLF - 2 Gauge Set	2 Gauge Set: 5" SpeedTachular & 5" Quad
CITR64SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
CITR65SLF - 5 Gauge Set	5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
CITR06SLF	2 1/8" Gear Selector (overdrive)
CITR07SLF	2 1/8" Gear Selector (GM or Ford)
CITR08SLF	2 1/8" Boost
CITR09SLF	2 1/8" Fuel 240-33 ohm
CITR11SLF	2 1/8" Fuel 75-10 ohm
CITR12SLF	2 1/8" Fuel 0-90 ohm
CITR13SLF	2 1/8" Fuel 16-158 ohm
CITR14SLF	2 1/8" Fuel 0-30 ohm
CITR15SLF	2 1/8" Fuel Mechanical (ext. mount)
CITR16SLF	2 1/8" Air Pressure
CITR17SLF	2 1/8" Dual Air Pressure
CITR26SLF	2 1/8" Water Temp
CITR27SLF	2 1/8" Trans Temp
CITR30SLF	2 1/8" Volts
CITR31SLF	5" Quad (w/ fuel 0-30 ohm)
CITR50SLF	5" SpeedTachular (Speedo/Tach Combo)
CITR55SLF	3 3/8" Speedo 140 mph
CITR56SLF	5" Speedo 140 mph
CITR58SLF	5" Speedo 200 kph
CITR59SLF	3 3/8" Speedo 200 kph
CITR60SLF	3 3/8" Tach 6,000 rpm (w/tach filter)
CITR71SLF	5" Tach 8,000 rpm
CITR72SLF	3 3/8" Dual (fuel, oil)
CITR74SLF	3 3/8" Dual (temp, volt)
CITR75SLF	5" Quad
CITR76SLF	3 3/8" Quad
CITR77SLF	3 3/8" Quad (fuel 0-30 ohm)
CITR78SLF	5" Quad (fuel 0-90 ohm)
CITR79SLF	3 3/8" Quad (fuel 0-90 ohm)
CITR80SLF	3 3/8" Tach 8,000 rpm
CITR81SLF	2 1/8" Oil Pressure
CITR90SLF	2 1/8" Clock (w/reset button)
CITR93SLF	3 3/8" Clock (w/reset button)



BelEra™ Package

The BelEra Package delivers twenty-first century accuracy and precision in an elegant design to compliment the classic lines of the 1955 and 1956 Chevrolet. The BelEra Package includes: An electronic 140 MPH speedo, 8,000 RPM tach, oil, volt, temp and fuel gauges, plus high beam and turn signal lights. A gear selection indicator insert for automatic or overdrive transmission is optional. Fits your stock gauge bezel.

CIBE01B---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil
CIBE01BB---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil
CIBE01G---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil
CIBE01T---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil
CIBE01W---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil
CIBE01WW---F - 6 Gauge Set	6 Gauge Set: BelEra Package - 3 3/8" Speedo, 2 1/8" Fuel, Volt, Tach, Temp, Oil



57 Chevy Pod Cluster

This exclusive Gauge set is only available from Classic Instruments™. The '57 Chevy Pod Cluster is designed to fit easily into the stock pod cluster of a '57 Chevy. This Gauge set comes with an interface box to make installation and calibration easy and less time consuming. Gauge bezel shown in picture is not included. Matching electric clocks available separately.

CICHO1BSLF - 3 Gauge Set - Black with White Lettering	3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
CICHO1GSLF - 3 Gauge Set - Grey with Red & White Lettering	3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
CICHO1TSLF - 3 Gauge Set - Tan with Brown Lettering	3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp
CICHO1WSLF - 3 Gauge Set - White with Black Lettering	3 Gauge Set: Tetra Series - 5" Quad (Speedo, Tach, Oil, Volts) & 2 1/8" Fuel, Temp



57 Chevy Electric Clocks

Rectangular electric clocks to match the 57 Chevy pod cluster gauges.

CI57-BCLK - Black with White Lettering

CI57-GCLK - Grey with Red & White Lettering

CI57-TCLK - Tan with Brown Lettering

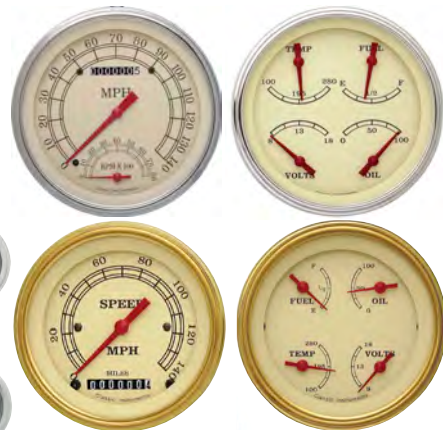
CI57-WCLK - White with Black Lettering



SG™ Series

The all new SG Series features a popular grey and white face design and bold graphic layout.

CISG00SLF - 5 Gauge Set	5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CISG01SLF - 6 Gauge Set	6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CISG02SLF - 2 Gauge Set	2 Gauge Set: 3 3/8" Speedo, Quad
CISG03SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, Tach, Quad
CISG04SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, 2 Duals
CISG05SLF - 4 Gauge Set	4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
CISG51SLF - 6 Gauge Set	6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CISG52SLF - 2 Gauge Set	2 Gauge Set: 5" Speedo, Quad
CISG53SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, Tach, Quad
CISG54SLF - 5 Gauge Set	5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
CISG61SLF - 3 Gauge Set	3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
CISG62SLF - 2 Gauge Set	2 Gauge Set: 5" SpeedTachular & 5" Quad
CISG64SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
CISG65SLF - 5 Gauge Set	5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
CISG06SLF	2 1/8" Gear Selector (overdrive)
CISG07SLF	2 1/8" Gear Selector (GM or Ford)
CISG08SLF	2 1/8" Boost
CISG09SLF	2 1/8" Fuel 240-33 ohm
CISG11SLF	2 1/8" Fuel 75-10 ohm
CISG12SLF	2 1/8" Fuel 0-90 ohm
CISG13SLF	2 1/8" Fuel 16-158 ohm
CISG14SLF	2 1/8" Fuel 0-30 ohm
CISG15SLF	2 1/8" Fuel Mechanical (ext. mount)
CISG16SLF	2 1/8" Air Pressure
CISG17SLF	2 1/8" Dual Air Pressure
CISG26SLF	2 1/8" Water Temp
CISG27SLF	2 1/8" Trans Temp
CISG28SLF	2 1/8" Oil Temp
CISG30SLF	2 1/8" Volts
CISG31SLF	5" Quad (w/ fuel 0-30 ohm)
CISG50SLF	5" SpeedTachular (Speedo/Tach Combo)
CISG55SLF	3 3/8" Speedo 140 mph
CISG56SLF	5" Speedo 140 mph
CISG58SLF	5" Speedo 200 kph
CISG59SLF	3 3/8" Speedo 200 kph
CISG71SLF	5" Tach 8,000 rpm
CISG72SLF	3 3/8" Dual (fuel,oil)
CISG74SLF	3 3/8" Dual (temp, volt)
CISG75SLF	5" Quad
CISG76SLF	3 3/8" Quad
CISG77SLF	3 3/8" Quad (fuel 0-30 ohm)
CISG78SLF	5" Quad (fuel 0-90 ohm)
CISG79SLF	3 3/8" Quad (fuel 0-90 ohm)
CISG80SLF	3 3/8" Tach 8,000 rpm
CISG81SLF	2 1/8" Oil Pressure
CISG83SLF	2 1/8" Tach 8,000 rpm (8 cylinder application w/o converter)
CISG90SLF	2 1/8" Clock (w/reset button)
CISG93SLF	3 3/8" Clock (w/reset button)



Vintage™ Series

The original Vintage Series offers you the elegance and detail of the golden age of motoring. This styling has been a favorite of Classic customers for over 20 years - and has been more widely copied than any other instrument design in history!

VT00SLF - 5 Gauge Set

5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts

CIVT01SLF - 6 Gauge Set	6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIVT02SLF - 2 Gauge Set	2 Gauge Set: 3 3/8" Speedo, Quad
CIVT03SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, Tach, Quad
CIVT04SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, 2 Duals
CIVT05SLF - 4 Gauge Set	4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
CIVT51SLF - 6 Gauge Set	6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIVT52SLF - 2 Gauge Set	2 Gauge Set: 5" Speedo, Quad
CIVT53SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, Tach, Quad
CIVT54SLF - 5 Gauge Set	5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
CIVT61SLF - 3 Gauge Set	3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
CIVT62SLF - 2 Gauge Set	2 Gauge Set: 5" SpeedTachular & 5" Quad
CIVT64SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
CIVT65SLF - 5 Gauge Set	5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
CIVT06SLF	2 1/8" Gear Selector (overdrive)
CIVT07SLF	2 1/8" Gear Selector (GM or Ford)
CIVT08SLF	2 1/8" Boost
CIVT09SLF	2 1/8" Fuel 240-33 ohm
CIVT11SLF	2 1/8" Fuel 75-10 ohm
CIVT12SLF	2 1/8" Fuel 0-90 ohm
CIVT13SLF	2 1/8" Fuel 16-158 ohm
CIVT14SLF	2 1/8" Fuel 0-30 ohm
CIVT15SLF	2 1/8" Fuel Mechanical (ext. mount)
CIVT16SLF	2 1/8" Air Pressure
CIVT17SLF	2 1/8" Dual Air Pressure
CIVT26SLF	2 1/8" Water Temp
CIVT27SLF	2 1/8" Trans Temp
CIVT28SLF	2 1/8" Oil Temp
CIVT30SLF	2 1/8" Volts
CIVT31SLF	5" Quad (w/ fuel 0-30 ohm)
CIVT50SLF	5" SpeedTachular (Speedo/Tach Combo)
CIVT55SLF	3 3/8" Speedo 140 mph
CIVT56SLF	5" Speedo 140 mph
CIVT58SLF	5" Speedo 200 kph
CIVT59SLF	3 3/8" Speedo 200 kph
CIVT60HSLF	3 3/8" Tach 6,000 rpm (w/hour meter)
CIVT60SLF	3 3/8" Tach 6,000 rpm (w/tach filter)
CIVT66SLF	2 1/8" Amp
CIVT71SLF	5" Tach 8,000 rpm
CIVT72SLF	3 3/8" Dual (fuel,oil)
CIVT74SLF	3 3/8" Dual (temp, volt)
CIVT75SLF	5" Quad
CIVT76SLF	3 3/8" Quad
CIVT77SLF	3 3/8" Quad (fuel 0-30 ohm)
CIVT78SLF	5" Quad (fuel 0-90 ohm)
CIVT79SLF	3 3/8" Quad (fuel 0-90 ohm)
CIVT80SLF	3 3/8" Tach 8,000 rpm
CIVT81SLF	2 1/8" Oil Pressure
CIVT83SLF	2 1/8" Tach 8,000 rpm (8 cylinder application w/o converter)
CIVT90SLF	2 1/8" Clock (w/reset button)
CIVT93SLF	3 3/8" Clock (w/reset button)



White Hot™ Series

The no-nonsense racing look of our Hot Rod Series with a gleaming easy to read white dial face. Part numbers listed below have flat glass. For curved glass change the suffix from SLF to SLC.

CIWH00SLF - 5 Gauge Set	5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CIWH01SLF - 6 Gauge Set	6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIWH02SLF - 2 Gauge Set	2 Gauge Set: 3 3/8" Speedo, Quad
CIWH03SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, Tach, Quad
CIWH04SLF - 3 Gauge Set	3 Gauge Set: 3 3/8" Speedo, 2 Duals
CIWH05SLF - 4 Gauge Set	4 Gauge Set: 3 3/8" Speedo, Tach, 2 Duals
CIWH51SLF - 6 Gauge Set	6 Gauge Set: 5" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIWH52SLF - 2 Gauge Set	2 Gauge Set: 5" Speedo, Quad
CIWH53SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, Tach, Quad
CIWH54SLF - 5 Gauge Set	5 Gauge Set: 5" Speedo, 2 1/8" Fuel, Oil, Temp, Volts
CIWH61SLF - 3 Gauge Set	3 Gauge Set: 5" SpeedTachular & 2 - 3 3/8" Duals
CIWH62SLF - 2 Gauge Set	2 Gauge Set: 5" SpeedTachular & 5" Quad
CIWH64SLF - 3 Gauge Set	3 Gauge Set: 5" Speedo, 3 3/8" Dual (fuel, oil), 3 3/8" Dual (temp, volts)
CIWH65SLF - 5 Gauge Set	5 Gauge Set: 5" SpeedTachular & 2 1/8" Fuel, Temp, Volt, Oil
CIWH06SLF	2 1/8" Gear Selector (overdrive)
CIWH07SLF	2 1/8" Gear Selector (GM or Ford)
CIWH08SLF	2 1/8" Boost
CIWH09SLF	2 1/8" Fuel 240-33 ohm
CIWH10SLF	3 3/8" Tach 10,000 rpm
CIWH11SLF	2 1/8" Fuel 75-10 ohm
CIWH12SLF	2 1/8" Fuel 0-90 ohm
CIWH13SLF	2 1/8" Fuel 16-158 ohm
CIWH14SLF	2 1/8" Fuel 0-30 ohm
CIWH15SLF	2 1/8" Fuel Mechanical (ext. mount)
CIWH16SLF	2 1/8" Air Pressure
CIWH17SLF	2 1/8" Dual Air Pressure
CIWH26SLF	2 1/8" Water Temp
CIWH27SLF	2 1/8" Trans Temp
CIWH28SLF	2 1/8" Oil Temp
CIWH30SLF	2 1/8" Volts
CIWH31SLF	5" Quad (w/ fuel 0-30 ohm)
CIWH50SLF	5" SpeedTachular (Speedo/Tach Combo)
CIWH55SLF	3 3/8" Speedo 140 mph
CIWH56SLF	5" Speedo 140 mph
CIWH57SLF	3 3/8" Speedo 200 mph
CIWH58SLF	5" Speedo 200 kph
CIWH59SLF	3 3/8" Speedo 200 kph
CIWH60SLF	3 3/8" Tach 6,000 rpm (w/tach filter)
CIWH66SLF	2 1/8" Amp
CIWH71SLF	5" Tach 8,000 rpm
CIWH72SLF	3 3/8" Dual (fuel,oil)
CIWH74SLF	3 3/8" Dual (temp, volt)
CIWH75SLF	5" Quad
CIWH76SLF	3 3/8" Quad
CIWH77SLF	3 3/8" Quad (fuel 0-30 ohm)
CIWH78SLF	5" Quad (fuel 0-90 ohm)
CIWH79SLF	3 3/8" Quad (fuel 0-90 ohm)
CIWH80SLF	3 3/8" Tach 8,000 rpm
CIWH81SLF	2 1/8" Oil Pressure
CIWH83SLF	2 1/8" Tach 8,000 rpm (8 cylinder application w/o converter)
CIWH90SLF	2 1/8" Clock (w/reset button)
CIWH93SLF	3 3/8" Clock (w/reset button)



Moal Series

We are proud to present some of the most unique gauge & bezel assemblies we have ever offered. Designed by renowned custom builder, Steve Moal to capture the look and feel of WWII era aircraft instruments which found their way into many post war hot rods and land speed contenders. Set includes 3" Speedo & Tach and 2" Oil, Fuel, Volts & Temp. Large Speedo bezel features LED turn signal and high beam indicator lights in "adjuster knobs". Bomber bezels sold Separately.

CIMA01BLF - 6 Gauge Set 6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts
CIBZMA6GS - 6 Bezel Set 6 Bomber style bezels for use with Moal series 6 gauge set.



BOMBER BEZELS™

designed by Moal Coach Builders

Accessorize your ride with the new trim bezel designed by Moal. Guaranteed to give you the Aviator look you've been searching for! The bezels are designed to fit any 2-1/8" or 3-3/4" Classic Instruments gauge. The large speedometer ring houses the turn signals and high-beam LED lights in the simulator adjustor knobs. All of the rings are powder coated in a durable matte black. They also have machine screws at each corner and carry the Classic Instruments five year warranty. Easily fits over any stainless low-step bezel.

Moal Bezels/Part CIBZMAGGS



B.O.G. (Big Ol' Gauge)

The BOG (Big Ol' Gauge) is an all-inclusive gauge package that includes an electronic programmable speedometer, tachometer, fuel level, volt, oil pressure, and coolant temperature gauges. The package is mounted into a custom machined, nickel-plated aluminum bezel and features a curved glass lens. Turn signal and high beam indicators come standard, built into the dial face. The BOG mounts into a 7 5/8" hole, so when size isn't an issue, go with the BOG! Comes with all necessary sending units and can be built to match your existing fuel sender if needed.

Speedometer, Tacho, Water Temp, Fuel, Volts, Oil Pressure

CIBOG-AN-C-6 American Nickel
CIBOG-AT-C-6 All American Tradition
CIBOG-AW-C-6 All American
CIBOG-CW-C-6 Classic White Series
CIBOG-GS-C-6 G/Stock Series
CIBOG-HR-C-6 Hot Rod Series
CIBOG-SG-C-6 SG Series
CIBOG-SS-C-6 Silver Series
CIBOG-TR-C-6 Traditional
CIBOG-VT-C-6 Vintage Series
CIBOG-WH-C-6 White Hot



V8 Speedster Series

Tom Gale, formerly Chief Designer of the Daimler Chrysler Corporation, has led the Classic Instruments™ design team in the production of a beautiful new series. Designed with unique dial faces that are spun and engine turned aluminum. The pointers for this series is a new design and each pointer is chrome plated. The face has a trademarked chrome V8 emblem with significant American Hot Rod Heritage. Also, the light diffusers have laser etched indices lining up with the indices on the gauge faces.

CIV8SR00SHC 5 Gauge Set
 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CIV8SR01SHC 6 Gauge Set
 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts



V8 Red Steelie

Classic Instruments™ design team introduces the Red Steelie gauge set and their first red faced gauge. Designed with unique dial faces that are spun aluminum. The pointers for this series is a new design and each pointer is chrome plated. The face has a trademarked chrome V8 emblem which signifies American Hot Rod Heritage. Also, the light diffusers have laser etched indices lining up with the indices on the gauge faces.

CIV8RS80SHC 3-3/8" Speedo
CIV8RS00SHC 5 Gauge Set: 3 3/8" Speedo & 2 1/8" Fuel, Oil, Temp, Volts
CIV8RS01SHC 6 Gauge Set: 3 3/8" Speedo, Tach & 2 1/8" Fuel, Oil, Temp, Volts



67-68 Mustang Package

These '67-'68 Classic Mustang gauge clusters come completely assembled, prewired by hand and mounted in a premium quality reproduction OEM dash bezel ready to bolt into your dash. This package plugs right into your car's wiring with one of our two available wiring harnesses. '67 uses #SNMUAD, '68 uses #SNMUAD68, both are sold separately.

CIMU6701AN-C American Nickel 5 Gauge Set
CIMU6701AT-C All American Tradition 5 Gauge Set
CIMU6701AW-C All American 5 Gauge Set
CIMU6701BR-C Brushed Aluminium 5 Gauge Set
CIMU6701GS-C G-STOCK 5 Gauge Set
CIMU6701HR-C Hot Rod Series 5 Gauge Set
CIMU6701VS-C Velocity Black 5 Gauge Set
CIMU6701VSW-C Velocity White 5 Gauge Set
CIMU6701WH-C White Hot 5 Gauge Set



65-66 Mustang Package

We are proud to announce the 1965-66 Mustang gauge package. We have taken a five gauge set (Speedometer, Fuel 75-10 ohms range, Volts, Water Temp, and Oil Pressure), with the option of an added tachometer (Ultimate gauge), and combined it with mounting brackets for our gauges to fit into your Mustang housing.

The mounting system is easy to install and will fit with most aftermarket bezels. Each gauge set comes with an easy to follow step-by-step instruction manual to wire in all your gauges.

CIMU65GS00-C 5 Gauge Set: G-Stock 3 3/8" Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65GS35-C 5 Gauge Set: G-Stock 3 3/8" Ultimate Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65HR00-C 5 Gauge Set: Hot Rod 3 3/8" Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65HR35-C 5 Gauge Set: Hot Rod 3 3/8" Ultimate Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65VSB00-C 5 Gauge Set: Velocity Black 3 3/8" Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65VSB35-C 5 Gauge Set: Velocity Black 3 3/8" Ultimate Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65SW00-C 5 Gauge Set: Velocity White 3 3/8" Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65SW35-C 5 Gauge Set: Velocity White 3 3/8" Ultimate Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65WH00-C 5 Gauge Set: White Hot 3 3/8" Speedo & 2 1/8" Fuel, Volt, Temp, Oil
CIMU65WH35-C 5 Gauge Set: White Hot 3 3/8" Ultimate Speedo & 2 1/8" Fuel, Volt, Temp, Oil



67-68 Camaro Gauge Set

The '67-'68 Classic Camaro instrument cluster is assembled in a premium quality OER reproduction dash bezel. The package is ready to bolt into your dash, complete with instrument harness. 2 Gauge Set: Camaro Package

CICAM6701AN-C-2 American Nickel
CICAM6701AT-C-2 All American Tradition
CICAM6701AW-C-2 All American
CICAM6701GS-C-2 G/Stock Series
CICAM6701HR-C-2 Hot Rod Series
CICAM6701VSB-C-2 Velocity Black
CICAM6701VSW-C-2 Velocity White
CICAM6701WH-C-2 White Hot

Sender Units

Classic Instruments gauge sets are supplied with all necessary senders but individual gauges are supplied without senders. Use only genuine Classic Instruments senders for guaranteed accuracy.

CISN12MM Temperature Sender - 12mm
CISN23 Temperature Sender - 1/4" NPT EA
CISN24 Temperature Sender - 3/8" NPT EA
CISN25 Temperature Sender - 1/2" NPT EA
CISN52 Oil Pressure Sender - 1/8" NPT
CISN53 Chrome Oil Pressure Sender - 1/8" NPT
CISN38 Fuel Level Sender 0-90 Ohms
CISN17 Ford Pulse Signal Generator Adapter



Dakota Digital



TEN-FUNCTION REMOTE ENTRY SYSTEMS

Key Features:

- All Harnesses and wire ends are fully assembled insuring easy installation.
- Heavy duty 30 amp relays provided for greater reliability.
- Code hopping technology for added security.
- 2- Six button transmitters for easier operation.
- Park light flash for visual feedback during operation.
- Ignition safety disables door and trunk release when engine is running.
- Sealed switch included for emergency driver's door entry.
- 10 function operation for:
 - Controls driver side window up.
 - Controls driver side window down.
 - Controls passenger side window up.
 - Controls passenger side window down.
 - Remotely opens driver side door.
 - Remotely opens passenger side door.
 - Releases or raises trunk/ rear hatch.
 - Lowers trunk or rear hatch.
 - Raise auxiliary motor or releases auxiliary latch.
 - Lower auxiliary motor or programmable auxiliary channel can momentarily turn on/off or toggle on/off any electrical device.

Part No. DAKCMD-10K-2



HDX SERIES GAUGE KITS

Available with your choice of black or silver alloy gauge-face styling, each HDX system allows the user to select independent illumination colours for the gauge readings and needles, as well as the message centres. Calibration and personal settings are manipulated with the built-in, capacitive-touch buttons, or the available Bluetooth app for Apple and Android devices. Each needle hub is black nickel plated spun-aluminium to match the buttons. All HDX instrument systems feature dead-faced indicators (turn signals, high beam, check engine, cruise control, parking brake, plus two user-definable), and a red, settable warning light for each gauge. With our central control box, installation is greatly simplified with vehicle-harness sourced signals and supplied, solid state sending units connecting cleanly to their respective terminal. Click the tabs below for a more in-depth look at the HDX series!

Description

- 1947-53 Chev Pick-Up, Black Alloy Face
- 1947-53 Chev Pick-Up, Silver Alloy Face
- 1955-56 Chev Car, Black Alloy Face
- 1955-56 Chev Car, Silver Alloy Face
- 1955-56 Chev Pick-Up, Black Alloy Face
- 1955-56 Chev Pick -Up, Silver Alloy Face
- 1957 Chev Car, Black Alloy Face
- 1957 Chev Car, Silver Alloy Face
- 1964-66 Chev Pick-Up, Black Alloy Face
- 1964-66 Chev Pick -Up, Silver Alloy Face
- 1967-68 Chev Camaro, Black Alloy Face
- 1967-68 Chev Camaro, Silver Alloy Face
- 1967-72 Chev Pick-Up, Black Alloy Face
- 1967-72 Chev Pick-Up, Silver Alloy Face
- 1969 Chev Camaro, Black Alloy Face
- 1969 Chev Camaro, Silver Alloy Face
- 1973-87 Chev Pick-Up, Black Alloy Face
- 1973-87 Chev Pick-Up, Silver Alloy Face

HLC SERIES CLOCK

Description

- 1955-56 Chev Car, Black Alloy Face
- 1955-56 Chev Car, Silver Alloy Face
- 1957 Chev Car, Black Alloy Face
- 1957 Chev Car, Silver Alloy Face

Part No.

- DAKHDX-47C-PU-K
- DAKHDX-47C-PU-S
- DAKHDX-55C-K
- DAKHDX-55C-S
- DAKHDX-55C-PU-K
- DAKHDX-55C-PU-S
- DAKHDX-57C-K
- DAKHDX-57S-K
- DAKHDX-64C-PU-K
- DAKHDX-64C-PU-S
- DAKHDX-67C-CAM-K
- DAKHDX-67C-CAM-S
- DAKHDX-67C-PU-K
- DAKHDX-67C-PU-S
- DAKHDX-69C-CAM-K
- DAKHDX-69C-CAM-S
- DAKHDX-73C-PU-K
- DAKHDX-73C-PU-S

Part No.

- DAKHLCL-55C-K
- DAKHLCL-55C-K
- DAKHLCL-57C-K
- DAKHLCL-57C-K



6 Gauge Universal Oval Digital Instrument Panel

Dakota Digital Series III instrument systems offer the latest technologies and features for your custom vehicle. High brightness vacuum fluorescent displays provide a lifetime of trouble free use while offering increased accuracy and features! Chromed machined aluminium housing.

Unit Dimensions: 4.25" x 12" W

DAKVF03-100B

3 or 5- Hole RetroTech Digital Instrument System

As the name suggests, the RetroTech information systems are truly a reawakening of the retro artistry of the past, coupled with cutting edge technology of today. Offering an extensive array of features such as: 0-255 mph/kph speedo, 0-9990 Tach, 0-80 psi oil pressure, 0-300 degree water temp, 8-17 voltmeter, 0-99% fuel level, million mile odometer, trip odometer, turn signals, high beam, gear shift, parking brake, cruise control and check engine indicators. Also several performance indications are standard features: 0-60 mph / 0-100 kph timer, 1/4 mile time, 1/4 mile speed display, high speed recall, as well as service and hour meters. Available with or without wings on bezel.



5- Hole RetroTech Digital Instrument System

Part No

Unit Dimensions:

DAKRET-2000 5-7/8" x 23-7/8" W With Wings.

DAKRET-2000-S 5-7/8" x 12-1/4" W Without Wings



3- Hole RetroTech Digital Instrument System

Part No

Unit Dimensions:

DAKRET-2001 5-7/8" x 23-7/8" W With Wings.

DAKRET-2001-S 5-7/8" x 12-1/4" W Without Wings



6 Gauge Universal Elliptical Designer Series

Dakota Digital Series III instrument systems offer the latest technologies and features for your custom vehicle. High brightness vacuum fluorescent displays provide a lifetime of trouble free use while offering increased accuracy and features! Now with a new multi-tiered display gives you a unprecedented 3-D look never used before.

Show Quality Triple Chrome Plated Bezel.

Part No

Unit Dimensions:

DAKVF03-1009 10-1/8" wide, 5" tall, 1-1/2" deep



5 and 6 Gauge Universal Elliptical Designer Series

Part No

Unit Dimensions:

DAKVF03-1012 Brushed Bezel

DAKVF03-1012-C Chrome Bezel

DAKVF03-1011 Brushed Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel

DAKVF03-1011-C Chrome Bezel



6 Gauge Inline

Universal Instrument Panel with Oval Bezel

Designer series all in a row six gauge system includes speedometer, tachometer, odometer, resettable trip odometer, oil pressure, water temperature, fuel level and voltmeter readouts. Also included are turn signal, high beam indicator, gear shift indicator (requires optional sender GSS-2000).

Unit dimensions - 31/2" x 19" x 1-1/4" Bezel measures 2" x 19".

DAKVF03X-1002B

6 Gauge Round Designer Series

Digital Instrument Systems

Keep all your gauges in one neat package with this 6 gauge round instrument cluster. Show Quality Triple Chrome Plated Bezel. Unit Dimensions: 6.5" Diameter Bezel Dimensions: 6.75" Diameter

DAKVF03-1005



(Twin 3) 6 Gauge Round

Designer Series Instrument Systems

Twin 3 gauge clusters allow for a balanced clean look to your dash. Great for hot rods customs and street machines. Show Quality Triple Chrome Plated Bezel.

Unit Dimensions: 4.5" Diameter

Bezel Dimensions: 4.75" Diameter

DAKVF03-1004



1932 Ford Instrument System

Full 5 Gauge Instrument System includes Billet Aluminium dash housing to fit 1932 Ford.

DAKVF03-32F



1933 - 1934 Ford Digital Instrument System

Full 5 Gauge Instrument System includes Billet Aluminium dash housing to fit 1933- 1934 Ford.

DAKVF03-34F

DAKALG-34-CLK - 1933- 1934 Ford aluminium glove box cover w/ VFD clock. Handle sold separately.

DAKALH-34 - Aluminium glove box handle.



1957 Chevy Digital

Instrument System

Full 6 Gauge Instrument System

fits into OEM bezel for 1957 Chevy.

Fits directly into existing bezel. (not included,

DAKVF03-57C

DAKFFW-447 - Wiring connection

kit easily connects instruments to

factory harness made by Factory Fit ®.



1955 - 1956 Chevy Digital Instrument System

Full 6 Gauge Instrument System fits into OEM bezel for 1955- 1956 Chevy. Fits directly into your existing bezel. (bezel not included).

DAKVF03-55C

1955- 56 Chevy VFD digital clock kit.

Kit fits into OEM chrome bezel (bezel not included).

DAKCLK-55C

Complete reproduction 1955- 56 Chevy Chrome

Bezels.

Kit includes 1955- 56 Chevy instrument cluster bezel, upper & lower steering column bezels and speaker bezel with clock opening.

DAKCHC-55C



Universal Dual Round VHX Instrument

A new look on a traditional layout, the dual round gauge format has been a design staple for generations. Allowing flexibility into nearly any type of vehicle, these 5.4" dual round packages complement several vehicle themes. Gauge housings machined from 6061 aluminum, finished in flawless chrome plating. Cutout diameter of 5", Depth of 1.85". Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry!

DAKVHX-1014-C-B	Dual Universal Round Carbon Face Fiber Blue Display
DAKVHX-1014-C-R	Dual Universal Round Carbon Face Fiber Red Display
DAKVHX-1014-S-B	Dual Universal Round Alloy Face Blue Display
DAKVHX-1014-S-R	Dual Universal Round Alloy Face Red Display



1955-56 Chevy Car VHX Instruments

The new VHX Systems fit directly into the stock instrument bezel of a 1955-56 Chevy Car without modification, adding a wealth of features to this iconic vehicle. Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry!

DAKVHX-55C-B	1955-56 Chevy Carbon Fiber Face Blue Display
DAKVHX-55C-R	1955-56 Chevy Carbon Fiber Face Red Display
DAKVHX-55S-B	1955-56 Chevy Alloy Face Blue Display
DAKVHX-55S-R	1955-56 Chevy Alloy Face Red Display



1957 Chevy Car VHX Instruments

Utilizing the stock instrument housing, this simple upgrade takes advantage of the recognizable triple gauge pod found in the 1957 Chevy Car.

Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry!

DAKVHX-57C-B	1957 Chevy Carbon Face Fiber Blue Display
DAKVHX-57C-R	1957 Chevy Carbon Face Fiber Red Display
DAKVHX-57S-B	1957 Chevy Alloy Face Blue Display
DAKVHX-57S-R	1957 Chevy Alloy Face Red Display



1967-68 Camaro/ Firebird VHX Instruments

The first generation Camaro and Firebird began an American legacy. The new VHX system will modernize your ride with the latest technology and styling. Attaching directly to the back side of the stock instrument housing, the fitment couldn't be simpler. Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry! System fit stock or reproduction instrument housing (not included), reproduction model available below.

DAKVHX-67C-C-B	1967-68 Camaro Carbon Face Fiber Blue Display
DAKVHX-67C-C-R	1967-68 Camaro Carbon Face Fiber Red Display
DAKVHX-67S-C-B	1967-68 Camaro Alloy Face Blue Display
DAKVHX-67S-C-R	1967-68 Camaro Alloy Face Red Display



1969 Chevy Camaro VHX Instruments

Arguably the pinnacle of GM Muscle Cars, the 1969 Camaro is the perfect vehicle for modification and bringing its features to today's standards. These VHX Systems fit directly into the stock Camaro gauge carrier and include new clear lenses, the stock instrument lenses will no longer be used. Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry!

DAKVHX-69C-C-B	1969 Camaro Carbon Face Fiber Blue Display
DAKVHX-69C-C-R	1969 Camaro Carbon Face Fiber Red Display
DAKVHX-69S-C-B	1969 Camaro Alloy Face Blue Display
DAKVHX-69S-C-R	1969 Camaro Alloy Face Red Display



OBD II SPEEDOMETER/ TACHOMETER INTERFACE

The Dakota Digital STA-1000: Simple, Late-Model Drivetrain integration has never been simpler! The STA-1000 plugs directly into the OBDII diagnostic connector, providing a user-adjustable traditional Speedometer, Tachometer and Check-Engine output for your choice of aftermarket instruments.

- Features:
- Fully compatible with common aftermarket electronic speedometers
 - User selectable output of: 4k, 8k, 16k PPM signals, Sine or Square wave options
 - +/-35% seed signal correction, compensating for tire size or gearing changes
 - Adjustable 4, 6 or 8 cylinder tachometer signal output
 - Check Engine light output provides a grounded (-) output to activate a check engine light of your choice
 - Automatically calibrated output for an aftermarket cruise control can be activated by making connection to the higher-resolution fixed VSS sensor
 - Small footprint measures 4-3/4" x 3" x 1" making it easy to hide

Description Part No.
OBD II Speedometer/ Tachometer Interface **DAKSTA-1000**



1967-68 Ford Mustang VHX Instruments

The new VHX Systems fit directly into the stock instrument bezel of a 1967-68 Ford Mustang without modification, adding a wealth of features to this iconic vehicle.

Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry! Kit Includes: KPH Speedo, Tacho, Oil, Water, Volts & Fuel

DAKVHX-67F-MUS-C-B	1967-68 Mustang Carbon Fiber Style Face, Blue Display
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DAKVHX-67F-MUS-C-R	1967-68 Mustang Carbon Fiber Style Face, Red Display
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DAKVHX-67F-MUS-S-B	1967-68 Mustang Silver Alloy Style Face, Blue Display
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DAKVHX-67F-MUS-S-R	1967-68 Mustang Silver Alloy Style Face, Red Display
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1965-66 Ford Mustang VHX Instruments

The new VHX Systems fit directly into the stock instrument bezel of a 1965-66 Ford Mustang (1965 Models with a Pony or GT Interior, fits all 1966 Models) without modification, adding a wealth of features to this iconic vehicle.

Fully lit needles, backlit faces, and highly visible LCD message centers are a few of the things that you can see which set the VHX Series apart from yesterday's traditional approach to instrumentation. A few of the features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Completely engineered and manufactured at our facility in Sioux Falls, South Dakota, the VHX Series has completely revolutionized the instrumentation industry! Kit Includes: KPH Speedo/Tacho, Oil, Water, Volts & Fuel

DAKVHX-65F-MUS-C-B	1965-66 Mustang Carbon Fiber Style Face, Blue Display
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DAKVHX-65F-MUS-C-R	1965-66 Mustang Carbon Fiber Style Face, Red Display
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DAKVHX-65F-MUS-S-B	1965-66 Mustang Silver Alloy Style Face, Blue Display
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DAKVHX-65F-MUS-S-R	1965-66 Mustang Silver Alloy Style Face, Blue Display
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Universal Tachometer Signal Interface

The SGI-8 Tachometer Interface Unit is designed to allow a factory tachometer to function accurately after performing an engine swap to an engine with a different number of cylinders or tach signal. If you are swapping out a V-6 for a V-8 and you need to recalibrate the tach signal from the V-8 to make it read accurately on the factory V-6 tachometer, the SGI-8 will do the job. The SGI-8 is capable of recalibrating tachometer signals for nearly any engine swap combination.

DAKSGI-8 Universal Tachometer Signal Interface

Universal**Speedometer****Signal Interface**

The SGI-5 Universal Signal Interface Unit can handle nearly any of your electric speedometer signal conversion and calibration issues. The SGI-5 can recalibrate 2,000 pulse per mile (ppm) through 250,000 ppm electronic speedometer pulse rates, either up or down. The SGI-5 is great for adjusting aftermarket and OEM electric speedometers on vehicles after changing rear end gears, tire sizes, or drivetrain changes affecting the speedometer. The SGI-5 is used as either a signal multiplier (up to 4X) or signal divider (up to 125X), making this unit extremely flexible for almost any application. While the SGI-5 is intended to correct only the signal feeding the electronic speedometer, in many cases where a speed signal is shared or on a databus, the SGI-5 can instead correct the signal feeding the engine and transmission computers. If your vehicle is equipped with an anti-lock braking system (ABS), it is generally advised to ensure the signal reaching the ABS controller is not altered to eliminate any potential problems affecting control algorithms within the system. Some vehicles also utilize the output shaft speed to calculate transmission slip and lock-up. When a signal feeding the PCM is altered, this may cause the PCM to detect a constant slip. Consulting a service manual may be of assistance in determining the signal routing within the vehicle if the SGI-5 is decided to be used in a situation such as this.

DAKSGI-5 Universal Speedometer Signal Interface

FULL RANGE OF GAUGE ACCESSORIES AVAILABLE. MOST GAUGES COME WITH NECESSARY HARDWARE. PLEASE CALL FOR MORE INFORMATION

REPLACEMENT DAKOTA DIGITAL SENSORS

Description
GM Electric Speed Sensor, TH350 & TH400
Ford Electric Speed Sensor
GM Electric Speed Sensor, 4L60/4L60E
GM Electric Speed Sensor, TH700
GM Electric Speed Sensor, T56
Pressure Sensor 0-100 PSI
Temp Sensor 0-300°F 1/8" with 3/8" Adapter
Temp Sensor 0-300°F 1/8" with Harness
(Recommended for BIM-04-2, VHX, HDX and VFD systems with plastic control box)
Fuel Level Sender, 10-180 ohm
Oil Pressure Sender -075 PSI

Part No.
DAKSEN-01-1
DAKSEN-01-2
DAKSEN-01-4L60
DAKSEN-01700
DAKSEN-01-T56
DAKSEN-03-8
DAKSEN-04-2
DAKSEN-04-5
DAKSEN-06-1
DAKSEN-10-2

**ELECTRIC CABLE DRIVE**

Ford Clip-on Style Finally, the missing link between your muscle car's original, cable-driven speedometer and swapped-in electronic transmission! Measuring a compact 5" x 4.1" x 2.15", the new Electronic Cable Drive allows the use of a mechanical-cable speedometer to be used in conjunction with a modern drive-train which provides only an electronic output. Available with provisions for GM thread-on, GM clip-on as well as Ford clip-on style cables, the ECD-100 offers the utmost in adaptability. Supplied cable is 36 inch length. Quiet operation from the powerful motor allows the user to place the module inside the cabin. The case is waterproofed, allowing it to alternatively be mounted under the bonnet, or even inside a guard. Simple calibration with a remotely-mounted switch means there are no DIP-switches to hassle with; access to ECD module is not required! Industry-standard "measured-mile" calibration as well as speed adjustment while driving, based on a GPS or other known-speedometer reading, keep setup ultrasimple. The ECD-100 uses PID control of the cable speed to provide quick, smooth operation as well as preventing overdriving or damaging the speedometer needle. Consider this the most precise and easiest to use cable-drive unit on the market!

Application
Ford Clip-on Style
GM Clip-on Style
GM 5/8" Thread-on

Part No.
DAKECD-100-5
DAKECD-100-2
DAKECD-100-1

FUEL PRESSURE GAUGES**GEN 2 LIQUID FILLED PRESSURE GAUGES 38mm (1-1/2")**

AF30-2200 1 Bar (15 PSI) (black face, white pointer)
AF30-2208 2 Bar (30 PSI) (black face, white pointer)
AF30-2201 7 Bar (100 PSI) (black face, white pointer)
AF30-2202 1 Bar (15 PSI) (white face, black pointer)
AF30-2209 2 Bar (30 PSI) (white face, black pointer)
AF30-2203 7 Bar (100 PSI) (white face, black pointer)

Note: All 1/8" NPT male thread.

**AEROFLOW GEN 2 PRESSURE GAUGES 38mm (1-1/2")**

AF30-2204 1 Bar (15 PSI) (black face, white pointer)
AF30-2210 2 Bar (30 PSI) (black face, white pointer)
AF30-2205 7 Bar (100 PSI) (black face, white pointer)
AF30-2206 1 Bar (15 PSI) (white face, black pointer)
AF30-2211 2 Bar (30 PSI) (white face, black pointer)
AF30-2207 7 Bar (100 PSI) (white face, black pointer)

**INLINE BARB WITH 1/8" NPT PORT**

These AeroFlow Billet fuel pressure gauge adapters are ideal for adding a fuel pressure gauge to your fuel system. Made from lightweight aluminum and tapped 1/8" NPT for your fuel gauge they are available in sizes 5/16" barb and 3/8" barb

Barb	Blue	Black	Silver
5/16"	AF138-05	AF138-05BLK	AF138-05S
3/8"	AF138-06	AF138-06BLK	AF138-06S

MAGNAFUEL**FUEL PRESSURE GAUGE**

Accurate pressure readings are critical for proper calibration. MagnaFuel supplies 1 1/2" diameter gauges. These are the right tools for the job.

1-1/2" Fuel Pressure Gauge 0-15 PSI
1-1/2" Fuel Pressure Gauge 0-60 PSI

WIMP0101
WIMP0102

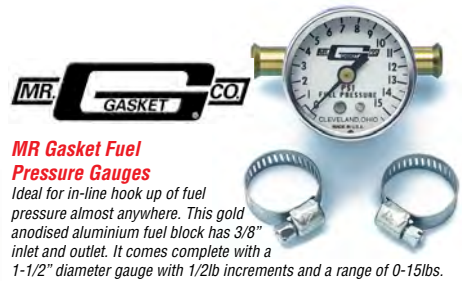
**AEROMOTIVE FUEL PRESSURE GAUGE**

- Fuel Pressure Gauge
- 1.5" Diameter
- 0-15 PSI Or 0-100 PSI
- Liquid Filled
- Includes integral pressure relief valve.

0-15 psi Fuel Pressure gauge AR015632
0-100 psi Fuel Pressure gauge AR015633

**CLAY SMITH LIQUID FILLED****PRESSURE GAUGE 0-15 PSI**

Liquid filled 0-15psi fuel pressure gauge, 1-1/2 O.D. with 1/8" NPT thread
MNCSPG15LFBK Black Face
MNCSPG15LFWH White Face

**MR Gasket Fuel Pressure Gauges**

Ideal for in-line hook up of fuel pressure almost anywhere. This gold anodised aluminium fuel block has 3/8" inlet and outlet. It comes complete with a 1-1/2" diameter gauge with 1/2lb increments and a range of 0-15lbs.

MG1560 Fuel Block with Pressure Gauge

This conveniently small 1-1/2" gauge will fit almost anywhere. The gauge has 1/2 lb. increments with a range of 0-15 lbs. and has a 1/48" NPT male fitting.

MG1561 Fuel Pressure Gauge**Holley****Fuel Pressure Gauges**

H026-500 Mechanical Fuel Pressure Gauge 0-15 PSI Non Liquid Filled

H026-502 Mechanical Fuel Pressure Gauge 0-30 PSI Non Liquid Filled

H026-504 Mechanical Fuel Pressure Gauge 0-15 PSI Liquid Filled

Features: 1.5 in. Diameter, Chromed Steel Case, 0.125 in. NPT Brass Fitting Includes Elbow Fitting • 1 1/2" Diameter. Fits Holley chromed fuel lines and fuel block

Electric Fuel Pressure Gauge

This 0-15psi electric fuel pressure gauge allows you to monitor fuel pressure while driving. It includes 1/8" NPT sending unit and is suitable for dash mounting inside the car.

H026-503
H026-69

0-15psi Electric Fuel Pressure Gauge
90° Elbow to attach to a Holley fuel line

**1-1/2" Auto gauge Pressure Gauges**

Gauges mount conveniently in the engine compartment. The gauges are available in 0-15, 0-60, and 0-100 PSI ranges and can be mounted into any fuel pressure regulator, line or connector with a 1/8-inch NPT pressure port.

AU2172 0 - 15PSI Black Dial Face.
AU2173 0 - 60PSI Black Dial Face.
AU2174 0 - 100PSI Black Dial Face
AU2175 0 - 15PSI White Face
AU2176 0 - 60PSI White Face
AU2177 0 - 100PSI White Face
AU2178 0 - 15PSI Silver Dial Face
AU2179 0 - 60PSI Silver Dial Face
AU2180 0 - 100PSI Silver Dial Face

**Nitrous Pressure Gauge**

Measures from 0-1500 PSI and is essential in monitoring the pressure in the bottle for optimal performance. It is recommended to keep the pressure between 900-950 psi which is indicated in green on the gauge to allow ease of tuning the nitrous system. It may be fitted to the bottle or just in front of the nitrous solenoid with a 1/8 NPT male fitting attached the back of the gauge. With this liquid-filled gauge it provides protection against vibrational dampening to allow more accurate readings.

AF30-2215

**NOS Fuel Pressure Gauges**

They include both standard and glycerin-filled gauges (1-1/2" diameter) plus, large 2-5/8" gauges in many colors. Fuel pressure gauges measure from 0-15 psi and are intended for use with carburetor plate and direct port nitrous systems. Gauges equipped with an isolator for in-cockpit installations are available, as are glycerin-filled gauges (1-1/2" only) that provide more accurate and uniform readings through dampening vibration.

NOS15900 1-1/2" Dia Standard 0-15 lb. Fuel Pressure Gauge
NOS15902 2-5/8" Dia Standard 0-15 lb. Fuel Pressure Gauge

Fuel Pressure Gauges for EFI Applications

Designed specifically for use with NOS EFI nitrous systems where much higher fuel pressures are used. Accurate from 0 to 120 psi. A glycerin filled version is available to provide vibration dampening and allow a more accurate and uniform reading.

15906NOS 1-1/2" dia 0 to 120 psi Fuel Press Gauge for EFI



Nitrous Pressure Gauges

The NOS Nitrous Pressure Gauge measures from 0 - 1500 psi (although the recommended level is 900-950 psi) and is essential in monitoring the bottle. Available in "standard" and glycerin-filled models designed to withstand engine vibration, etc.

- NOS15910** 1-1/2" dia 0-1500 PSI with -4AN adapter
- NOS15911** 2-5/8" dia 0-1500 PSI Blue face
- NOS15912** 1-1/2" dia 0-1500 PSI with -6AN adapt



Racer's Nitrous and Fuel Pressure Gauges

Designed with the professional in mind, these gauge kits are engineered with greater accuracy and convenience. Each gauge includes a Schrader valve fitting for quick and accurate pressure checks to help maximize your performance run after run. Also features a 1" steel braided hose extension for extra convenience. Fuel pressure gauge measures from 0-30 psi while the nitrous gauge measures from 0-1500 psi.

15930NOS (Fuel)
15931NOS (Nitrous)



Fuel & Nitrous System Pressure Gauges

Nitrous System mechanical pressure gauges are an important element in maximizing and tuning your nitrous system. The 1-1/2" gauges may be fitted onto a nitrous bottle or just in front of the nitrous solenoid. A high-quality engineered mechanism provides durability and accuracy. Braided stainless steel lines are recommended for high-pressure applications. 2-5/8" gauges come with all necessary adapter fittings.

1-1/2" Pressure Mechanical Gauges

- ED73800** Nitrous Pressure Gauge, 0-1400 PSI
- ED73801** Liquid-Filled Nitrous Pressure Gauge, 0-1400 PSI
- ED73825** Fuel Pressure Gauge for High-Pressure Fuel Systems, 0-100 PSI
- ED73826** Liquid-Filled Fuel Pressure Gauge for High-Pressure Fuel Systems, 0-100 PSI
- ED73831** Fuel Pressure Gauge 0-15 PSI
- ED73832** Liquid-Filled Fuel Pressure Gauge 0-15 PSI

2-5/8" Pressure Mechanical Gauges

- ED73802** Nitrous Pressure Gauge, 0-1400 PSI
- ED73827** Fuel Pressure Gauge, 0-15 PSI
- ED73828** Liquid-Filled Fuel Pressure Gauge, 0-15 PSI
- ED73829** Fuel Pressure Gauge for High-Pressure Fuel Systems, 0-100 PSI
- ED73830** Liquid-Filled Fuel Pressure Gauge for High-Pressure Fuel Systems, 0-100 PSI

VACUUM GAUGES

Vacuum Gauge

2" Diameter 0-30 in. Hg vacuum gauge with chromed steel case and 1/8" NPT brass fitting. Includes adapter to attach to vacuum hose.

H026-501 0-30 in. Hg Vacuum Gauge

VACUUM GAUGE

- Used to determine vacuum in your engine
 - Will fit any 1/8" NPT thread
 - Excellent vibration and shock resistance
- M089610** - Vacuum Gauge, 1.5" Diameter, 0-30" Hg



TYRE GAUGES



DIGITAL TYRE PRESSURE

GAUGE BACK LIT

- 2-5/8" dia. gauge face
 - Accurate within .005psi
 - Reads to .1 psi
 - Can be adjusted to read in BAR
 - Auto-Off feature to increase battery life
 - Battery level on gauge face
 - Includes 9V battery which is easy to change
 - Includes rubber gauge cover
 - 16" hose with finger operated air-bleed valve allows you to release pressure quickly
 - Hose has easy grip angle chuck end
- M089574** - Digital Tyre Pressure Back Lit Gauge, 0-15 psi



Auto Meter Tyre Pressure Gauge

The 60psi gauge retains the last measurement until pressure is released. Patented design assures accuracy and durability, while a large dial and angled chuck enable easy measuring.

- AU2343** Tyre Pressure Gauge 60psi (Mechanical)



Pro Tyre Pressure Gauge

Mr. Gasket Pro, tyre pressure gauges are developed for professional race or high performance street cars high quality and accuracy within 1% are mandatory. The large, four inch diameter stainless steel case protects the brass bourdon tube mechanism, which insures repeatability. Easy-to-read gauge face on 0-15 psi gauges is calibrated in 3lb. increments. The 15 inch hose is ideal for big offset racing wheels, and built-in plastic hand grip, air bleed valve, and swivel chuck make it easy to adjust tire pressure quickly!

- MGP7200** Tyre Pressure Gauge 0-15 lb.



Lighted Tyre Pressure Gauges

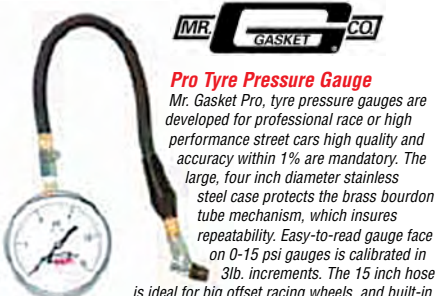
- Accuracy 2-1/2%
 - Longer, 15-1/2" hose is ideal for use with deep-dish wheels
 - Lighted Tyre Pressure Gauges using (EL) lighting technology
 - A momentary switch, built into the side of the gauge, activates the light when pressed
 - Includes standard -size 9V battery, which is easy to change and provides long-life power source
 - Protective rubber cover, molded around the switch and battery, isolates the gauge from shock when dropped or struck
 - Pressure release valve and hardened steel swivel chuck for extended life
 - Includes rugged, polyethylene carrying case with open-cell foam padding to protect gauge during transportation and storage
- M089582** Lighted Tyre Pressure Gauge, dial type, 0-15 psi
M089583 Lighted Tyre Pressure Gauge, dial type, 0-60 psi

Tyre Pressure Gauge Cover

Protective rubber cover insures long service and continued accuracy of Moroso 2-5/8" Tyre Pressure Gauges. Specially designed ribs on the inside and outside of the cover provide superior protection when the gauge is dropped or struck. A must for anyone who uses Moroso gauges (Nos. 89550, 89560, 89570 & 89580), or other 2-5/8" o.d. x 1-1/8" gauges

Note: Not required for Moroso's Lighted Tyre Pressure Gauges. Will not fit Pro Series tyre gauges.

- M089590** Tyre Pressure Gauge Cover



MOROSO Digital Tyre Pressure Gauges

High quality digital gauge with auto-off feature after 20 minutes. Gauge face has a 2" wide display window which reads to hundredths. Individually calibrated for full scale accuracy. Features a low battery indicator. Readout displays in multiple scales (PSI, Bar, Pascal, HG). Comes with foam-lined storage case. Overpressure indicator. Includes standard-size 9V battery, which is easy to change and provides long-life power source. 16" hose with a finger operated air-bleed valve allows you to release pressure quickly. Hose has easy grip angle chuck end.

- M089540** Digital Tyre Pressure Gauge, 4 digit readout, 0-15 psi, (accurate within -0.15 lb.), 2-5/8" dia. gauge

MOROSO Pro Series Tyre Pressure Gauges

Premium high-quality instruments with brass internals and Bourdon Tube Pressure Element provide full-range accuracy to within 1/2%. Extra-large 4" diameter face and knife-edge pointer eliminate human error. Adjustable pointer can be calibrated at the race track. Fiberglass-reinforced thermoplastic housing withstands harsh racing environments. Long 16" hose with pressure release valve and hardened steel swivel chuck is perfect for getting into deep-dish wheels. Rugged polyethylene plastic carrying case is lined with a medium-density, open-cell foam insert to keep gauge protected during transportation and storage

- M089552** 0-15 psi.

Major increments at 3 psi with minor increments at 0.1 psi

MOROSO Tyre Pressure Gauges

Individually calibrated for accuracy within 2%. The large 2-5/8" dia. dial face is easy to read, while the hardened swivel chuck rotates 360° for positive valve stem attachment. 15-1/2" hose with a finger operated air-bleed valve allows you to release pressure quickly

- M089550** Tyre Pressure Gauge, dial type, 0-15 psi

- M089555** Radial Tyre Pressure Gauge, dial type, 0-40 psi

MOROSO Flutter Guard Tyre Gauge

Individually calibrated for accuracy within 1% of the full scale. Moroso's vibration controlled dial mechanism design keeps an accurate reading under most conditions. Manufactured with stainless steel bourdon tube, movement and case. Large 2 and five-eighths inch dia. dial face is easy to read, while the hardened swivel check rotates 360 degrees for positive valve stem attachment. 15 and one-half inch hose with a finger operated air-bleed valve allows you to release pressure quickly.

- M089581** Flutter Guard Tyre Gauge, dial type, 0-15 psi.



Proform Tyre Pressure Gauges

Don't let a little tyre pressure change affect you on race day! Quickly and easily gauge tyre pressure with PROFORM's easy to-use, hose-equipped tyre pressure gauges. 1 1/2" diameter face and heavy-duty shatterproof glass make this tool a must have for every tool box.

- PR67403** Tyre Pressure Gauge 0 - 60 lbs.
- PR67404** Tyre Pressure Gauge 0 - 15 lbs.

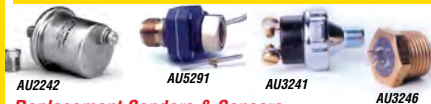
Pro-Comp Tyre Pressure Gauge

Having an exact measurement of your tyre pressure is oftentimes the difference between lighting up the win lights and blowing your tires off at the line.

- Auto Meter's professional grade digital tyre pressure gauge provides the most accurate measurement available in a durable package designed for the rigors of life at the track.
 - 0-15, 0-60, 0-40, 0-100 PSI Range
 - Accuracy: 2.5% FS
 - Large 2.25" dial face for easy viewing
 - Sure grip rubber shock isolation boot
 - 13.75" Stainless braided line
 - Angled chuck enables easy measuring
 - Mechanical pressure release valve
 - Rugged carrying case
 - Shock dampening easy-grip housing
- AU2159** 0-15 PSI (Mechanical)
AU2160 0-60 PSI (Mechanical)
AU2162 0-40 PSI (Mechanical)
AU2164 0-100 PSI (Mechanical)



ACCESSORIES



Replacement Senders & Sensors

AU2240	Replacemet Nitrous & Brake Pressure sender
AU2241	80psi Electric Oil Pressure.
AU2242	100psi Electric Oil Pressure.
AU2229	60psi Sensor
AU2243	Wide band O2 Sensor.
AU2245	15psi Fuel Pressure replacement sender
AU2246	100psi Oil & Fuel Full Sweep replacement sender
AU2247	Boost/Vac 30in.Hg-15psi sender
AU2249	Boost/Vac 30in.Hg-30psi sender
AU2250	Elec. Temp. (After 1995).
	For full sweep temp gauges (60-210degF)
AU2251	Sender harnessonly for low temp model AU2250
AU2252	Replacement Temp sender
AU2253	Elec. Temp. (Prior 1995) sender
	For elec. temp gauges (240-280-340degF)
AU2254	Elec. Temp. (Prior 1995) For elec. temperature gauges(240-280-340degF) with 3/8" & 1/2" to 1/8" NPT adapters.
AU2258	Elec. Temp. (After 1995) sender
	For short sweep elec. temp gauges (250-300-340degF)
AU2259	Elec. Temp. (After 1995) sender
	For elec. cyl. head temp gauges (340degF)
AU2385	Auto Gauge For elec. temp. gauges
AU3241	Pressure switch (18PSI)
AU3242	Pressure switch (30PSI)
AU3243	Pressure switch (50PSI)
AU3246	Water temp. switch (200degF)
AU3247	Water temp. switch (220degF)
AU3248	Water temp. switch (275degF)
AU5291	Speedo Sender 7/8-18THD. Hall Effect, 16 Pulse
AU5292	Speedo Sender Ford Plug In, Hall Effect, 16 Pulse
AU5106-08XX-31	Replacement drive pin for AU5291 speedo sensor.
AU5392	Replacement Drive Pin For AU5292 Speedo Sender



AU3298 SSE Gauge Connector, 2 Pack
AU3299 Connector, Wiring, 8 Terminal
(For Elec. In-Dash Tach or Speedometer)



LS SERIES TACHO PLUG & PLAY HARNESS

If you've tried to get your tach to function after an LS swap, you know that it isn't always a simple procedure. Save time, frustration and don't make a single cut in your factory wiring with Auto Meter's Plug and Play LS Tach Harness. This Plug and Play solution lets you quickly and easily install the Auto Meter 9117 Tach Adapter onto your LS-derived engine. OEM spec connectors and wiring assure a hassle free installation that takes minutes rather than hours. No splicing, cutting or risks of voiding your vehicle's warranty. It's completely reversible and couldn't be easier. Get the best possible results in the least amount of time with the solution guaranteed to work right, the first time.

- Includes Auto Meter 9117 tach adapter • The complete plug and play solution • Does not alter factory wiring • Plugs into factory ignition coil connectors • 3ft harness length
- Sealed connector plug in to Auto Meter 9117 Tach Adapter AU9123

LS Plug & Play Harness With Tach Adapter

Low Pressure Gauge Isolator

Fuel press isolator kit for 15 psi gauges, red anodized aluminium, -4an fittings AU5376



Fuel Level Sender

Universal fuel level sender for gauge models: 1317,1417, 2320, 2513, 2516, 2622, 2643, 3513, 3516, 4416, 5417 (240Ohms/330hmsF)

AU3262 Fuel Level Sender



DIESEL TACH ADAPTER

The modern electronic tachometer typically requires an ignition system to read. This has made hooking up a tach to a diesel engine a bit of a challenge, due to the lack of any sort of ignition. Solutions up to this point have been complicated and temperamental. AutoMeter's new Diesel Tach Adapter makes the process incredibly easy and affordable. Simply attach the included pickup to the outside of the alternator and calibrate with the push-button module. You can drive any AutoMeter tachometer with no fuss (including our new line of low rev tachs that are perfect for low rpm diesel applications). It will work just about any engine with a crank driven alternator, so you're not limited to just diesel applications.

AU9112

Pro-Control

Can be used as a rev-limiter, air shift activator or nitrous trigger. As a rev limiter it guards against over-revving by allowing 100% power until reaching the pre-set RPM level. Models without reset button interrupt ignition power for a fraction of a second. Models with reset button are for supercharged engines. Reset unit shuts off engine completely.

AU5301 For Standard/Electronic Ignition

AU5302 For Vertex Magneto OAC & MSD Pro Mag Ignition

AU5306 For Vertex Magneto OXC or Super Mag Ign (Shutdown model)

*These models include a By Pass Delay to prevent activation of nitrous at the drag race starting line. Allows full power despite RPM being higher than dialled in on the Pro-Control.



Signal Converters

AU9118 Magneto Signal Converter

(Allows any AutoMeter tach, Pro-shift lite or RPM activated module to be used on most magneto applications)

AU9117 Tach Adapter

(Allows any AutoMeter tach, Pro-shift lite or RPM activated module to be used on distributorless ignition)



Dimmer Switch

Allows for isolated dimming of LED through the dial lit gauges separate from OEM dash. Compatible with all LED lit instruments.

AU9114



S/S BRAIDED LINE GAUGE KITS

AN	.9M 3ft	1.2M 4ft	1.8M 6ft
-3	AF30-3003	AF30-3004	AF30-3006
-4	AF30-4003	AF30-4004	AF30-4006



BLACK BRAIDED LINE GAUGE KITS

AN	.9M 3ft	1.2M 4ft	1.8M 6ft
-3	AF30-3003BLK	AF30-3004BLK	AF30-3006BLK
-4	AF30-4003BLK	AF30-4004BLK	AF30-4006BLK



NYLON TUBING KIT 3.6M / 12ft

1/8" Diameter includes fittings & ferrules, only for mechanical pressure gauges up to 200psi. Not recommended for fuel pressure.

AF30-3000	Clear line and silver fittings
AF30-3000BLK	Black line and black fittings
AF30-3050	Replacement Olives (5 Pack)



Metric Adapters

For adapting oil pressure and temp gauges to most foreign cars.

AU2265 Oil Press. Adapter 1/8" NPT to M10x1

AU2266 Oil Press. Adapter 1/8" NPT to M12x1

AU2267 Oil Press. Adapter 1/8" NPT to M14x1.5

AU2268 Oil Press. Adapter 1/8" NPT to M16x1.5

AU2269 Oil Press. Adapter 1/8" NPT to 1/8" BSP

Mech. Temp. Gauges 5/8"-18UNF to M16x1.5...AU2275

AU2275 5/8"-18UNF to M16x1.5 Mech Temp

AU2277 1/8"NPT to M12x1.5 Elect press/temp Short Sweep

AU2278 1/8"NPT to M12x1.75 Elect press/temp Short Sweep

High Pressure Gauge Isolator

For interior mounting of mechanical Auto Meter pressure gauge. 200psi working - 300psi peak. Comes with 4 ft braided line.

AU5282 High pressure isolator



Tubing (All Gauges)

AU3222 Nylon Tubing

6ft, 1/8" dia with ferrules, only for mechanical pressure gauges (except fuel pressure gauges and models 5423 and 5426).

AU3223 Nylon Tubing

6ft, 1/8" dia. complete with fittings and ferrules, for mechanical gauges (except fuel pressure, gauges and models 5423 and 5426).

AU3224 Copper Tubing

6ft, 1/8" dia. for mechanical pressure gauges (except fuel and brake pressure gauges).

AU3226 Nylon Tubing

12ft, 1/8" dia. for mechanical pressure gauges (except fuel and brake pressure gauges).

AU3227 Braided Stainless Steel Line

3ft. #4, 3/16ID, for use with mechanical pressure gauges and fuel pressure gauges.

AU3228 Braided Stainless Steel Line

6ft. #4, 3/16ID, for use with mechanical pressure gauges and fuel pressure gauges.

AU3229 Braided Stainless Steel Line

4ft. #4, 3/16ID, for use with mechanical pressure gauges and fuel pressure gauges.

AU3234 Braided Stainless Steel Line

3ft. #3, 3/16ID, for use with mechanical pressure gauges and fuel pressure gauges.

AU3235 Braided Stainless Steel Line

4ft. #3, 3/16ID, for use with mechanical pressure gauges and fuel pressure gauges.

AU3236 Braided Stainless Steel Line

6ft. #3, 3/16ID,

for use with

mechanical

pressure gauges

and fuel pressure

gauges.



AeroFlow Oil Pressure Gauge Adapters

These adapters allow you to add an electric oil pressure gauge while still retaining the stock warning light or gauge. The adapters are 2-1/2" long and fit inline between the engine and the stock oil pressure switch and have a 1/8"-27 NPT port on the side to suit the aftermarket pressure sender.

Description	Part No.
1/8"-27 NPT	AFGA-31
1/4"-18 NPT	AFGA-32
1/8" BSP	AFGA-33
M10 x 1	AFGA-34
M14 x 1.5	AFGA-35
M16 x 1.5	AFGA-36
M18 x 1.5	AFGA-37
Ford 260, 289,302 & 351W	AFGA-38



RADIATOR HOSE GAUGE ADAPTERS

AeroFlow's new Billet Hose Adapters with 1/8" NPT Auxiliary Port are perfect for mounting gauge senders to monitor radiator temperatures. These are perfect to slip between radiator hoses and enable you to mount a sender effortlessly.

Part No	Colour	Description
AF64-2232	Black	1-1/4" 32mm OD adapter with 1/8" port
AF64-2234	Black	1-11/32" 34mm OD adapter with 1/8" port
AF64-2236	Black	1-27/64" 36mm OD adapter with 1/8" port
AF64-2238	Black	1-1/2" 38mm OD adapter with 1/8" port

Hose Adapters

Great for mounting in-line temp senders

- AU2280** 5/8" Heater Hose Adapter
AU2281 3/4" Heater Hose Adapter
AU2282 1-1/4" Radiator Hose Adapter
AU2283 1-1/2" Radiator Hose Adapter

Oxygen Sensor Kit

For air/fuel ratio
 (includes sensor, weather pack harness & weld fitting)
AU2244 Oxygen sensor Kit

Blower Memory Kit

Can be used to add memory function to any pressure gauge (air only). Memory kit included with model 5403.

AU3230 Blower Memory Kit

LS CHEVY OIL

PRESSURE ADAPTER

Aeroflows LS series oil pressure gauge adapter has been designed to allow the use of the standard oil pressure switch which is needed for the standard computer and an auxiliary port for use with an aftermarket 1/8" NPT sender. With the swivel banjo design this adaptor will suit all models with the M16x1.5 thread

Port	Blue	Black	Silver
1/8" NPT	AF166-05-02	AF166-05-02BLK	AF166-05-02S

LS CHEVY FUEL WATER TEMP ADAPTER

M12 x1.5 to 1/8" NPT Female

Port	Blue	Black	Silver
1/8" NPT	AF912-M12-02	AF912-M12-02BLK	AF912-M12-02S

LS CHEVY FUEL PRESSURE ADAPTER

To ensure a precise fuel pressure reading for optimum performance Aeroflow's LS fuel pressure adapter allows the user to adapt a fuel pressure gauge to the standard LS series fuel rail.

With the female -4 and female 1/8" NPT this fitting can also be used on other applications

Note: The removal of the schrader valve is necessary

Port	Blue	Black	Silver
1/8" NPT	AF146-02	AF146-02BLK	AF146-02S

TEMPERATURE PROBE ADAPTERS

Adapts mechanical temperature (5/8"-18 UNF) probe to NPT holes.

Blue	Red	Black	Silver
3/8"	AF660-06	AF660-06BLK	AF660-06S
1/2"	AF660-08	AF660-08BLK	AF660-08S
-100RB	AF661-10	AF661-10BLK	AF661-10S

Temperature Adapters

For all mechanical temperature gauges.

AU2260 Weld in adapter for 1/8" NPT (Pyro, trans, oil temp)
AU2261 Weld in adapter Steel. Adapter for all mechanical oil and transmission temperature gauges

- AU2272** 3/8" Red Alloy NPT Temp adapter
AU2273 1/2" Red Alloy NPT Temp adapter
AU2370 Auto Gage 3/8" Brass NPT Water Temp adapter
AU2372 Auto Gage 1/2" Brass NPT Water Temp adapter
AU2263 5/8"-18UNF to 3/8" Brass NPT adapter fitting
AU2264 5/8"-18UNF to 1/2" Brass NPT adapter fitting

Extension Adapters

Extra water passage clearance, all mechanical temp. gauges.

- AU2373** Auto Gage 3/8" Brass NPT
AU2374 Auto Gage 1/2" Brass NPT
AU2270 5/8"-18UNF to 1/2" NPT Temp Extension
AU2271 5/8"-18UNF to 3/8" NPT Temp Extension

Shock Mounting Adapters

AU3209 Shock Strap kit
 (Case Dia. 3-21/64")

-4AN Elbow Fittings

- AU3273** 45deg Elbow Fitting
 -4AN elbow fitting, 45deg with swivel nut. Also for use with the new -4AN Fuel Pressure, Brake Pressure and Nitrous Pressure gauges.
AU3274 90deg Elbow Fitting
 -4AN elbow fitting, 90deg with swivel nut. Also for use with the new -4AN Fuel Pressure, Brake Pressure and Nitrous Pressure gauges.

Fuel Rail Adapters

- AU3275** Fuel Rail Adapter
 1-1/16" NPT Male -4AN Male mechanical gauge adapter for fuel rail.
AU3280 Fuel Rail Adapter
 1/16" NPT Male 1/8" NPT Female adapter for fuel rail. For use with Electric Fuel Pressure gauges.
AU2276 Banjo Bolt Adapter 12mm Banjo bolt to 1/8" NPT

Right Angle Fittings

For use with Auto Meter 2-5/8" mechanical pressure and vacuum gauges.

- AU3270** For Pressure Gauges using #3 braided s/steel line
AU3271 For Pressure Gauges using #4 braided s/steel line
AU3278 Blue Aluminium version of AU3271
AU3272 For Pressure Gauges using 1/8" braided s/steel copper or nylon tubing

LS Holden Gauge fitting kit.

Contains AU2277, AU2268, AU2259 and a 10K resistor
AU5284 LS Holden install Gauge kit

Nitrous/Fuel Restrictor

Restricts nitrous flow. To be used with model number AU3428 and AU4428.

AU3277 Nitrous/Fuel Restrictor

Temperature Manifold

For Transmission temperature gauges

- AU2286** Fits 3/8" OD Tubing
AU2287 Fits 5/16" OD Tubing

Angle Rings

Quality molded black plastic rings angle gauges towards the driver. Sold in packages of three.

- AU2234** suit Auto Meter or Autogage 2-1/6"
AU3244 suit Auto Meter or Autogage 2-5/8"

Mounting Brackets

Quality molded black plastic mounting brackets w/aluminium thumb nuts and washers.

Sold in packs of 3.

- AU2230** to suit 2-1/16" gauges
AU3245 to suit 2-5/8" gauges

Extension Wire

- AU3257** Quick-Lite 3ft Extension wire with connector
AU5220 Playback Control Module 8ft Extension wire with connector for remote location of PlaybackTach control module.
AU5223 20Ft Full sweep electric nitrous pressure harness. Ideal for mounting sender on bottle in rear of car.

Memory Switch

For tachometers with remote Memory plate. Will work with new recessed switch design. Switch assembly only, mounting plate not included.

AU5225 Replacement Rotary Memory Switch

Playback Box Wire Harness

AU5222 Wiring Harness, use w/the Playback Box 9150 or 9160

Tachometer Accessories

Inductive Trigger for hook-up of Pro-Comp, Super Mag and Vertex OXC model tachs.

- AU5210** Inductive Trigger
AU5211 Replacement Probe
 For use with 6806 5" Pro Comp Memory Tachometer.
AU5212 Replacement Drive Shaft Sensor
 For Ultimate Dual Channel Playback Tachometer

Pyrometer Accessories

Type K Thermocouple Probes

- AU5243** Pro Series Probe Kit Includes 1/4" dia. Stainless Racing Probe, 1/4" compression/1/8" NPT connector & weld fitting.
AU5245 1/4" Dia Stainless Racing Probe With 10ft wire
AU5244 Competition Series Probe Kit
 Includes 3/16" dia. Stainless Racing Probe with 10ft wire, 3/16" compression to 1/8" NPT connector and weld fitting.

AU5249 Street Series Probe Kit
 Includes 1/4" diam. Stainless Probe with 6-1/2ft wire plus 1/4" compression, 1/8" NPT connector.

Probe Fittings

For use with 5245 and 5246 probes

- AU5254** 1/4" Compression to 1/8" NPT connector fitting and mating 1/4" NPT weld fitting
AU5255 3/16" Compression to 1/8" NPT connector fitting/mating 1/8" NPT weld fitting

AU5248 Cyl. Head Temp. Spark Plug probe
 Mounts under spark plug, includes 6ft wire

AU5250 Replacement Probe Kit
 For use with Autometer intake Temp Gauges. Kit includes 1/8" stainless steel racing probe, wire and 1/8" NPT compression fitting.

AU5251 Replacement Probe Kit
 For use with Autometer Cobalt, C2, ES, GS, NV, Sport-Comp II, Phantom II & Ultra Lite II Pyrometer gauges. Replacement kit includes wiring harness w/gauge connector.

Coloured Lens Kits

For optional colour on Pro-Lite warning lights

- AU3250** Blue lens kit (blue lens & blue night cover)
AU3251 Yellow lens kit (yellow lens & yellow night cover)
AU3252 Red lens kit (red lens & red night cover)
AU3254 Mini Pro-Lite Cover Kit
 Includes blue, yellow and red boots

Coloured Light

Bulb Covers

- AU3207** Blue (includes 3 covers).
AU3208 Yellow (includes 3 covers)
AU3214 Red (includes 3 covers)
AU3215 Green (includes 3 covers)

Replacement Bulbs & Sockets

- AU2357** Bulb & Socket kit for 2" Autogage
AU3259 Bulb & Socket kit for 2-5/8" Autogage
AU3288 Bulb for 1-1/2" Autogage mini gauge console
AU2389 Bulbs for other Auto Gage applications
AU3211 Bulb and Socket Kit
AU3216 12V Replacement Bulb
 For all other tachs & mechanical gauges (except Performance 3-3/4" Street Tachs, 2-5/8" Mini tachs, 2-5/8" Vac. Gauges, Sport-Comp 5" Monster Tachs, 3-3/4" Std Tachs & 2-5/8" Mini Tachs.

- AU3218** Bulb only for Sport Comp 3219 applications
AU3219 Twist In Light
 For Pro-Comp and some Sport-Comp tachs.
AU3220 Bulb and Socket
 For 2-1/16" Plastic cased except blue plastic cases which use 3212 Old Style Socket. For use on 2-1/16 and 2-5/8 gauges in steel cases. Use AU3211 to replace old bulb and socket.

LED Replacment Bulb Kits

For all Auto Meter gauges (except Autogage), Speedometers and most in-dash tachos. Upgrade your standard instrument lighting with intense LEDs. Replaces 161, 193, 194, 168 style wedge base bulbs only.

AU3284	Red
AU3285	Green
AU3286	Blue
AU3287	Amber

For all Auto Meter pedestal tachos & some in-dash tachos. Replaces kits for tachos using small twist-in light on front shield.

AU3294	Red
AU3295	Green
AU3296	Blue
AU3297	Amber

**Pod Pillar Fasteners**

For use on Gauge works Pods and Pillars

AU3281	Pack of 10
AU3282	Pack of 100

**GAUGE PANELS & CUPS****Gauge Cups & Mounting Brackets****2-1/16" Auto Gage & Autometer**

AU2203	Chrome Gauge Cup
AU2204	Black Gauge Cup
AU2121	Carbon Fiber Gauge Cup

2-5/8" Autometer Electric

AU3201	Chrome Electric gauge cup
AU3202	Black Electric gauge cup
AU2151	Carbon Fiber Gauge Cup

2-5/8" Autometer Mechanical

AU3203	Chrome Mechanical gauge cup
AU3204	Black Mechanical gauge cup
AU2152	Carbon Fiber Mech Gauge Cup

2-5/8" Pro-Comp Liquid Filled Gauges

AU5201	Chrome cup
AU5202	Black cup

3-3/8" In Dash Tachometers

AU5203	Chrome Mounting cup
AU5204	Black Mounting Cup

Carbon Fiber Cups

AU2155	5" Monster Tachometer Cup
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3-1/8" Autometer Electrical

AU2153	Black Electrical Gauge Cup
AU2154	Chrome Electrical Gauge Cup



2-1/16" OMNI-POD Low Profile Mount
AU2205 Black

Extended Length Tachometer Base

The extended length tachometer base replaces the standard base on pedestal mount tachometers. It is 5-1/2" long overall and moves the tach approximately 3-1/2" forward to clear the windscreen when there is not enough room to mount the tach directly on the dash.

Extended Length Tachometer Base

AU5265

**Pedestal & Suction Mounts**

Autometer pedestal mounts convert in dash gauges to pedestal style so they can be mounted on top of the dash. The suction mount is intended for windscreen mounting of D-PIC gauges and includes a cigarette lighter power harness so it can be easily swapped between vehicles.

Pedestal Mount for 2-1/16" Gauge

AU48009

Pedestal Mount for 2-5/8" Gauge

AU48010

Suction Mount for 2-1/16" D-PIC

AU48011

**Universal Dash Top, Triple 2-1/16" Gauges**

This universal three gauge dash pod is ideal for any application. Sturdy ABS snap-together construction keeps fasteners hidden and your gauges secure

AU5288

Universal Black Finish

**Pillar Pods**

Autometer pillar pods mount to the inside of the right hand A-pillar and provide a convenient way to mount gauges in the direct line of sight.

For 2-1/16" diameter gauges.

Single 2-1/16" Pillar Pod - Honda Civic 1988-91 AU23401

Dual 2-1/16" Pillar Pod - Honda Civic 1992-95 AU23410

Single 2-1/16" Pillar Pod - Honda Civic 1992-95 AU23413

Dual 2-1/16" Pillar Pod - Mazda RX7 1993-96 AU23674

Dual 2-1/16" Pillar Pod - Nissan S13 Silvia / 180SX AU23900

Dual 2-1/16" Pillar Pod - Nissan S14 Silvia / 200SX AU23902

Dual 2-1/16" Pillar Pod - Nissan 300ZX 1990-96 AU23800

Dual 2-1/16" Pillar Pod - Nissan R32 Skyline GTR AU23904

Dual 2-1/16" Pillar Pod - Nissan R33 Skyline GTR AU23906

Dual 2-1/16" Pillar Pod - Subaru Impreza 1993-96 AU23908

Dual 2-1/16" Pillar Pod - Toyota MR2 1990-96 AU23680

Dual 2-1/16" Pillar Pod - Toyota Supra 1989-92 AU23685

Dual 2-1/16" Pillar Pod - Toyota Supra 1989-92 AU23686

Dual 2-1/16" Pillar Pod - Toyota Supra 1993-96 AU23690

Single 2-1/16" Pillar Pod - Toyota Supra 1993-96 AU23691

**Roll Pods**

Autometer roll pods clamp to roll cage tubing to provide a convenient way to mount gauges in race cars. Tachometer roll pods are used to adapt pedestal mount tachometers to roll cage tubing.

2-1/16" Gauge Roll Pod for 1-5/8" Tubing AU48003

2-5/8" Gauge Roll Pod for 1-1/2" Tubing AU48001

2-5/8" Gauge Roll Pod for 1-5/8" Tubing AU48004

2-5/8" Gauge Roll Pod for 1-3/4" Tubing AU48007

Tachometer Roll Pod for 1-1/2" Tubing AU48002

Tachometer Roll Pod for 1-5/8" Tubing AU48005

Tachometer Roll Pod for 1-3/4" Tubing AU48008

**Gauge Panels**

All 2-1/16" Autogage & Auto Meter gauges

AU2236 1-Hole Black Aluminium Panel

AU2237 2-Hole Black Aluminium Panel

AU2238 3-Hole Black Aluminium Panel

All 2-5/8" Autogage & Auto Meter gauges

AU3231 1-Hole Black Aluminium Panel

AU3232 2-Hole Black Aluminium Panel

AU3233 3-Hole Black Aluminium Panel

**MOON Aluminium Gauge Panels**

MNOF4009 2 Holes (Fits 2 gauges) 10-3/4 x 3-1/8

MNOF4008 3 Holes (Fits 3 gauges) 10-3/4 x 3-1/8

MNOF4007 4 Holes (Fits 4 gauges) 10-3/4 x 3-1/8

Direct Fit Gauge Dash Panel

Modification to an original dash can be a daunting task. Auto Meter makes it easy with a range of direct fit replacement dash panels that perfectly house Auto Meter instruments. Made from thermoformed UV protected ABS material, the Auto Meter dash panels are made to last.

CAMARO / PONTIAC FIREBIRD 67-68

• Direct Fit replacement for OEM instrument bezel in 67-68 Camaro/Firebird.

• Fits two 3 3/8" instruments & four 2 1/16" gauges.

• Black finish

AU2130

Direct Fit Chevrolet Camaro / Pontiac Firebird 67-68, 3-3/8" & 2-1/16", Black

**69 Camaro**

• Direct Fit replacement for OEM instrument bezel in 69 Camaro (SS, RS, Z28, etc.).

• Fits two 5" instruments & four 2 1/16" gauges.

• Black finish

• Includes mount for stock headlight switch, stock wiper switch, as well as a steering column cover.

AU2131

Direct Fit Chevrolet Camaro 69, 5" & 2-1/16", Black

**70-78 Camaro**

• Direct Fit replacement for OEM instrument bezel in 70-78 Camaro (RS, SS, Z28, etc.).

• Fits two 3 3/8" instruments & four 2 1/16" gauges.

• Black finish

• Allows for mounting of stock headlight and wiper switches.

AU2132

Direct Fit Chevrolet Camaro 70-78, 3-3/8" & 2-1/16", Black

DASH PANELS & ACCESSORIES**SO-CAL Instrument Panels**

Designed in the style of luxury cars of the Thirties, each SO-CAL instrument panel is individually sand cast and polished and comes with an engine-turned stainless steel insert.

Also available in black anodized aluminum.

The panels are available in two sizes: 16 inches wide (5-1/2-inches high) for mounting 5 gauges, and 20 inches wide (5-3/4 inches high) for mounting 6 gauges. Each panel is pre-machined to accept standard 2-1/16-inch gauges (often referred to as 2-inch gauges) and standard 3-3/8-inch speedometer and tachometer. Detailed installation instructions and hardware are included. Gauges are sold separately

S0001-60700

5 gauge panel - aluminium finish

S0001-62201

5 gauge panel - black

S0001-62202

5 gauge panel uncut - black

S0001-60710

6 gauge panel - aluminium finish



Auburn Dash

Available highly polished or satin finish, with engine-turned stainless steel inserts, this Auburn-style instrument panel is machined in-house to accept a 3-3/8" speedo (or tach) and four 2" gauges. The bottom panel can be used to mount switches, ignition key, etc. Because it's a sand casting, this instrument panel, which measures 18-1/2" inches wide by 8" high at the center, can have some minor casting flaws but that's all part of the traditional SO-CAL look.

S0001-62093 Polished Finish
S0001-62094 Satin Finish



SO-CAL Dash Knobs

A: S0001-50405 Art Deco knob—polished
B: S0001-62118 Art Deco knob—black
C: S0001-50400 Speed-style knob
D: S0001-50425 Forty-style knob—polished
E: S0001-62074 Forty-style knob—black
F: S0001-50440 Shoebox-style knob
G: S0001-50433 Bullet-style knob

Add some shine to the interior of your hot rod, custom, truck, VW or whatever with these SO-CAL dash knobs. Machined from aluminum and highly polished, they're easily installed and held in place with a set screw. Heck we've even used them, especially the Art Deco and Forty knobs, as draw knobs on our cupboards and kitchen units. The Art Deco and Forty knobs are particularly great for period restorations.



Clayton Machine Works Dash Knobs

Designed by Paul Atkins these chrome plated dash knobs come in smooth or grooved design and measure 7/8" diameter

Chrome Dash Knob - Smooth CLA-DK802
Chrome Dash Knob - Grooved CLA-DK803



Polished Dash Knobs

RPCR8400POL 1-3/16" length 3/16 Hole Size
RPCR8402 1-9/16" length 3/16 Hole Size
RPCR8405 1-3/16" length 1/4 Hole Size



Billet Dash Knobs

Universal Dash Knobs work great to add that extra touch to your dash. 3/16" bore with set screw make for an easy fit. Sold individually. Polished billet aluminium.



5 & 6 Gauge Trim Style Dash Panels

Our innovative Trim Style Dash Panels are compatible with Autometer®, Classic Instruments®, Stewart Warner, VDO & Ford Motorsport gauges. Choose from 3-1/8" or 3-3/8" dia. gauge openings. Small gauge openings accept 2-1/16" or 2-1/8" gauges.

BS36520 Trim Style - 5 Gauge 3-1/8" Large Hole
BS36525 Trim Style - 5 Gauge 3-3/8" Large Hole
BS36530 Trim Style - 6 Gauge 3-1/8" Large Hole
BS36535 Trim Style - 6 Gauge 3-3/8" Large Hole



Oval Billet Dash insert 1932 Ford

Billet aluminum Oval Dash Insert features recessed face design. Designed to fit original 1932 Ford dash. VDO, Classic Instruments, Ford Masterpiece and Auto Meter Gauges. Gauges mount from back of insert. Two green 12 volt turn signal LEDs and one red 12 volt high beam LED included. Holding clips and screws included. Gauges not included. Available in brushed or polished. Dimensions: 12" x 4 5/8", 3/4" depth.

LK-BDI-9100 Polished, 2 Gauge 3 3/8 Classic Instrument Flat Lens only Low Step Bezel only

Oval Billet Dash insert 6 Gauge

Billet aluminum Oval Dash Insert features recessed face design. Gauges mount from back of insert. Styles available for VDO, Auto Meter, Moon, Stewart Warner, Dolphin, Dakota Digital, Classic Instruments and Ford Motorsports Gauges. Two green 12 volt turn signal LEDs and one red 12 volt high beam LED included. Holding clips and screws included. Gauges not included. Available in brushed or polished. Dimensions: 17 3/4" x 4 5/8", 3/4" depth

LK-BDI-9106 6 Gauge 3 1/8" VDO, Auto Meter Street Rod Series, Ford Masterpiece, Polished
LK-BDI-9107 6 Gauge 3 1/8" VDO, Auto Meter Street Rod Series, Ford Masterpiece, Brushed
LK-BDI-9118 6 Gauge 3 3/8" Auto Meter Traditional, and Moon Polished
LK-BDI-9119 6 Gauge 3 3/8" Auto Meter Traditional, and Moon Brushed

NOTE: Dashes to fit other gauges available special order please call



Oval Billet Dash insert 5 Gauge

Billet aluminum Oval Dash Insert features recessed face design. Gauges mount from back of insert.

Styles available for VDO, Auto Meter, Moon, Stewart Warner, Dolphin, Dakota Digital, Classic Instruments and Ford Motorsports Gauges. Two green 12 volt turn signal LEDs and one red 12 volt high beam LED included. Holding clips and screws included. Gauges not included. Available in brushed or polished. Dimensions: 14" x 4 5/8", 3/4" depth

BDI-9104 5 Gauge 3 1/8" VDO, Auto Meter Street Rod Series, Ford Masterpiece, Polished
BDI-9105 5 Gauge 3 1/8" VDO, Auto Meter Street Rod Series, Ford Masterpiece, Brushed

LK-BDI-9104 5 Gauge 3 1/8" VDO, Auto Meter Street Rod Series, Ford Masterpiece, Polished
LK-BDI-9108 5 Gauge 3 3/8" VDO, Dakota Digital, Polished
LK-BDI-9109 5 Gauge 3 3/8" VDO, Dakota Digital, Brushed

NOTE: Dashes to fit other gauges available special order please call



LOKAR "GOOLSBY" ALUMINUM DASH INSERT

The Goolsby Edition by Lokar Billet Aluminum Dash Insert is available in brushed and polished finishes. Made of sturdy billet aluminum construction. It accepts one 3-3/8" gauge and four 2-1/16" gauges. The though holes accommodate common aftermarket switches. The inserts are available in engine turn, mother of pearl and tortoise shell. The design complements other products in the Goolsby Edition series.

LK-BDI-9138 Polished 5 Gauge Billet Aluminum Dash Insert
LK-BDI-9139 Polished 5 Gauge Pearl Dash Insert
LK-BDI-9140 Polished 5 Gauge Tortoise Dash Insert

1928-29 & Early 30

Instrument Panel

Die stamped, Chrome plated Oval Speedometer
VIA-11805-AR
VIA-11805-SK Screw kit



1930-31 Model A Ford

Instrument Panel
 Chrome finish for round speedometer
VIA-11805-E



1932 Vintique Instrument Panel

Stainless steel stamping, engine turned design
V118-11804 1932 Instrument Panel

GLOVE BOX HINGE, SPRING, HARDWARE; FITS - 1933-34

Spring, Hinge & Hardware
BD40-701662-K



Glove Box Door Hinge

V140-701662 1933-34

Glove Box Door Bumpers

V148-701671-L 1935-48 thick for large gaps
V148-701671-S 1935-48 thin for small gaps

1935-36 FORD Car Glove Box Liner

Glove box liners are die stamped out of waterproof cardboard and lined with original style tope material. Includes mounting hardware and lid cover for 35/36 Ford years
V14843000-AS



1933 1934 FORD Car Glove Box Liner (COUPE/SEDAN)

This fits all '33 and '34 Ford car body styles. This high quality piece is die stamped out of waterproof cardboard and lined with original style taupe material. It includes the mounting hardware
V140-43000

GLOVE BOX COMPLETE KIT; FITS - 1933-34

Our '34 Glove Box Door combined with the Hinge, Spring & Hardware Kit (40-701662-K) and our Glove Box Door Repair Kit which includes Ball Catch, Catch Clip & Rubber Bumper (40-43000-RK)
BD40-701650-K



Chrome LED Pilot / Dash Lights

• Mounting opening 14.2mm dia
 • Amperage rating 0.02A at 12V
 • Push on terminals.

ACX62090BL Amber
ACX62091BL Green
ACX62092BL Red
ACX62093BL Blue

Mini Pilot Lamps

UP40051 Amber
UP40052 Blue
UP40053 Green
UP40054 Purple
UP40055 Red

Size 3/8" dia (3/8" hole required)
 Lens for all applications, 2 per pack

Pilot Lamps

Size 3/8" Diameter
 (3/8" hole required)
 Sold in pairs.

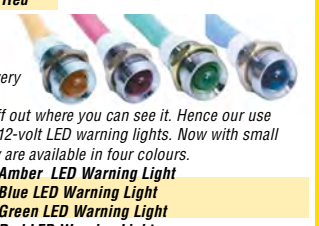
UP40051 Amber
UP40052 Blue
UP40053 Green
UP40054 Purple
UP40055 Red



Warning Lights

A clean dash is all very well, but for safety reasons we like stuff out where you can see it. Hence our use of these great little 12-volt LED warning lights. Now with small chrome bezels, they are available in four colours.

SOKF017102A Amber LED Warning Light
SOKF017106B Blue LED Warning Light
SOKF017101G Green LED Warning Light
SOKF017100R Red LED Warning Light



Indicator Lights

Painless Indicator Lights

These lights have multiple applications. They can be used as indicator lights, warning light or even as shift lights. Available in three sizes.

Indicator Lights 5/16

PW80203 5/16" Indicator Light - Amber
PW80204 5/16" Indicator Light - Red
PW80205 5/16" Indicator Light - Green
PW80206 5/16" Indicator Light - Blue



LED SHIFT INDICATORS

Dakota Digital

Round Gear & Miscellaneous Indicator

The DGS-3 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-3 requires a 1-3/8" cutout and measures 1-5/8" overall.

***GSS-2000 sold separately and is required to operate this display.

DAKDG-3

Oval Gear/

Misc Indicators

The DGS-4 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-4 requires a cutout measuring 1-1/16" tall by 2-5/16" wide.

***GSS-2000 sold separately and is required to operate this display.

Blue Indicator, Brushed Bezel

Blue Indicator, Chrome Bezel

DAKDG-4

DAKDG-4-C-B

L.E.D. GEAR INDICATOR

This innovative LED digital gear shift indicator displays shift positions for both standard automatic and overdrive transmissions. Available in three different colours DGS-1R (red LED), DGS-1G (green LED), DGS-1B (Blue LED). All displays are compatible with the GSS-2000 Gear Shift Position Indicator Sending Unit. (GSS-2000 sold separately and is required to operate this display)

Blue L.E.D Gear Indicator

Green L.E.D Gear Indicator

Red L.E.D Gear Indicator

DAKDG-1B

DAKDG-1G

DAKDG-1R

Dakota Digital



Universal Gear Shift Sending Unit

Gear Shift Position Sending Unit for use with all Dakota Digital Gear Shift Position Indicators and 12 volt LED indicators.

Includes: Universal Mounting Hardware to fit all automatic transmissions including TH350, TH400, 700R4, 4L60, 4L80, Powerglide, C-4, C-6, and AOD, Mopar transmissions and many others.

Fully push button adjustable with no magnets to align!

Built in Neutral Safety Switch and Back-up Light Circuit. Decoder can be mounted inside the vehicle for easy access.

***Dakota Digital gear position indicators sold separately.

DAKGSS-2000



LED Shift Indicator Kits

If you already have a Lokar Shifter, or if you are in the market for a new shifter, you can have the best of both worlds; a Lokar shifter and its component LED Shift Indicator with your choice of dash or boot style. The LED shift indicator is completely compatible with many Lokar shifters, past and present. There are a variety of options that can be combined together to give you the exact features you desire.

Features: • Exclusive removable pin locks position without adjustment on installation • Solid state circuit boards and state-of-the-art sensors • Long life LED • Displays only engaged gear • Billet Aluminum Indicator module and bezels • Versatile: Control Module compatible with most 12 volt LED Indicators

Horizontal LED Dash Indicators kits with Module

LK-CIND-1715 GM TH-350 /400
LK-CIND-1717 GM 700-R4/4L60
LK-CIND-1719 Ford AOD
LK-CIND-1721 Ford C4/C6
LK-CIND-1723 Chrysler 3 speed

Vertical LED Dash Indicators kits with Module

LK-CIND-1700 GM TH-350 /400
LK-CIND-1718 GM 700-R4/4L60
LK-CIND-1720 Ford AOD
LK-CIND-1722 Ford C4/C6
LK-CIND-1724 Chrysler 3 speed

Horizontal LED Dash Indicators ONLY with NO Module

LK-CIND-1715 3 Speed Auto Trans
LK-CIND-1702 4 speed Auto Trans
LK-CIND-1704 Ford AOD Auto

Vertical LED Dash Indicators ONLY with NO Module

LK-CIND-1701 3 Speed Auto Trans
LK-CIND-1703 4 speed Auto Trans
LK-CIND-1705 Ford AOD Auto

Midnight Series

Beautiful black anodised finish.

Horizontal LED Dash Indicators kits with Module

LK-CIND-1715 GM TH-350 /400
LK-CIND-1717 GM 700-R4/4L60
LK-CIND-1719 Ford AOD
LK-CIND-1721 Ford C4/C6
LK-CIND-1723 Chrysler 3 speed

Vertical LED Dash Indicators kits with Module

LK-CIND-1700 GM TH-350 /400
LK-CIND-1718 GM 700-R4/4L60
LK-CIND-1720 Ford AOD
LK-CIND-1722 Ford C4/C6
LK-CIND-1724 Chrysler 3 speed

Horizontal LED Dash Indicators ONLY with NO Module

LK-CIND-1715 3 Speed Auto Trans
LK-CIND-1702 4 speed Auto Trans
LK-CIND-1704 Ford AOD Auto

Vertical LED Dash Indicators ONLY with NO Module

LK-CIND-1701 3 Speed Auto Trans
LK-CIND-1703 4 speed Auto Trans
LK-CIND-1705 Ford AOD Auto



LED Shift Indicators with ROUND Bezel & Boot Kit

Horizontal LED Round Boot kits with Module

LK-CINB-1747 GM TH-350 /400
LK-CINB-1749 GM 700-R4/4L60
LK-CINB-1751 Ford AOD
LK-CINB-1753 Ford C4/C6
LK-CINB-1755 Chrysler 3 speed

Vertical LED Round Boot kits with Module

LK-CINB-1748 GM TH-350 /400
LK-CINB-1750 GM 700-R4/4L60
LK-CINB-1752 Ford AOD
LK-CINB-1754 Ford C4/C6
LK-CINB-1756 Chrysler 3 speed

Horizontal LED Round Boot ONLY with NO Module

LK-CINB-1731 3 Speed Auto Trans
LK-CINB-1733 4 speed Auto Trans
LK-CINB-1735 Ford AOD

Vertical LED Round Boot ONLY with NO Module

LK-CINB-1732 3 Speed Auto Trans
LK-CINB-1734 4 Speed Auto Trans
LK-CINB-1736 Ford AOD



LED Shift Indicators with RECTANGLE Bezel/Boot Kit

Horizontal LED Rectangle Boot kits with Module

LK-CINB-1779 GM TH-350 /400
LK-CINB-1781 GM 700-R4/4L60
LK-CINB-1783 Ford AOD
LK-CINB-1785 Ford C4/C6
LK-CINB-1787 Chrysler 3 speed

Horizontal LED Rectangle Boot ONLY with NO Module

LK-CINB-1763 3 Speed Auto Trans
LK-CINB-1765 4 Speed Auto Trans
LK-CINB-1767 Ford AOD

Vertical LED Rectangle Boot ONLY with NO Module

LK-CINB-1764 3 Speed Auto Trans
LK-CINB-1766 4 Speed Auto Trans
LK-CINB-1768 Ford AOD

Vertical LED Rectangle Boot ONLY with NO Module

LK-CINB-1790 4-Speed 4L60/4L60E

Sensor & Remote Kits

LK-CINR-1796 Remote Mounting Cable kit - All Applications
LK-CINR-1797 Cable Operated Sensor kit GM
LK-CINR-1798 Cable Operated Sensor kit Ford AOD
LK-CINR-1799 Cable Operated Sensor kit - 3 speed Ford
LK-CINR-17001 Cable Operated Sensor kit Chrysler 3 speed

WIRING HARNESSES



AeroFlow Performance range of universal wiring harnesses complete with fuse box, relays and fuses. Each wire is colour coded and labelled every 6 inches (152.4mm) for the entire length to allow ease of installation in any car, hot rod or race car. These 8, 12 or 21 circuit wiring harnesses will wire up heater, air conditioning, wiper motor, various accessories, turn/hazard signal, relay output, brake switch, instrument cluster and more. The included fuse box is compact perfect for installation in confined areas.



AF49-1500 8 circuit wiring harness



AF49-1501 12 circuit wiring harness



AF49-1502 21 circuit wiring harness

Dual Fan Relay

AeroFlow's Performance dual fan relay and wiring harness kit is essential with an twin electric fan setup. This universal kit will prevent voltage drops and amperage overloads which can cause havoc to your electrical system. It includes 2 automotive 12 volt 40 amp relays, 2 30 amp circuit breaker, all crimp fittings and a prewired relay blocks for ease of installation.

AF49-1048



Electric Fuel & Water

Pump Relay And Wiring Kit

AF 49-1038



UNIVERSAL WIRING

HARNESS KIT

20 Circuit, mini fuse box wiring harness kit, with switch assembly.

RPCR1002

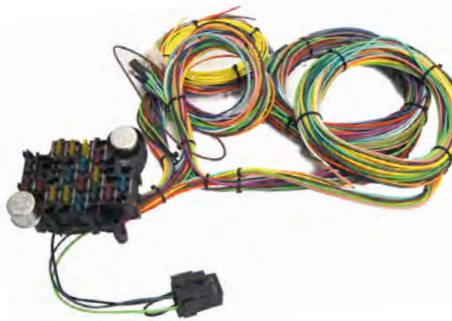
EZ WIRING



EZ Mini 12

*12 Circuits-11 Fuses * Horn relay & connector *Turn & hazard signals *Dimmer switch connector *Circuit breaker for headlights *2 Flashers *1 Alternator plug *2 Ignition switch connectors *Fuse panel pre-wired *1 Grommet *8 yellow splice connectors *6 Blue splice connectors *6 Small blue lugs *5 Medium yellow lugs *2 Large lugs (one with fusible link) *Small tie wraps *Wires labeled every 5 inches

EZ12MINI EZ 12 Mini Wiring Loom



EZ 21

EZ 21 pre-wired fuse block will wire your car from headlight's to taillight's. It features 18 fuses and 21 circuits. The circuits are Radio, Coil, Dome Lights, Headlights, Horn, Power Door Locks, Cig Lighter, Wiper Switch, Elect. Fuel Pump, Gauges, Hazard Lights, Power Windows, AC/Heat, Elect. Fan, Backup/Cruise, Radio, Turn Signal. It also Includes Horn Relay and Connector, Turn and Hazard Signals, Dimmer Switch Connector, Circuit Breaker for Headlights, 2 Flashers, 1 Alternator Plug, 2 Ignition Switch Connectors Plus more.

EZ21 EZ 21 Wiring Loom



EZ Mini 20

*21 Circuits-20 fuses * Horn relay & connector *Turn & hazard signals *Dimmer switch connector *Circuit breaker for headlights *2 Flashers *1 Alternator plug *2 Ignition switch connectors *Fuse panel pre-wired *1 Grommet *8 yellow splice connectors *6 Blue splice connectors *6 Small blue lugs *5 Medium yellow lugs *2 Large lugs (one with fusible link) *Small tie wraps *Complete kit 62 wires *Wires labeled every 5 inches

EZ20MINI EZ 20 Mini Wiring Loom



Universal Harnesses

If your car is not among the specific vehicle listed below, one of our proven universal kits is your best choice. The 12 circuit kits will cover the most basic chassis wiring needs. If your car or truck will have additional electrical accessories such as power windows, door locks or other creature comforts, you will want our 18 circuit harness. The "GM keyed column" kits are for early style "keyed" steering columns from GM and include the column mounted ignition switch. All kits come with more than enough wire and terminals, etc. to do the job, truck kits include extra long wires to suit trucks with long beds and extended cabs. You route and cut to suit your vehicle's needs.

21 Circuit Universal Kit - GM Keyed Column	PW10101
21 Circuit Universal Kit - Non GM Column	PW10102
28 Circuit Universal Kit - GM Keyed Column	PW10201
28 Circuit Universal Kit - Non GM Column	PW10202
28 Circuit Universal Truck Kit - GM Keyed Column	PW10203



Universal Trunk Mount Harnesses

In many street rods and custom cars there is little or no room to mount the fuse block under the dash, forcing modifications to either the car or the harness. Our trunk mount wiring harnesses provides additional wire from the fuse block to the dash and front end, allowing the remote installation of the fuse block in the trunk or behind the rear seat. Like all Painless kits, these fuse blocks come completely pre-wired and terminated for a simple, painless installation. Includes GM column mounted ignition and turn signal plugs.

18 Circuit Universal Trunk Mount Harness Kit PW10220



Universal Weatherproof Harness

The best wiring harnesses for rough off-road conditions just got better with the introduction of this new weatherproof harness. On top of the already superior Painless design and materials, this tough new kit features: Weatherproof fuse block with clear O-ring-sealed cover, weatherproof heat-sealed crimp-on terminals, waterproof horn relay and machine crimped splices with weatherproof shrink tubing.

20 Circuit Universal Weatherproof Harness Kit PW10140

8 Circuit Modular T-Bucket Harness

We started with our proven Modular Chassis Harness and designed a harness specifically to address the basic hot rod owner's needs. This compact, streamlined, simple to install harness has all the basic circuitry needs: headlights, tail lights, brake lights, turn signals, hazards, horn, gauges, wipers, radio, electric fan, electric choke and one accessory circuit. Each wire is color-coded and printed the entire length for ease of installation. As an added plus, the fuse block is modular so if you decide at some point to add additional accessories to your bucket, you can easily snap another four circuits into place.

8 Circuit Modular T-Bucket Harness PW10308



Ford Universal Muscle Car Harness

Now you don't have to struggle with using GM colour codes while wiring your Ford muscle car. This harness features all Ford colour coded wires fully labelled with each circuit the entire length of each wire. Designed as a wiring upgrade for any 1966-76 Ford muscle car such as Galaxie, Fairlane, Falcon, Torino, Montego, etc. Will not work on Thunderbird.

1966-76 Ford 12 Circuit Harness Kit PW10123



Ford Mustang Harnesses

Give your 1965 through 1970 Mustang the Painless treatment with a new chassis wiring harness designed specifically for your 'Stang. Eliminate all of those wiring gremlins by tearing out that frayed and worn factory harness and starting fresh with a new, state of the art harness from Painless. Each harness features a modern, pre-terminated 14 - circuit covered fuse block complete with 12 blade-type micro fuses and 2 relays. All wires follow original Ford colour codes and labelled throughout for simple installation.

1965-66 Mustang 14 Circuit Harness Kit	PW20120
1967-68 Mustang 14 Circuit Harness Kit	PW20121
1969-70 Mustang 14 Circuit Harness Kit	PW20122



GM Muscle Car Harnesses

Our universal 18-Circuit kit is modified to include custom features to make it easier to wire GM muscle cars. A pre-wired factory style bulkhead connector plugs into the fuse block through the firewall in the stock location. Easy-to-install, factory original, quick connect terminals are included for the in-dash printed circuit board. Pre-terminated plugs for the ignition and turn signal switches are included.

1967-68 Camaro and Firebird	PW20101
1967 RS Headlight Harness	PW30818
1969-74 Camaro/Firebird, Nova, El Camino,	PW20102

1955-57 Chev Harnesses

An adaptation of our universal 12 and 18-Circuit harness designed to custom fit your "Shoebox Chevy" with a factory location mounting plate for the fuse block, special dash and turn signal connectors. This harness features colour coded wires fully labelled with each circuit the entire length of each wire.

1955-57 Chevy 12 Circuit Harness Kit	PW20107
1955-57 Chevy 18 Circuit Harness Kit	PW20106

Holden Harness

Designed to suit all Holdens up to HZ and Toranas up to UC, this 21 circuit harness features OEM colour coded wires, fully labelled with each circuit the entire length of each wire.

Holden 21 Circuit Harness Kit PW10115



Mopar Muscle Car Harnesses

Designed for 1966-76 Chrysler muscle cars, this 12 circuit harness features Mopar OEM colour coded wires, fully labelled with each circuit the entire length of each wire. This harness also features our unique covered mini micro-fuse block pre-terminated for easy installation.

1966-76 Chrysler 12 Circuit Harness Kit PW10127



21 Circuit Drag Race Harness & Switch Panel Kit

Complete 21-Circuit Drag Race Wiring Kit. This kit contains everything you need to wire a race car in one box. The 8-rocker switch control centre plugs directly into the 21-circuit Pro Street harness making this the easiest and most complete way to wire a race car. Harness circuits include electric water pump, radio, electric fan, fuel pump, brake lights, headlights, taillights, wipers, turn signals, flashers, horn and ignition. The switch panel features heavy duty rocker switches to control start, ignition, fan, fuel pump one, fuel pump two, water pump, lights and one accessory.

21 Circuit Drag Race Harness & Switch Panel Kit PW50003



21 Circuit Pro Street Harness Kit

Looking to operate your circuits through the factory switches and not a switch panel? This Pro-Street harness is for you. Contains all the features of the 21-circuit harness in the Drag Race Wiring Kit but with necessary pigtails to direct wire the start, ignition, fan, fuel pump, water pump and lighting circuits.

21 Circuit Pro Street Harness Kit PW50002



8 Circuit Drag Race Harness & Switch Panel Kit

The Painless answer to all of your race car wiring needs. This includes an 8 circuit relay harness and a 6 switch contour rocker switch panel. The harness provides fused relay power for all your race car needs. Get away from mounting individual relays all over your vehicle and make your electrical system more reliable. Circuits covered by this system include: Start, ignition, fuel pump, water pump, electric fan, headlights and tail lights, and two accessory relays, along with a fused constant accessory power.

8 Circuit Drag Race Harness & Switch Panel Kit PW50005

8 Circuit Extreme Condition Harness Kit

Machine pre-terminated fuse block and relays. Every circuit is protected with a fuse AND a 30-amp relay for maximum reliability. Oversized, TXL, colour coded, high temp wire is used throughout. You can't make it any tougher or any more reliable!

Kit Includes: Start, ignition, electric water pump, electric fan, electric fuel pump #1, electric fuel pump #2, lights & accessories. Comes with 18 feet of wire per circuit, terminals, wire ties, fusible link, rubber grommet, and easy to follow instructions. Switch panels sold separately.

8 Circuit Extreme Condition Harness Kit PW50001
8 Switch Flat Plate Panel For In-Dash Mounting PW50201
8 Switch Self Contained Style Panel PW50202



Fuel Injection Harnesses

Those who choose to run the factory engine management computer will appreciate the simplicity of a Painless Fuel Injection Harness. Yes, you can whittle away at the stock harness and eventually make it work, but why complicate your life? Our engineers have worked out all the potential problems ahead of time so all you have to do is follow the straightforward instructions and you're on your way. Every wire is colour coded and labelled for ease of installation.

GM TPI 5.0L & 5.7L 1985-89 (Extra Length) PW60202
GM TPI 5.0L & 5.7L 1990-92 (Extra Length) PW60203
LS1 1997-98 (Extra Length) PW60507
LS1 1999-02 (Extra Length) PW60509
LS1 / LS6 1997-04 Elect. Throttle PW60522
LS1 / LS6 1997-04 Elect. Throttle (Extra Length) PW60523
GM LS1 INTEGRATED EFI/CHASSIS HARNESS 97-04 PW60608

12 Circuit Universal Race/Pro Street Fuse Block

A racing version of our PW30001 fuse block designed with all the circuits to make your race car street legal. Just terminate your wiring and attach it to the fuse block. Pre-wired and labelled for the following circuits: electric fuel pump, instruments, electric water pump, radio, electric fan, brake lights, wipers, headlights, turn signals, emergency flashers, horn, coil, dome light and alternator. Kit includes: 10-gauge alternator lead, mounting bracket, fuses, flashers, horn relay, terminals, fusible link, and step by step instructions.

12 Circuit Universal Race/Pro Street Fuse Block PW50101



Painless Convenience Module w/ Auto Headlights

The Painless Convenience Module allows you to retrofit your older vehicle with standard features found on many vehicles sold today. Cars today have many features that 15 to 20 years ago were unheard of. The Convenience Module brings these features to you in a complete kit with easy to follow instructions. In most cases, the installation of this module requires no cutting of factory wiring and can be installed in less than a couple hours. Vehicles must switch ground through the door jamb switches/ground activated dome lights (standard on GM & MOPAR vehicles) in order for this module to operate correctly. However instructions and parts are included for vehicles with power activated door switches.

PW63040 PAINLESS MODULE W/ AUTO HEADLIGHTS

Weatherproof Universal Fuse Block

If you just need to replace an exposed unreliable fuse block with something dependable, this new 20-circuit weatherproof block is the solution.

It comes fully assembled with wire leads that you can connect to your existing wiring and is completely sealed from the elements for trouble free performance. Includes mounting bracket.

Weatherproof Universal Fuse Block PW30004

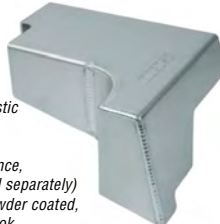


FABRICATED FUSE BOX COVER

- Fabricated .100" thick aluminum, fits over existing plastic fuse box lid
- TIG Welded Corners
- Improves under-hood appearance, matching Moroso tank line (sold separately)
- Can be polished, chromed, powder coated, painted or left as-is for a race look

Description
Subaru WRX/ST/Impreza 2.5 RS '06-'07

Part No
M074231



MUSTANG FUSE BOX COVER

Fits over the factory plastic fuse box lid and can be installed in just minutes

Fabricated from .100" thick Aluminum
Improves under-hood appearance
Can be polished, chromed, powder coated, painted or left as is for a race look

Description
Fuse Box Cover, 2015-Up Mustang

Part Number
M074255



Maxi Fuse Assembly

Maxi fuse assembly with 70 amp maxi fuse and cover.

Maxi Fuse Assembly PW80101
70 Amp Replacement Fuse PW80102

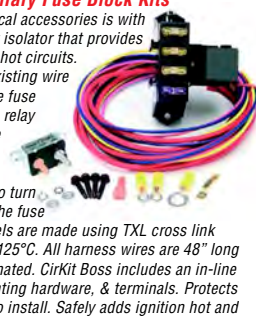


Circuit Isolating Auxiliary Fuse Block Kits

The safe way to add electrical accessories is with CirKit Boss, the first circuit isolator that provides both constant and ignition hot circuits. No more tapping into an existing wire or into a spare circuit at the fuse block. Using these add-on, relay activated fuse blocks is the safe way. Only a small activation wire from any ignition source is needed to turn on the relay that turns on the fuse block. All CirKit Boss models are made using TXL cross link polyethylene wire rated to 125°C. All harness wires are 48" long and factory machine terminated. CirKit Boss includes an in-line circuit breaker, relay, mounting hardware, & terminals. Protects your OEM warranty. Easy to install. Safely adds ignition hot and constant hot circuits.

3 Circuit - 1 Constant & 2 Ignition Hot, 30 Amp Relay PW70103

3 Circuit - 3 Ignition Hot Circuits, 40 Amp Relay PW70113



Weather Resistant Auxiliary Fuse Block Kits

These are the same as the units listed above with the addition of a weather resistant fuse cover for extreme use where moisture/dust resistance is important. Mounts under hood in unprotected areas.

3 Circuit - 1 Constant & 2 Ignition Hot, 30 Amp Relay PW70203

3 Circuit - 3 Ignition Hot Circuits, 40 Amp Relay PW70213

7 Circuit - 3 Constant & 4 Ignition Hot, 30 Amp Relay PW70207

7 Circuit - 7 Ignition Hot



Relay Block Kits

Choose from either a 3-Pack or 6-Pack of 40 amp relays.

Ideal for powering accessories such as fuel pumps, water pumps, throttle stops, fan, nitrous solenoids. 3-Pack kit includes one 40 amp circuit breaker; 6-Pack includes two.

3-Pack Relay Block Kit PW30107

6-Pack Relay Block Kit PW30108



Electric Water Pump Relay Kit

This relay kit provides maximum battery voltage to maximize cooling efficiency and to protect the main electrical system from damaging amperage overloads. **Electric Water Pump Relay Kit PW50106**



Waterproof Water Pump Relay Kit

Perfect for the harsh conditions encountered off-road, this relay kit provides complete protection from the elements and ensure reliable and dependable performance. These kits utilize heavy duty waterproof relays, weatherproof circuit breaker covers and extreme condition weatherproof shrinkable crimp-on terminals.

Waterproof Water Pump Relay Kit PW30132



MSD HIGH CURRENT RELAY

MSD's High Current Relays are what you need to activate accessories that draw high current. These Relays are very reliable due to the fully automated manufacturing process and sophisticated coil winding procedure. The SPST High Current Relay is rated at 30 amps with an input voltage of 12 volts DC. The relay is ideal for use with the MSD RPM Activated Switch when 12 volts are responsible for activating a high current device such as a nitrous solenoid. The DPST relay is also rated at 30 amps with a 12 volt input voltage. This Relay is the best choice when 12 volts are required to activate multiple high current devices at the same time such as multiple stage nitrous solenoids.

MSD High Current Relay, DPST MSD8960
MSD High Current Relay, SPST MSD8961



Engine Bump Switch

This switch allows you to turn over the engine from the engine compartment for adjusting valves. It also overcomes starting problems due to an overheated starter or worn out electrical system by boosting amperage to the starter solenoid every time the vehicle is started.

Engine Bump Switch PW30201



LOOMS & ACCESSORIES

12 & 18 Circuit Universal Fuse Blocks

Use these OEM style pre-wired fuse blocks to replace your existing fuse block or as a starting point for custom wiring. All you have to do is terminate each circuit wire and attach it to the fuse block.

The 12 circuit is pre-wired and labelled for the following circuits: Air conditioning / heat, gauges/dash instruments, brake lights, headlights, coil, horn, dome light, radio, electric fan, turn signals, emergency flashers, wipers and alternator. The 18 circuit kit also includes circuits for power windows, power door locks, electric fuel pump, backup lights, cruise control, power antenna and other optional accessories. Kits include: mounting bracket, fuses, flashers, horn relay, terminals, and full instructions.

12 Circuit Universal Fuse Block PW30001
18 Circuit Universal Fuse Block PW30003



Weatherproof Fuel Pump Relay Kit

Perfect for the harsh conditions encountered off-road, this relay kit provides complete protection from the elements and ensures reliable and dependable performance. These kits utilize heavy duty waterproof relays, weatherproof circuit breaker covers and extreme condition weatherproof shrinkable crimp-on terminals.

Weatherproof Fuel Pump Relay Kit PW30131

Aeroflow Electric Fuel Pump or Water Pump Relay Kit

This universal relay kit can be used for EFI fuel pumps or electric water pump to maximise battery voltage and protect the main electrical system from amperage overloads.

AF49-1038

Remote Starter Solenoid

Allows you to position the starter solenoid any place you need to in order to make maintenance easier. Comes with wire and connectors to do the job right.

Remote Starter Solenoid

PW30203

Charging System Shutdown Relay Kit

Alternator feedback can keep your engine running even with the master disconnect turned off - this kit eliminates engine run-on. Highly recommended by most racing sanctioning bodies. Easy to install with all hardware and instructions. 35 amp maximum for racing only.

Charging System Shutdown Relay Kit PW50103

High Amp Alternator Shutdown Relay Kit

This kit, complete with 250 amp solenoid, will effectively handle alternator feedback of the highest amperage alternators. Eliminates engine run-on when the master disconnect is turned off.

High Amp Alternator Shutdown Relay Kit PW50105

Auxiliary Light Relay Kit

Install extra driving or fog lights easily and properly with our Auxiliary Light Relay Kit. Switch can be wired to turn on: Low beams & auxiliary lights, High beams & auxiliary lights, or auxiliary lights only. Complete kit includes lighted switch, wiring harness, 30 amp wire and terminals.

Auxiliary Light Relay Kit

PW30803

GM Steering Column Conversion Kit

All the plugs and terminals for your early GM keyed steering column in one kit. Contains two ignition switch connectors, two turn signal connectors and one dimmer switch connector and terminals for each.

GM Steering Column Conversion Kit PW30806

GM Steering

Column Pigtail Kit

Original factory connectors to replace worn out or damaged connectors for early GM keyed steering columns. GM colour-coded wires are ready to connect into your existing harness. Includes: two keyed ignition switch pigtails, one turn signal pigtail with two connectors; one dimmer switch pigtail. Wire length: 12 Inches.

GM Steering Column Pigtail Kit

PW30805

Fibreglass Body Ground Kit

For proper electrical grounding of any vehicles with fibreglass bodies.

Fibreglass Body Ground Kit PW40026

TERMINAL STRIP

The MSD Terminal Strip can be used for virtually any wiring installation to provide a clean, professional appearance. The Terminal Strip features four separate terminals that use 6-32 screws to hold 12 gauge or smaller wires. The terminals also accept wire lugs that are .312" wide and have a "wall" between each terminal to prevent arcing and electrical shorts. It is electrically rated at 300V-20A.

MSD8810

Junction Block

Two 10 gauge posts provide a perfect way to attach two large gauge wire connections.

Junction Block PW80112

Quick Connect Terminal Kits

Make your own locking quick connect plugs easily and quickly. Each kit includes a male and a female connector and the appropriate number of terminals.

NOTE: Accepts only 14 -20 gauge wire.

4 Wire Quick Connect Terminal Kit	PW40008
6 Wire Quick Connect Terminal Kit	PW40009
9 Wire Quick Connect Terminal Kit	PW40010
12 Wire Quick Connect Terminal Kit	PW40011
15 Wire Quick Connect Terminal Kit	PW40012

Quick Disconnect Alternator Lead

Makes alternator swaps easy. Comes with mating plug and connector. Alternator side pre-wired. For use with alternators up to 65 amps.

Quick Disconnect Alternator Lead PW40110

"CS" Style GM Alternator Pigtail

A replacement pigtail using the factory original plug for the late style or "CS" style GM external fan alternator. Resistor included.

"CS" Style GM Alternator Pigtail

PW30707

"CS" 130D Style GM Alternator Pigtail

Pigtail for CS 130D internal fan alternator.

Resistor included.

"CS" 130D Style GM Alternator Pigtail PW30705

Electrical System Surge Protector

Voltage spikes can cause damage to various components in your vehicle's electrical system. This easy to install device clips the spikes at 14.5 volts to protect sensitive electrical accessories. Installs between positive and negative battery terminals

Electrical System Surge Protector PW40030

DuraSpark II Harness

This harness allows for easy conversion from an old points-style Ford ignition to a modern DuraSpark II electronic ignition system. Requires DuraSpark II distributor and yellow or blue ignition module.

DuraSpark II Harness

PW30812

Replacement

Circuit Breakers

Push-in manual reset circuit breakers.

10 Amp Circuit Breaker	PW80107
15 Amp Circuit Breaker	PW80108
20 Amp Circuit Breaker	PW80109
30 Amp Circuit Breaker	PW80110

GM HEI Pigtail

Replacement power pigtail for GM HEI distributor.

GM HEI Pigtail

PW30809

ELECTRICAL TERMINAL BULK HEAD

Designed to conduct power or earth through a panel (minimum 4mm thick) or closed area. Through bolt design with nylon stepped washers. Perfect for use in powering intake pumps to original fuel tanks.

AF49-4051

TWO PIN CONNECTOR

MSD8824 MSD Two Pin Connector

Pin Extraction Tool MSD8193

This Tool allows you to remove the terminal from the Weathertight Connector if you need to make repairs or change your wiring.

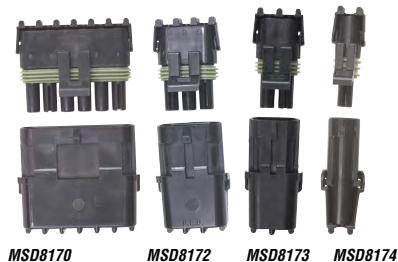
MSD8190	10 Male Pins and Seals
MSD8191	10 Female Pins and Seals



DEUTSCH CONNECTORS

There is absolutely no excuse for losing a race due to a poor wiring connection. MSD's Deutsch Connectors are sealed and lock together making them perfect for harsh racing applications. The compact housing of the connectors are molded from a durable plastic material that will not harden or crack. Each housing is indexed to prevent any chance of mismatching the ends plus they have a molded channel to secure another connector for a tidy appearance. The terminals grip to the wire with strong crimp tabs then lock into position inside the housing. The connections are protected with thick seals that will keep water, mud and debris away from the contacts. These terminals can handle more current than conventional connectors and do not require special tools. Supplied with terminals, seals and housings.

MSD8183	2-Pin Connector, 16 gauge
MSD8181	4-Pin Connector, 16 gauge
MSD8180	6-Pin Connector, 16 gauge
MSD8185	8-Pin Connector, 16 gauge
MSD8186	12-Pin Connector, 16 gauge



WEATHERTIGHT SEALED CONNECTORS

If you need electrical connectors that are unaffected by water, chemicals, vibration, temperature or dirt, and that will not come apart accidentally, then you need MSD Weathertight Connectors. The Weathertight connectors are molded from a special nylon material to withstand temperatures from -40° to +257°F and are indexed to prevent mismatching. Positive locks let you know when the connectors are completely joined by producing an audible CLICK. No click means no connection. For maximum electrical isolation, each terminal has its own tower so there is no chance of shorting between the wires. Each terminal tower utilizes self-lubricating silicone seals for protection against water, dust, oil, and other engine compartment fluids.

Connector	Individual
6-Pin	MSD8170
4-Pin	MSD8171
3-Pin	MSD8172
2-Pin	MSD8173
1-Pin	MSD8174

Weathertight Connector Kit

Sealed safe, reliable and versatile automotive electrical connectors. Each connector contains a secondary wedge lock for maximum contract retention. Each pin accepts 14 AWG wire size and 13 amp rating.

Each Kit includes
4 x 2 pin connectors,
4 x 3 pin connectors,
4 x 4 pin connectors,
4 x 6 pin connectors,
2 x 8 pin connectors,
2x 12 pin connectors,
200 male/female pins,
25 cavity plugs and
one crimp tool.
AF49-9000-KIT

WeatherPack Connector Kit

Protect against dirt, water, chemicals, vibration and temperature range of -40 degree C to 120 degrees C. Positive lock connectors allow you to hear the click for correctly joined connectors. Each terminal has its own tower to eliminate shorting and each tower handles 20 amp.

Each Kit includes
6 x 1 pin connectors,
4 x 2 pin connectors,
4 x 3 pin connectors,
2 x 4 pin connectors,
2 x 6 pin connectors,
100 male/female pins,
80 wire seals,
20 cavity plugs and
one crimp tool.
AF49-8500-KIT

Automotive electrical wire connector kit

Features a spade style crimp terminal which will handle max 20 AMP. It will accept wire size from 1.0mm to 1.5mm. Each Kit includes 10 x 1 pin connectors, 10 x 2 pin connectors, 8 x 3 pin connectors, 8 x 4 pin connectors, 200 male/female pins and one crimp tool.

AF49-9550-KIT



PAINLESS

Painless PowerBraid

(Split Braided Sleeve) Protect and clean up any harness installation with our braided wire wrap. Laterally split design closes around wire bundle without the need for additional taping or zip ties. Large overlap allows easy installation over splices and inline connectors without exposing wires and cables.

PW70901 1/4 X 20FT POWERBRAID BLACK PROTECTIVE SLEEVE
PW70902 1/2 X 10FT POWERBRAID BLACK PROTECTIVE SLEEVE
PW70910 1/8 X 20FT POWERBRAID BLACK PROTECTIVE SLEEVE
PW70920 POWERBRAID CHASSIS HARNESS KIT
PW70921 POWERBRAID FUEL INJECTION HARNESS KIT
PW70940 POWERBRAID INSTALLATION TOOLS 1 ONLY
PW70941 POWERBRAID INSTALLATION TOOLS ASSORTED



CLASSIC BRAID WIRING WRAP

The perfect solution to clean up and protect the wiring in your vehicle. The laterally split design allows for easy installation over splices and inline connectors without exposing wires and cables. Resistant to the majority of chemicals and automotive fluids.

Available options in sizes from 1/8" to 1" in various lengths. They are also available in chassis and fuel injection kits containing everything you will need to cover your harness.

ClassicBraid is a self-wrapping split braided wiring loom for that classic show car look! Its smooth texture and appearance will transform your engine bay, giving you that factory installed look. The tightly woven construction provides excellent blockage against mud and dirt, while maintaining adequate drainage. The lateral split design has a minimum 25% overlap to allow for easy installation and optimum wiring protection.

- Continuous Temperature Rating -94° to 257°F
- Melting Point 482°F

Description	Part No.
1/8" ClassicBraid (20 ft.)	PW70956
1/4" ClassicBraid (20 ft.)	PW70957
1/2" ClassicBraid (10 ft.)	PW70958
3/4" ClassicBraid (6 ft.)	PW70959
1" ClassicBraid (12 ft.)	PW70960



FLEX BRAID WRAP

Black tight weave high coverage AeroFlow's heat-flex braid is lightweight and extremely flexible. Heat-flex braid can be used for insulating wire bundles or cables while offering that factory look. Heat-flex braid can also be used on heater and radiator hoses. With a tough woven construction, heat-flex provides a continuous temperature rating of up to 127°C/260°F and a melting temperature of 250°C/482°F. Available in 1m/3ft and 7.6m/25ft length rolls in 1/4", 1/2", 1" and 1-1/2" size I.D. Can be terminated with heat-shrink or AeroFlow hose end finishers for that professional look.

Part No	Description	Length
AF91-7050	1/4"	1m
AF91-7051	1/2"	1m
AF91-7052	1"	1m
AF91-7053	1-1/2"	1m
AF91-7550	1/4"	7.6m
AF91-7551	1/2"	7.6m
AF91-7552	1"	7.6m
AF91-7553	1-1/2"	7.6m

SWITCHES

Aircraft Switch Cover

Shields all shaft mounted toggles switches for extra safety. Prevents accidental switching.

Aircraft Switch Cover PW80521



LED MISSILE SWITCHES WITH COVER

AeroFlow Rocket switches are now available in LED and colour coded covers. They will control virtually any accessory you can throw at them from, ignitions, boost, fans, lights, winches, NOS systems and more! These have a true 12V LED switch in the casing which means you do not need to add additional resistors typical with some other LED lighted products. Easy to use, lift the cover and flick the toggle switch up for the on position and to turn off the switch simply push the cover down!

Part No	Description	Colour
AF49-5050	On / Off missile switch with Red LED	Red
AF49-5010	On / Off missile switch with Blue LED	Blue
AF49-5020	On / Off missile switch with White LED Carbon Fibre	White
AF49-5030	On / Off missile switch with Yellow LED	Yellow
AF49-5040	On / Off missile switch with Green LED	Green



LED MISSILE SWITCHES

AeroFlow Rocket switches are available with coloured covers. They will control virtually any accessory you can throw at them from, ignitions, boost, fans, lights, winches, NOS systems and more! Easy to use, lift the cover and flick the toggle switch up for the on position and to turn off the switch simply push the cover down!

Part No	Description	Colour
AF49-5000	On / Off missile switch	Red
AF49-5001	On / Off missile switch	Blue
AF49-5002	On / Off missile switch	Carbon Fibre
AF49-5003	On / Off missile switch	White
AF49-5004	On / Off missile switch	Yellow
AF49-5005	On / Off missile switch	Green



TOGGLE SWITCHES

- Momentary Switches ideal for starting engines
- On-Off Single Throw Switches used to control accessories such as lights, pump, fan, etc.
- Rated at 25 amps lamp load, 35 amps inductive load • ON/OFF faceplate included

M074124	Toggle Switch Momentary On, Long Handle, 1-1/2"
M074125	Toggle Switch On/Off, Long Handle, 1-1/2"
M074126	Toggle Switch On/Off, Short Handle, 1-1/16"



SWITCHES

MSD8808	Four-Pole, Double-Throw Switch
MSD8812	Alternate Action Switch

Universal Momentary

Switch and Cable.

Moroso Universal momentary switch and cable. This precision high quality momentary switch is mounted in a coiled flex cable and can be used to control nitrous oxide systems, push-to-talk radios, roll control devices, or any other device with an instant on/off switch. It's a normally open, snap action short throw switch that's rated at 6 amps at 28 volts DC or 125 volts AC. It mounts in a 1/4" diameter hole.

M074122 Switch Universal Momentary

HOBB SWITCHES

AeroFlow's hobb switches are a great way to ensure safety of your engine. The 5-7 PSI (3-5 BAR) (AF49-2010) can be used to cut ignition or fuel pump when pressure drops saving you from an expensive rebuild. AeroFlow also offer a vacuum hobb switch (AF49-2011) that can turn a vacuum pump on when pressure drops below 17inHG in a road driven car that has a large camshaft with low vacuum to create a better pedal feel.

AF49-2010

Hobb switch (5 PSI (.3 BAR) Open) 1/8" NPT

AF49-2011 Vacuum pressure switch, closed at 17"HG. 1/8" NPT



Fuel Pressure Safety Switches

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

5 PSI Switch ED72210

30 PSI Switch ED72213

50 PSI Switch ED72214



NOS SWITCHES

Illuminated Rocker Switch

Momentary Push-Button, Waterproof with Spiral Cord
50 PSI Adjustable Pressure Switch - Normally Open
5 PSI Fuel Pressure Safety Switch - Normally Open

NOS15602

NOS15651

NOS15685

NOS15750



Hurst Pushbutton Switch W/Coil Cord

- High shock resistance
- Moisture and dust proof for marine and off-road racing
- Epoxy sealed contacts and terminals
- 6' (18 gauge) coil cord for mounting in almost any location
- 10 amp. capacity
- Normally open

This precision snap-action switch is ideal for operating Roll/Controls, nitrous systems, trans brakes, etc. The switch is designed to provide instantaneous, smooth operation under the most severe racing conditions.

HU2483880

Pushbutton Switch W/Coil Cord



MICROSWITCH AND BRACKET KITS

Designed especially for Edelbrock, Barry Grant and Holley carburetors, these kits include a snap-action microswitch, mounting hardware and a CNC-machined, red anodized billet aluminum bracket. ED72279 comes with a bendable universal bracket for easy installation.

For Holley Dominator carburetors ED72281

For Holley Square Bore carbs without choke

(will not fit H.P. series) ED72282

For Barry Grant Race Demon carburetors ED72284

For Barry Grant King Demon carburetors ED72285

Remote Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. The universal remote button and spiral cord is a great all around adjustable unit and is ideal for bracket racing. Use with transbrake, launch control and nitrous systems.

Standard Remote button with spiral cord BM46003



Mushroom Cap Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. A button and cord assembly with extra large actuator button. For use with gloves and Full or Pro Tree applications

Large Actuator Red button with spiral cord BM46013

Hurst Switch for Roll/Control

The Roll/Control Switch incorporates a micro switch for an immediate and accurate release. Includes 2 feet of wire for installation hookup to the Roll/Control, nitrous systems, trans brakes or other

2 volt accessories. Normally open.

HU2483875 Roll/Control Button Switch



TRANSBRAKE SWITCHES

DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.

DE-PBSXL

This uses the same quick switch as the PBSRTD but has an extra large red button (1 inch). Fits gloved thumbs very comfortably. Great for delay boxes that allow multiple "hits". Adjustable button height.



BUMP STAGER TRANSBRAKE CONTROLLER

The FAST Bump Stager provides improved staging accuracy by allowing users to access the patented "transcreeper" function found in FAST XFI without the added expense of converting the vehicle to a full XFI system. Available as a complete kit, the Bump Stager lets drag racers carefully pulse the transbrake. This enables the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually. The complete kit comes with everything needed for use, and a built-in 20-amp driver removes the hassle of wiring an external relay for most applications. It can be used in carbureted applications or with any aftermarket EFI system.

- Improves staging accuracy; allows access to patented "transcreeper" function found in FAST XFI
- Lets drag racers carefully pulse the transbrake; enabling the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually
- Works w/ any trans-brake application; Carb or EFI

FAST30322

PAINLESS

Painless Rollover Safety Switch

Automatically shuts off power to the fuel pump in the event of a vehicle roll over. Recommended by many racing classes. Not recommended for off-road use.

PW80160 ELECTRIC ROLLOVER SAFETY SWITCH



PAINLESS

Contour Rocker Switch Panels

The rocker switches in these panels are not only stylish but practical as well. The covers are interchangeable so each panel can be customized to each user's needs without having to purchase all new switches. Each switch is also fully sealed for protection against the elements. Finally, each panel features a charge indicator LED light. Panels come with 18 foot TXL wiring harness.

- 4-Switch Contour Rocker Switch Panel PW50320
- 6-Switch Contour Rocker Switch Panel PW50321
- 8-Switch Contour Rocker Switch Panel PW50322



Fused Rocker Switch Panels

Painless switch panels feature: Heavy-duty lightweight non-reflective housing designed to mount to a roll bar using standard metal hose clamps. Lighted rocker switches are colour coded for quick visual reference. All circuits individually fused and easily accessible for quick testing and replacement. All units come complete with 18' of high temp TXL wire using machine applied, vibration resistant, fully insulated terminals. The 4 switch panel controls; start, ignition & 2 accessories and the 6 switch panels also control fuel pump and water pump/electric fan. The 8 switch panel controls start, ignition, electric fan, 2 fuel pumps, water pump, lights and one accessory.

- 4 Rocker Switch Panel PW50301
- 6 Rocker Switch Panel PW50302
- 6 Rocker Switch Inline Panel PW50506
- 8 Rocker Switch Panel PW50303



8 Switch Pro Street Panel

Brushed aluminium 8 switch Pro Street panel which includes: Push Button Start, Toggle-Ignition, Fuel Pump, Fan, Park/Head Lights, Turn Signals and Horn.

8 Switch Pro Street Panel PW50410



6 Switch Pro Stock Panel

Brushed aluminium 6-switch Pro Stock panel which includes: Push Button Start, Toggle-Ignition, Fuel Pump, Water Pump/Fan and Two Accessories

6 Switch Pro Stock Panel PW50412



Universal 8 Switch Rocker Panel

This universal rocker switch panel comes complete with stick on labels for a truly custom look. Panel feature lighted switches in various colors and additional switches are included for custom wiring.

PW50317 8 SWITCH UNIVERSAL ROCKER PANEL



Circuit Breaker Protected Rocker Switch Panels

The most popular switch panels in drag racing today are now even better. These new switch panels feature circuit breakers in place of standard fuses, so if you're on the line and circuit blows, it can be reset with just a touch. Features also include colour coded lighted rocker switches for easy identification, 18 ft. of the highest grade TXL wire, vibration resistant terminals and a black finish for reduced glare.

- 4 Rocker Switch Panel PW50304
- 6 Rocker Switch Panel PW50305
- 8 Rocker Switch Panel PW50306
- 4 Rocker Switch Nitrous Panel PW50603

Nitrous Panel

Brushed aluminium 4-switch Nitrous panel which includes: Toggle Main Power On, Fuel Pump, Push Button Purge #1 and Push Button Purge #2.

4 Switch Nitrous Panel PW50411



Nitrous Rocker Switch Panel

Painless fused switch control panel for nitrous application. The four lighted on/off rocker switches control main power plus 3 nitrous stages. The main power switch is protected with a 30 amp fuse, while the 3 staging switches have 15 amp fuses. Includes an output wire for purge functions and an output for WOT relay.

The brushed aluminium panel is pre-wired with 10 feet of light weight, high temp TXL wire.

Nitrous Rocker Switch Panel

PW50604



Weatherproof Off-Road Switch Panels

These new switch panels are the only panels to consider if your vehicle will be subject to harsh outdoor conditions. They feature a formed polyethylene liner to seal the face plate to the dash or chassis, creating a water-resistant seal. The panels include a keyed ignition switch for security or a push-button start. All switches and circuit breakers are protected by weather resistant boots and all circuits are protected with circuit breakers. All units come complete with 18' of high temp TXL wire using machine applied, vibration resistant, fully insulated terminals. These kits are shipped unassembled with peel and stick labels for custom applications.

- 6 Switch Panel, Keyed, Roll Bar Mount PW50333
- 4 Switch Panel, Push Start, Dash Mount PW50334
- 6 Switch Panel, Push Start, Dash Mount PW50336
- 6 Switch Panel, Push Start, Roll Bar Mount PW50337

MOROSO



TOGGLE SWITCH PANELS

- Make custom wiring of your vehicle much easier and professional
- Face constructed of rugged .050" thick aluminium
- All have power indicator lights and front mounted, E-Z access fuse holders with pigtailed attached, features not found on other manufacturer's switch panels
- Heavy-duty on/off switches are 12 volt single-pole, single-throw with screw terminals rated at 25 amps lamp load and 35 amps inductive load
- Heavy-duty fingertip starter controls on No. 74130, 74131 and 74133 are waterproof and dustproof, and include screw terminals rated at 12 volts and 35 amps
- A selection of custom labels is included so you can customize each panel to your individual needs
- Black anodized finish prevents corrosion

M074131 - Drag Race Switch Panel, 4" x 7.75". Includes: Starter button, five on/off switches, five E-Z access fuse holders, five power indicator lights, 20 amp fuses



MOROSO ROCKER SWITCH PANELS

- High-tech rocker style switches are dust and water resistant and feature a wide-profile face for use with racing gloves
- All switches are single pole, single throw rated at 20 amps
- Other switch features include a heavy-duty spring for positive engagement, orange LED indicator lamp, and 1/4" spade terminals to simplify wire connections
- Five resettable 20 amp circuit breakers (except No. 74186) eliminate the need for fuses.
- Includes complete wiring instructions and switch decal package to indicate start, ignition, fuel, fan, lights, nitrous and other uses

- M074180 Flat Surface Mount, five on/off switches with momentary start switch, 3.388" x 8"
- M074181 Flat Surface Mount, five on/off switches without momentary start switch, 3.375" x 8"
- M074183 Flat Surface Mount, five on/off lighted switches, 2.488" x 6.695", separate panel for five circuit breakers 20 amps each, 1.350" x 6.695"
- M074186 Flat Surface Mount, four on/off lighted switches, with momentary start switch, no breakers, 2.488" x 6.695"
- M074190 Cage Mount, five on/off switches, with momentary start switch, 3.750" x 8"



M074194 Flat Surface Mount, five on/off lighted switches With Momentary Switch, 3.388" x 9.150", 6 circuit breakers 20 amps each & USB Ports



M074195 Flat Surface Mount, five on/off lighted switches With Momentary Switch, 2.488" x 7.855", With USB Ports

AFCO

Switch Panels (STD Ignition)



1 SWITCH/START
4-1/8" X 5-7/8"
AFC85030B

2 SWITCH/START
4-1/8" X 5-7/8"
AFC85032B



2 SWITCH/START W/ LIGHTS
4-1/8" X 5-7/8"
AFC85053B



1 SWITCH/START
3" X 4"
AFC85010B



1 SWITCH/START WITH LIGHT 3" X 4"
AFC85011B



MOROSO

Push Button Starter Switch

Waterproof and dustproof with neoprene cap for in-car or underhood mounting
35 amp rated @ 12 volts

M074120 Push Button Starter Switch



HD Starter Button

DESCRIPTION PART #
BUTTON AFC85266

Push Button Starter Switch

Button for starting or other applications requiring a momentary push button. Includes cover.

Push Button starter Switch PW80503

Push Button Momentary Start

Extreme condition button for starting or other applications requiring a momentary push button. Fits 5/8" diameter hole.

Push Button Momentary Start PW80528

Headlight Switch with Aluminium Knob

Three position; dash light dim, no dome light control. Includes aluminium knob.

Headlight Switch with Aluminium Knob PW80151

ENGINE START SWITCH KIT

12V engine start switch comes with red, orange, blue & green button covers.

AF49-5555

Universal Keyed Ignition Switch

The universal keyed ignition switch is waterproof and is supplied with 2 keys. Fits 3/4" diameter hole.

Universal Keyed Ignition Switch PW80529

Universal Ignition Switch

Universal dash mounted ignition switch. Supplied with two keys.

Universal Ignition Switch PW80153

UNIVERSAL IGNITION SWITCH

- Universal, 4 Positions (ACC, OFF, IGN/ACC, IGN/START)
 - Includes Two Keys
 - Mounts on 3/4" Hole
 - Knurled Aluminum Mounting Nut
 - Stud Terminal Posts with Nuts
- UPS1204

Key-operated Ignition Switch

Bezels are machined from aluminum and anodized satin black or polished. Easy to install, these knobs and switches (the Black switches come complete with matching black bezels), add an instant aesthetic enhancement to any hot rod.

S0001-60779 Satin Black
S0001-60752 Polished



IDIDIT



Touch-N-Go Keyless Ignition System

Get the most advanced keyless ignition technology at the tip of your finger, with the Touch-N-Go Start keyless ignition system for your ididit steering column. This is the industry's FIRST touch sensitive start system and features a 22mm aluminum button (25mm with column mount) with multi-color interactive LED lights that always let you know what mode it's in. There are no moving components to wear out, ensuring years of outstanding performance.

You'll never have to use your keys again! This system can be used as a simple start button system or you can utilize more advance functions, such as keyless entry. Just stick your programmable key fob in your pocket or wallet and the system will sense your approach, automatically unlocking your door as you get close and locking it up as you leave (the system only responds when the key fob is in range). For added safety, this system can also be programmed to turn on your dome lights as you approach.

- Automatically starts your car with the simple touch of a button.
- Kit comes with 2 key fobs with up to 4 programmable channels.
- Comes with a control box small enough to fit just about anywhere.
- The antenna has a proximity range of 2 to 15 ft. (When selecting the antenna placement it is important to place it near the windows so the doors or sheetmetal will not interrupt the signal)
- 22mm dash mount or 25mm column mount aluminum touch button with interactive LED display is fully customizable, with multiple colors to choose from. LED lights can be dimmed.
- Made as a direct replacement for standard keyed ignitions, this unit simulates the five common GM ignition positions: off, accessory, on, crank, and run.
- First touch simulates "Accessory" (turns on your radio and other accessories)
- Second touch simulates "On" (activates ignition circuit; fuel pump or engine computer)
- Third touch, while pressing brake pedal simulates "Crank" (engages the starter and starts the vehicle)
- Three rapid touches in a row will shut off the system and engine
- For added security, this kit comes with a built-in valet switch allowing you to override the key fob system. In the event of a dead key fob battery, the switch can be turned on to allow the Touch-N-Go system to deactivate the security, allowing the user to operate the system manually.
- No moving components to wear out.
- No internal relays. Uses Mosfet Technology.
- Made in the USA

Description Part No.
Available with most ididit tilt steering columns, ID2600670100

Universal Brake Light Switches

Universal brake light switches, available in 2 or 4 terminal configurations.

Brake Light Switch - 2 Terminal PW80172
Brake Light Switch - 4 Terminal PW80176

Low Pressure Brake Light Switch

Universal low pressure brake light switch. Supplied with plug in pigtail. 1/8" NPT Thread.

Low Pressure Brake Light Switch PW80174

Wiper Switches

We have searched high and low to assemble a selection of electrical switches that meet our quality criteria and have the right aesthetics to complement hot rods, customs, trucks, even VWs. Sourced from a number of manufacturers, before being fitted with SO-CAL's own traditional knobs and bezels.

S0001-60750 Art Deco polished
S0001-62111 Art Deco Black
S0001-60760 Forty polished
S0001-60794 Speed polished
S0001-50460 Bullet polished



SO-CAL OFF-ON Switch

S0001-50447
Art Deco OFF-ON Switch



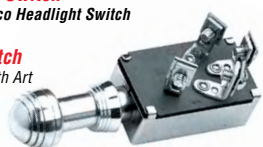
2-Position Headlight Switch

S0001-60763 Forty polished
S0001-60781 Forty Black
S0001-60757 Art Deco polished
S0001-62112 Art Deco Black
S0001-60790 Speed polished
S0001-50462 Bullet polished



3/Position HeadLight Switch

S0001-50467 Art Deco Headlight Switch



Keyless Ignition Switch

Keyless ignition switch with Art Deco style polished cover.
S0001-60753



Horn Push Switch

S0001-60768 Forty polished
S0001-60766 Art Deco polished
S0001-62144 Art Deco Black
S0001-60795 Speed polished
S0001-50466 Bullet polished



Dimmer Switches

High-quality dimmer switches can be mounted under the floorboards. Available with or without the polished Art Deco cover.

S0001-50413 Dimmer switch only
S0001-50451 Dimmer switch with Polished Cover



SO-CAL Dash Knobs Styles

A: Art Deco knob—polished
B: Art Deco knob—black
C: Speed-style knob
D: Forty-style knob—polished
E: Forty-style knob—black
G: Bullet-style knob



Machined from aluminium and highly polished, they're easily installed and held in place with a set screw.

Headlight Switch with Plastic Knob

Four position; off, park, low beam and high beam. Includes brown plastic knob.

Headlight Switch with Plastic Knob PW80154



Headlight Switch with GM Style Black Knob

Three position; dash light dim and dome light control. Supplied with GM style black plastic knob.

Headlight Switch with GM Style Black Knob PW80152



Floor Mounted Dimmer Switch

Floor mounted dimmer switch for cars without a dimmer switch on the column.

Floor Mounted Dimmer Switch PW80150



Universal Wiper Switch

Three position switch operates 2-speed wiper motor with on-off and washer function.

Universal Wiper Switch PW80173



Turn Signal Switches

These after-market turn signal switches are good for installing on early cars & trucks, 7 wire system, supplied with clamp to hold on the steering column and no drilling or cutting is required.

UPA5007

Borgeson Traditional Style Finned Turn Signal Switch

Fits 1-3/4" Column Diameter,
Polished Aluminium
Part No: BOR803006



Heavy Duty Turn Signal Switch

- All Metal Chrome Plated Heavy Duty Switch with 7 Wires
- Integrated Clamp System to Hold on the Steering Column with Clean Look
- Has Green Turn Signal Indicator Lights
- Has 4-Way Emergency Hazard Function with Red Light
- Includes Inline Fuse and Wiring Diagram
- Ready To Use for 12 Volt Systems, Also Works for 6 Volt if Indicator Bulb is Changed to 6 Volt (not included)

UPA5007R

KEYLESS ENTRY SYSTEMS

Dakota Digital



CMD-4001X Remote Entry Kit

The CMD-4000 Series remote entry kits can raise and lower up to 2 windows or lock/unlock power door locks and release latches. Power Windows, Actuators or Solenoids maybe required and are offered separately or in a kit.

Key features of the CMD-4000 Series Kits include Ignition Safety Lockout which prevents doors from opening when the key is on.



TEN-FUNCTION REMOTE ENTRY SYSTEMS

Key Features:

- All Harnesses and wire ends are fully assembled insuring easy installation.
 - Heavy duty 30 amp relays provided for greater reliability.
 - Code hopping technology for added security.
 - 2- Six button transmitters for easier operation.
 - Park light flash for visual feedback during operation.
 - Ignition safety disables door and trunk release when engine is running.
 - Sealed switch included for emergency driver's door entry.
- 10 function operation for:
- Controls driver side window up.
 - Controls driver side window down.
 - Controls passenger side window up.
 - Controls passenger side window down.
 - Remotely opens driver side door.
 - Remotely opens passenger side door.
 - Releases or raises trunk/ rear hatch.
 - Lowers trunk or rear hatch.
 - Raise auxiliary motor or releases auxiliary latch.
 - Lower auxiliary motor or programmable auxiliary channel can momentarily turn on/off or toggle on/off any electrical device.

Part No. DAKCMD-10K-2

Dakota Digital Door Popper

Body Length: 1-3/4"
Stroke: 5/16"
Pushing Force: 25 lbs
Sold in pairs.
DAKDP-1



DAKOTA DIGITAL DOOR POPPER

Made from the highest quality materials and precision production methods, Dakota poppers will pop your shaved doors smoothly & reliably. Adjustable spring tension allows you to easily customise the pop-out distance. Super Door Poppers offer 1-1/2" of stroke! Unit measures 3-9/16" depressed, 5-1/16" extended.

DAKDP-3

DOOR CONTACTS

Dakota Digital



Magnum Shooters

Magnum Shooters eliminate those unsightly wires in door jams, trunks, trailer ramps, pickup beds and tailgates. Spring loaded and fully adjustable from 1/4" to 11/16".

Common uses include: Power windows/ locks, remote entry systems, stereo systems, alarms and many more.

Sold in pairs (a pair will complete a single door)

DAKMGS-2	2 Function -Pair
DAKMGS-3	3 Function -Pair
DAKMGS-4	4 Function -Pair
DAKMGS-5	5 Function -Pair

GM Style Door Jamb Switch

GM style Door jamb switch to turn interior lights on and off.

GM Style Door Jamb Switch
PW80170



Courtesy Light Kits

These courtesy light kits simplify installing courtesy lights in your vehicle. Both kits include wires and light sockets and the GM kit includes GM style door jamb switches.

GM Kit, Includes Light Sockets, Wires & Switches
Universal Kit - Includes Light Sockets & Wires

PW3702
PW3710



Jamb Tac Wireless Connector Kits

Jamb Tac keeps door jams looking neat and free from wires. These heavy duty solid brass contacts handle up to 60 amps per circuit. Mounts anywhere in the doorjamb. Kits are complete with connectors, instructions and mounting template. (Note that opening the door breaks contact - your power windows, door locks or speakers will not operate with the door open).

1-Wire Contact Kit	PW40021
2-Wire Contact Kit	PW40022
3-Wire Contact Kit	PW40023
4-Wire Contact Kit	PW40024
4-Wire Contact Kit with Dome Lamp Switch	PW40025



Magnetic Door Jamb Switch

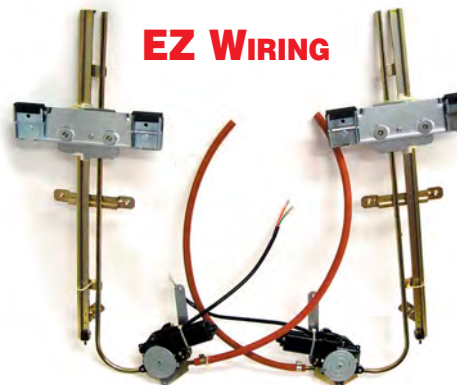
Turn interior lights on and off without unsightly switches mounted on door frame. A magnet mounted on the door activates a reed switch mounted in the post for a clean look and smooth operation. Choose ground activation (ground wire to the dome light) or power activation (power wire to the dome light.)

Magnetic Door Jamb Switch, Ground Activation
Magnetic Door Jamb Switch, Power Activation

PW80180
PW80181

POWER WINDOWS & SWITCHES

EZ WIRING



EZ Wiring Power Windows

Power window kit will work for all windows with flat glass only that go straight up and down and that are between 6" and 24". Includes crossover wiring and 3 lighted switches.

EZPWRWIN/SW



Billet Aluminium Switch Bezels

Give your car the hi-tech look with these billet aluminium power window switch bezels for SPW power window switches in your choice of either round or oval design. Bezels use GM switches that're standard in our kits or available separately.

Description	Part No.
Single Switch Oval Aluminium Bezel	SPWAB-010
Single Switch Oval Aluminium Bezel - Ball Milled	SPWAB-010BM
Single Switch Round Aluminium Bezel - Ball Milled	SPWAB-01RBM
Dual Switch Oval Aluminium Bezel	SPWAB-020
Dual Switch Oval Aluminium Bezel - Ball Milled	SPWAB-020BM
Dual Switch Round Aluminium Bezel - Ball Milled	SPWAB-02RBM
Quad Switch Oval Aluminium Bezel	SPWAB-040
Quad Switch Oval Aluminium Bezel - Ball Milled	SPWAB-040BM

Power Window Switch Kits

These switch kits are made for Specialty Power Windows and have chrome GM switches and GM motor plugs. By changing the motor plugs, the switches and harness can be used with any polarity reversing motor as used in most aftermarket power windows. Kits contain switches, wire harness, flexible stainless wire conduits and wiring diagram.

Description	Part No.
2 Window Kit - 1 x Dual & 1 x Single Switch	SPW2-1CHROME
4 Window Kit - 1 x Quad & 3 x Single Switches	SPW4-3CHROME
2 Window Console Kit - 1 x Dual Switch	SPW-CCHROME

Watson's StreetWorks



www.watsons-streetworks.com

Billet Oval Power Window Switches



Billet Oval 4-Switch Panel

4 of our Billet 3-wire rocker switches mounted in an Oval billet frame that's 4-7/8" wide by 1-5/8" high. Use as a driver door control for power windows on a 4-door or as a stand-alone console switch centre.

NOTE: This panel is sold without relays or polarity reversing module(s), so be sure to explain your needs to our tech staff when you order.

AT LEAST ONE ADDITIONAL REVERSING MODULE will be needed when using this panel with other of our Oval Billet Power Window Switches listed above.

Description	Part No.
Billet Oval 4-Switch Panel.	WSWL39B04X



Single Billet Power Window Switch (Dimple)

Our Billet 3-wire rocker switch sits inside an Oval billet frame that's only 1-5/8" wide by 2-1/4" high. Adapt directly to positive (+) output remotes - no extra relays required! Single switch / frame, polarity reversing module, wire leads and instructions.

Description	Part No.
Single Billet Power Window Switch only.	WSWL39B0S

Dual Billet Oval Power Window Switch (Dimple)

Dual switch kit for centre console mounting or for both switches on the driver door only. Dual switch frame is 3-1/8" wide by 1-5/8" high, (2) polarity reversing modules, wire leads and instructions.

Description	Part No.
Billet Oval Dual Power Window Switch Kit.	WSWL39B0

Triple Billet Oval Power Window Switch (Dimple)

Triple kit puts dual switches on the driver door and one on the passenger door. Switches and frames, (2) polarity reversing modules, lots of wire and instructions.

Description	Part No.
Billet Oval Triple Power Window Switch Kit.	WSWL39B0T

Billet Power Window Switch Kits

Billet 5-wire power window switches now in kits for 4-door cars. Choose from the complete 4-door kit or a single location (console)



Grooved Billet Power Window Switches

Illuminated Billet Power Window Switch 4-Door Kit "Grooved"

A single location (console) 4-door switch control that measures 2-5/16" X 4-1/4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Grooved, Single Location Billet Power Window Kit.	WSWL39-5B4XG

Single Illuminated Billet Power Window Switch "Grooved"

Single Billet 5-wire rocker switch snaps into a rectangular billet frame that's only 1-1/4" wide by 2-5/16" high. The frame mounts with (2) blind studs from behind. Single switch with plug and frame, terminals, wire leads and instructions.

Description	Part No.
Single Grooved Illuminated Billet Power Window Switch.	WSWL39-5BSG

Dual Illuminated Billet Power Window Switch "Grooved"

Dual switch kit for centre console mounting or for both switches on the driver door only. (2) Billet 5-wire rocker switches snap into a dual switch frame that is 2-1/4" wide by 2-5/16" high. The frame mounts with (4) blind studs from behind. (2) switches with plugs and dual frame, terminals, wire leads and instructions.

Description	Part No.
Dual Grooved Illuminated Billet Power Window Switch.	WSWL39-5BDG

Triple Illuminated Billet Power Window Switch "Grooved"

Billet Triple kits puts dual switches on the driver door and one on the passenger door. (3) switches with plugs, (1) single frame, (1) dual frame, terminals, fuse holder, wire leads, cross-over wiring and instructions.

Description	Part No.
Triple Grooved Illuminated Billet Power Window Switch	WSWL39-5BTG



Illuminated Dimpled Billet Power Window Switches

4-door switch kit.

The Complete 4-Door Kit features a 4-switch drivers door control that measures 2-5/16" X 4-1/4" and (3) single switches that measure 2-5/16" X 1-1/4" wide for the other doors. Includes the cross-over wiring, switch plugs, terminals, fuses, fuse holders and instructions. The switch frames mount with blind studs from behind.

Description	Part No.
Illuminated Billet Power Window Switch Kit	WSWL39-5B4

Illuminated Billet 4-Switch Power Window Switch (Dimpled)

Billet 5-wire power window switches now in a 2/2, 4-switch console design to run 4 different motors or a combination of items. The Single Location (console) 4-door switch (2-over-2 Design) control that measures 2-1/4" X 4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Billet Power Window Switch Kit.	WSWL39-5B2/2X



Illuminated Billet Power Window Switch 4-Door Kit (Dimpled)

A single location (console) 4-door switch control that measures 2-5/16" X 4-1/4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Single Location Billet Power	WSWL39-5B4X

Single Illuminated Billet Power Window Switch (Dimpled)

Single Billet 5-wire rocker switch snaps into a rectangular billet frame that's only 1-1/4" wide by 2-5/16" high. The frame mounts with (2) blind studs from behind. Single switch with plug and frame, terminals, wire leads and instructions.

Description	Part No.
Single Illuminated Billet Power Window Switch.	WSWL39-5BS

Dual Illuminated Billet Power Window Switch (Dimpled)

Dual switch kit for centre console mounting or for both switches on the driver door only. (2) Billet 5-wire rocker switches snap into a dual switch frame that is 2-1/4" wide by 2-5/16" high. The frame mounts with (4) blind studs from behind. (2) switches with plugs and dual frame, terminals, wire leads and instructions.

Description	Part No.
Dual Illuminated Billet Power Window Switch.	WSWL39-5BD

Triple Illuminated Billet Power Window Switch (Dimpled)

Billet Triple kits puts dual switches on the driver door and one on the passenger door. (3) switches with plugs, (1) single frame, (1) dual frame, terminals, fuse holder, wire leads, cross-over wiring and instructions.

Description	Part No.
Triple Illuminated Billet Power Window Switch	WSWL39-5BT

Power Window Switches for

Original "Crank" Handles

Keep that original look and still install power windows in your ride with these switches. A slight push on the crank will open/close the window. Comes in either 3/8" square shank for Ford/Mopar or GM Splined shaft.

Power Window
Crank Switch -
Square Shaft.
WSWCA-EPWS-F

Power Window
Crank Switch
1/2" Spline
(Suit GM & Ford).
WSWCA-EPWS-GM



HORNS

Chrome Alloy Horns

Universal replacements for classic cars
RPCR1010 Classic "OOGA" Sound
RPCR1011 Hi-Lo Sound



REMOTE WIPER KITS



Universal Stainless Steel Wiper Kit

12V motor with 110 deg arm swing, auto park & metal drive gearing 11" arm & 10" Blade (middle insert type)
RPCR6558 Full Kit



Wiper Motor 12V

1928-48 Ford Cars

Single speed unit with black painted steel cover. On-off switch is mounted on the back of unit. (1932-39 closed car & pickup requires modification for mounting.)
VIA-17508-E12

1928-48 Ford Tandem Wiper Kit

This kit uses your existing single motor (vacuum or electric) to drive both wipers via a cross shaft linkage. Kit has 2 arms, 2 blades, passenger side pivot post and cross shaft. Easy to install.
Tandem Wiper Kit VIA68-17574



EZ WIPER KIT

EZ Wiring has a new Power Wiper kit, featuring a strong electric motor with easy adjustment to change the length of sweep to accommodate various applications. In addition, the wipers can be set to sweep in the same or opposite directions, depending on how the wiper transmissions are mounted. The kits are complete with motor, cable, wiper transmissions, aluminium tubing, wiring, and switch.
Part No: EZWIPER



Universal Wiper Motor Kit

Kit includes 12 volt single speed wiper motor featuring 110° sweep and self-park feature, telescopic stainless wiper arm and blade. Included instructions show how to shorten the wiper shaft if needed. Telescopic wiper arm measures from 7-7/8" out to 11-1/4" centre to centre. Wiper blade measures 11-1/4" and cannot be shortened unless you crimp the stainless holder to the rubber blade.

Description	Part No.
Universal Wiper Motor Kit	VIA-17508-SS12

Universal Wiper Motor

Universal 12 volt single speed polished stainless wiper motor with 110° sweep and auto stopper. Wiper arms and blades are sold separately.

Description	Part No.
Polished Stainless Wiper Motor	UPA6227
Polished Stainless Wiper Arm - 7-1/2" Long	UP70128
Wiper Blade - 7-1/2" Long	UPA7036
Wiper Blade - 8" Long	UPA7026
Wiper Blade - 8-1/4" Long	UPA7037-1
Wiper Blade - 9" Long	UPA7037
Wiper Blade - 10" Long	UPA7027



FORD 1928-36 TANDEM WIPER ARM ASSEMBLY

- Ford 1928-36
- OEM # 68-17574
- Fits All Body Styles
- Contains 2 Chrome Wiper Arms, 2 Stainless Wiper Blades, 1 Chrome Connecting Shaft, 1 Swivel Post



Power Wiper Kits

This universal flex shaft (cable) Dual-Wiper Drive Kit has two wiper shafts that will accept arms that fit 1/2" fine spline knurls or arms that fit 1/4" shafts. The output shafts are driven by a remote mounted commercial duty 2 speed wiper motor with 300 in. lbs. stall torque. The sweep is adjustable from 90° to 160° in 10° increments. Kits Do Not Include Arms and Blades. Standard kits come with a 6' drive cable and extra long kits come with a 12' cable that is also available separately.

Description	Part No.
Wiper kit w/ 2 speed rotary switch.	SPWWWK-2
Wiper kit w/ 2 speed & adjustable intermittent switch	SPWWWK-2I
Wiper kit w/intermittent switch for 55-57 Chevy cars	SPWWWK5557-2I
Extra-long drive wiper kit with 2 speed rotary switch	SPWWWKXLWD-2
Extra long drive kit, 12ft cable & tubing kit only	SPWLWD
Replacement knurl splined wiper post head	SPWKNURL
Replacement wiper transmission with post	SPWWT-U



Wiper Arms & Blades

Our Stainless Steel Arms are available straight, bent right, or bent left. The arms are adjustable from 6 inches to 10 inches. Our flat glass blades are 12 inches and can be cut down to 5 inches. We have flex blades for curved glass in lengths of 9 inches, 10 inches, and 11 inches.

Description	Part No.
Stainless Wiper Arm - Straight	SPWSSST
Stainless Wiper Arm - Bent Left	SPWSSBL
Stainless Wiper Arm - Bent Right	SPWSSBR
Stainless Flat Glass Wiper Blade - 12" Length	SPWSSFL
Stainless Flex Wiper Blade - 9" Length	SPWSS09
Stainless Flex Wiper Blade - 10" Length	SPWSS10
Stainless Flex Wiper Blade - 11" Length	SPWSS11

DUAL BATTERY SYSTEMS



Painless Digital Power Manager

The Digital Power Manager is a weatherproof solid state dual battery control unit that automatically engages an auxiliary battery when a large enough load is placed on the vehicles main battery. The unit will not allow the electrical loads on the vehicle's main start battery to drain the auxiliary battery resulting in a stranded situation for the driver. When the main start battery is too low to crank the engine by itself, the Digital Power Manager will combine the auxillary and main batteries to crank the engine. Once the engine is running and spinning the alternator again, it will only allow charging of the auxiliary battery after the main battery is fully recharged by the alternator. This solid state dual battery controller / battery isolator eliminates manual switching or any second guessing when using a secondary battery in any vehicle with a 12 volt system. The unit is capable of switching up to 280 amperes of DC current for large loads such as winches or even when jump starting another vehicle. Ideal for any vehicle equipped with high power stereo systems, high amp driving lights or winches. Included in the kit is the weather proof Digital Power Manager, 6 gauge connection cables, terminals, heat shrink, mounting hardware and a remote indicator light.

PM40120 DIGITAL POWER MANAGER



250 Amp Dual Battery Control System

This controller includes a three position switch to control the second battery through the operation of the solenoid. Switch position one isolates the second battery. Position two connects the battery while the ignition is on. Position three connects the second battery at all times. Kit includes solenoid, switch, pre-terminated wire/connectors, fuse holder, fuse and mounting hardware. This weatherproof system is suitable for systems exposed to the elements, such as marine.

250 Amp Weatherproof Dual Battery Controller PW40103

Remote Mount Battery Cable Kit

Allows both positive and negative cables to be attached to the engine for maximum starting current. These two 16 foot, #1 gauge cables help prevent voltage drop to the engine. Eliminates the need for additional heavy cable connections between the engine and frame.

Remote Mount Battery Cable Kit PW40105

BATTERY TERMINALS, CABLES & SWITCHES



Powermaster Battery Posts

PM580 SAE Posts M6 x 1.0
PM584 SAE Posts M5 x 1.0

POWERMASTER Battery Terminal Cover

For Eyelet terminals

PM100



MOROSO Battery Cable Terminal Kits

Brass compression-style fittings provide solid electrical connection. Two per package

MO74170 Battery Cable Remote Fitting End Kit, 3/8" opening.



MOROSO Battery Quick-Connect Plug

Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges. Also useful on tow vehicles and 4 x 4's as a power plug for winches, jumper cable connection, or battery chargers. Made of tough polycarbonate with spring-loaded copper contacts.

MO74200

MOROSO Quick-Disconnect Flush Mount Battery Cable Connectors

Ideal for heavy-duty battery cable connection through firewalls or body panels. A quick release half-turn lock provides easy charger hook-ups. Black and red color-coded for easy identification.

2 per package

MO74155



BATTERY QUICK-CONNECT MINI

To save space this is a smaller version of Moroso's battery quick connect plug. Suitable up to 50 amps, using #6 wire. Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges. Made of tough polycarbonate with spring-loaded copper contacts.

MO74201



MOROSO Remote Battery Jumper Terminal

Allows battery to be placed anywhere in the car allowed by rules and still be completely accessible for between-rounds charging. Connect to battery with a high amperage battery cable such as Moroso No. 74005 or No. 74055. Universal for 6-36 volt DC applications.

2 per package with color-coded caps.

MO74140 Remote Battery Jumper Terminals



Painless Battery Remote

This kit includes one Positive (red) and one Negative (black) terminal block with 3/8" studs that allows for the connection of battery cables through a bulkhead. A safe and convenient way to create attaching points for cables anywhere in the vehicle, such as the trunk or the firewall.

PW40106 REMOTE BATTERY JUNCTION TERMINAL KIT

Thru-Panel Battery

Connector

Can be used wherever a battery cable goes through a firewall or other similar panel. Connector fits through 1-1/4" hole. Use Battery Cable Remote Fitting End Kit No. 74170 to complete installation.

MO74145

Thru Panel Battery Connector



Brass Isolation Terminal

Aeroflow's Brass Isolating Battery terminal is perfect for disconnecting the battery without removing the terminal. Simply unscrew the green knob to isolate or reconnect the battery. Suits Negative large style terminal.

Perfect for storage of Automotive and Marine vehicles.

AF49-4055 Aeroflow Battery isolation Terminal

BATTERY DISCONNECT SWITCHES

Prevents Dead Batteries, Theft and Safer to Work on Vehicle with Battery Disconnected

- UPC1202, 350A Continuous, 500A Momentary
- Plastic is Corrosion Proof and has Removable Red Key for Security

UPS1202



BATTERY ISOLATOR SWITCH

These Aeroflow battery disconnect switches are designed to isolate the battery circuit and provide anti-theft and fire protection. They also include a detachable key and weather-resistant cap and are ideal for mobile campers, marine, and farm equipment use. Use the Aeroflow battery disconnect switches to shut off all current to your battery and be safe no matter where your vehicle is.

350 Amps Continuous, 500 Amps Surge.

12V battery isolator switch with red key

Part No AF49-4050



Battery Disconnect Switch Super Duty

Moroso's Super Duty switch with rating of 2,000 amps intermittent and 300 amps continuous is perfect for engines with large starter draw, RVs, Drag Cars with alternators, and other applications. Two pairs of copper studs (1/2"-20 & 10-32) make it ideal for disconnecting alternator (or other electrical device) in addition to the battery. Sealed shaft keeps out moisture and debris. Indexing pin aligns switch with mounting panel and prevents rotation; fits mounting panels up to 1/4" thick. Includes switch position face plate; also includes decal to indicate switch location during emergencies.

MO74102 Battery Disconnect Switch, Super Duty

BATTERY DISCONNECT SWITCHES

- Prevents Dead Batteries, Theft and Safer to Work on Vehicle with Battery Disconnected
- 250A Continuous, 450A Momentary
- Metal Switch has Heavy Duty Housing with Die Cast Knob

UPS1201



Combination Battery & Alternator Kill Switch

Combination Battery and Alternator Kill Switch is designed to completely shut down the battery and charging system in an emergency situation. Ideal for racing, vehicle storage, marine and RV applications. Prevents battery drain, theft and reduces risk of electrical fire. Push Off for emergency shut-down, and color coded to indicate operating position-On or Off, with a durable spring-loaded design. Meets NHRA and SCCA sanctioning body requirements.

Rated Capacity: Battery-2000 Amp Surge. 150 Amp Continuous. Alternator-120 Amp

FR1013 Combo Battery / Alternator Kill Switch



Master Disconnect

Panel
MASTER DISCONNECT
3" X 3-1/2"
AFC85005B



Master Disconnect Switch

Heavy duty master disconnect switch.
Supplied with mounting plate.
Master Disconnect Switch PW50710

The Big Switch

Top racers realize that using a low amp switch creates resistance and actually reduces power. Flaming River's heavy duty battery disconnect switch is top of the line designed for complex electrical systems and 16 Volt batteries. Rated at 250 amps continuous service (12/16/24V) and 2500 amps for 5 second surges. The Big Switch is a spring-loaded, vibration resistant waterproof design. Accepted by most sanctioning bodies including IHRA/NHRA. Furnished with an easy-grip T-handle, anodized aluminum bracket and zinc plated mounting hardware.
FR1003 Big Switch



The Big Switch & Lever Kit

The lever kit allows for remote actuation of the Big Switch. The kit includes an 18" long, diameter aluminum threaded rod, T-handle, mounting bracket and necessary hardware. A "push off" decal is included. Accepted for IHRA/NHRA competition use.

FR1003-2 Big Switch & Lever Kit

FR1006-2 Lever Kit only without switch



MASTER CUTOFF SWITCH KIT WITH LEVER

ROD AND TEE HANDLE

This 18" long cut-off switch kit includes switch, lever, remote rod, and tee handle.

PWC72-027



LOKAR INTERIOR BATTERY DISCONNECT LEVER KIT

- Turn electrical power on or off from the driver's seat
- Lokar Direct-Mount Lever Kit fits B&M Pro Bandit, Quarter Pro, Precision Performance Products Shifters
- Lokar Vari-Mount Lever Kit fits B&M Pro Ratchet, TCI Thunder Stick, TCI Outlaw, TCI Lightning and Hurst Quarter Stick shifters or can be mounted to the floor
- Red anodized billet aluminum power lever for quick recognition
- Works in conjunction with fire system kill switch
- Master power switch available in 125 or 300 amp
- Kit standard with 8' push pull cable
- Push Pull Cables also available in 6' and 7'
- Mounting hardware included
- Kit available without the Master Power Switch

Application

B&M Pro Ratchet, TCI Thunder Stick,

Part No.

LK-1330022

TCI Outlaw, TCI Lightning, Hurst Quarter Stick Shifters or can be mounted to the floor with 300 Amp Switch

BATTERIES

ODYSSEY
Superformance



12 Volt - Zero Maintenance Sealed-Lead Acid Battery

- Super fast recharge
- Superior power density
- Super long storage life
- Superior cranking power
- 100% maintenance free
- High vibration tolerance
- Non-spillable sealed battery
- Extreme Temperature performance

NOTE: Must be kept charged when not in use.

Service Life:

IN EXCESS OF 8 YEARS, DEPENDING ON APPLICATION

Installation: CAN BE MOUNTED IN ANY POSITION (except inverted)

Design Characteristics

Battery Type: Sealed valve, regulated pure lead-acid (VRLA) patented gas recombination technology.

Plate Design: High purity lead/tin grid, starved electrolyte

Electrolyte: Dilute high purity sulphuric acid

Safety Vent: Self re-sealing Bunsen valve per cell

Odyssey Battery Specs

PART No	Max.Pulse	CCA Rating	Capacity (20h)
ODPC310	250Amps	100a	8ah
ODPC545	500Amps	200a	13ah
ODPC535	535Amps	230a	14ah
ODPC680	650Amps	245a	16ah
ODPC625	625Amps	235a	16ah
ODPC925MJT	800Amps	400a	28ah
ODPC1200	1000Amps	600a	42ah
OD25/PC1400	1400Amps	820a	65ah
Suit Falcon with Left hand polarity			
OD35/PC1400	1400Amps	820a	65ah
Suit Commodore with Right hand polarity			
ODPC1500DT	1700Amps	930a	70ah
ODPC1700	1700Amps	930a	70ah
ODPC2150	2150Amps	1150a	100ah
ODPC2250	2250Amps	1225a	126ah



ODYSSEY EXTREME RACING BATTERY

Constant pounding. Extreme heat. High-revving, high-vibration, power-sapping engines. The demands of racing demand a battery that's up to the job. But one that's lightweight and compact so you don't give any advantage to the competition. The ODYSSEY® Extreme Racing™ battery can handle it. Featuring rugged construction and packed tightly with pure lead plates, the non-spillable AGM design of the ODYSSEY Extreme Racing battery protects against the shock and vibration that can quickly destroy other batteries. And the pure lead plates mean more power—twice the overall power and three times the life of conventional batteries.

The ODYSSEY Extreme Racing battery is ideal for a complete range of racing applications, including automobiles, motorcycles, ATVs, snowmobiles and racing boats.

EXTREME BATTERY

PART No.	Max.Pulse	CCA Rating	Capacity (20h)
ODER30	950	450	60
ODER40	1100	500	87

PART NO	Length	Width	Height	Weight
ODER30	250mm	97mm	156mm	9.0kg
ODER40	250mm	97mm	206mm	12.5kg



Odyssey Battery Sizes

PART No	Length	Width	Height	Weight
ODPC310	138mm	86mm	101mm	2.7kg
ODPC545	178mm	87mm	130mm	5.4kg
ODPC535	170mm	99mm	156mm	5.4kg
ODPC680	183mm	78mm	187mm	6.6kg
ODPC625	170mm	99mm	175mm	6kg
ODPC925MJT	167mm	178mm	143mm	11kg
ODPC1200	199mm	168mm	188mm	16kg
ODPC1500DT	275.6mm	171.7mm	198.6mm	22.4kg
ODPC1700	330mm	168mm	194mm	26.6kg
ODPC2150	330.2mm	172.7mm	239mm	35.3kg
ODPC2250	286mm	269mm	233mm	39kg

12V Charger for ODYSSEY Batteries

Part No: ODBC12V

12 Volt Charger for use on Odyssey and Powermaster AGM Batteries.



OPTIMA
BATTERIES

OPTIMA BATTERIES

Performance-minded people everywhere trust OPTIMA batteries because they know that OPTIMA keeps performing at peak power long after other batteries have failed. Find someone who is serious about performance, and chances are you will find an OPTIMA battery under their hood. Fleet users, from hardworking aircraft ground support crews to police departments and ambulance companies, depend on OPTIMA to get the job done when lives are at risk. When livelihoods are at stake, you'll find OPTIMA hard at work on the farm and in construction equipment, as well as in all types of commercial applications. OPTIMA batteries are even called upon when justice and liberty are on the line — OPTIMA batteries are approved by the U.S. Military and other branches of the government. OPTIMA batteries deliver power in extreme situations; but it doesn't have to be a matter of life or death to choose OPTIMA. It could be a simple matter of dependability. OPTIMA has become the power source of choice for race professionals, offroad enthusiasts, car stereo installers, and vintage/classic car collectors. Also, average drivers, who depend on their vehicle and need to get the most value, performance, and "peace of mind" out of their family car, recognize the many benefits of utilizing the OPTIMA and they are increasingly switching over from conventional batteries.

The REDTOP high-performance AGM battery is ideal for trucks, SUVs, hot rods, street cars and other high-performance applications that require a spill-proof starting battery.

REDTOP 34

Model: 34
Weight: 37.9 lb
C20 Capacity: 50 Ah
Post Type: SAE Post
CCA: 800 Amp
Width: 6.88 in
Length: 10.06 in
Height: 7.88 in
Application
L/H Positive Terminal
R/H Positive Terminal



Part No.
OPTIMA 34
OPTIMA 34R

The YELLOWTOP high-performance AGM battery is ideal for trucks with winches, vehicles with high-demand electronics and audio systems, commercial vehicles and heavy equipment. You can rely on this battery to provide ultimate starting and deep-cycle power. It also functions well as a forklift battery, tractor battery, or for other applications.

YELLOWTOP D27F

Model: D27F
Weight: 53.2 lb
C20 Capacity: 66 Ah
Post Type: SAE Post
CCA: 830 Amp
Width: 6.76 in
Length: 12.16 in
Height: 8.61 in
Application
R/H Positive Terminal



Part No.
OPTIMA D27F

YELLOWTOP D31A

Model: D31A
Weight: 59.8 lb
C20 Capacity: 75 Ah
Post Type: SAE Post
CCA: 900 Amp
Width: 6.56 in
Length: 12.81 in
Height: 9.38 in
Application
L/H Positive Terminal



Part No.
OPTIMA D31A

YELLOWTOP D34

Model: D34
Weight: 42.9 lb
C20 Capacity: 55 Ah
Post Type: SAE Post
CCA: 750 Amp
Width: 6.88 in
Length: 10.06 in
Height: 7.88 in
Application
L/H Positive Terminal



Part No.
OPTIMA D34

YELLOWTOP D34/78

Model: D34/78
Weight: 43.5 lb
C20 Capacity: 55 Ah
Post Type: Dual SAE/GM
CCA: 750 Amp
Width: 6.94 in
Length: 10.06 in
Height: 7.88 in
Application
L/H Positive Terminal



Part No.
OPTIMA D34/78

YELLOWTOP D35

Model: D35
Weight: 36.4 lb
C20 Capacity: 48 Ah
Post Type: SAE Post
CCA: 620 Amp
Width: 6.75 in
Length: 9.38 in
Height: 7.69 in

Application
R/H Positive Terminal



Part No.
OPTIMA D35

YELLOWTOP D75/25

Model: D75/25
Weight: 37.8 lb
C20 Capacity: 48 Ah
Post Type: Dual SAE/GM
CCA: 620 Amp
Width: 6.81 in
Length: 9.38 in
Height: 7.75 in

Application
R/H Positive Terminal



Part No.
OPTIMA D75/25



16 Volt AGM Power Cell Batteries

D1600 16V AGM Battery

Max Amps
2,400A CA: 675A
Length - 10.24 in
Height - 7.20 in
Width - 6.75 in
Weight Kgs. - 21.85
XSD1600



S1600 16V AGM Starting Battery

Max Amps
2,000A CA: 500A
Length - 10.24 in
Height - 7.20 in
Width - 6.75 in
Weight Kgs. - 13.9
XSS1600



XP1000 16V AGM Battery

Max Amps
2,400A CA: 675A
Length - 10.24 in
Height - 7.20 in
Width - 6.75 in
Weight Kgs. - 21.1
XSP1000



BAR KIT

Side and Top
Terminal Adaptor
XS551



XS 16V HIGH FREQUENCY

AGM INTELLICHARGER

The HF Charger series is a group of advanced battery chargers designed specifically for high performance 12V, 14V or 16V sealed lead-acid batteries. These chargers combine the reliability of a High Frequency MOSFET rectified assembly with an advanced microprocessor control board to create a battery charger that can rapidly and safely recharge 12V, 14V and 16V maintenance free, deep cycle, gel-cell, and AGM (Absorbed Glass Mat) batteries in several sizes.

XSHF1615



XP-Series AGM Battery & Charger Kit

XS Power XP1000CK1 XP-Series AGM Battery & Charger Kit
• 16-Volt • CA: 675 • Max Amps: 2400
• 575 with M10 Terminal Hardware Included
• 10.24" L x 6.75" W x 7.20" H • 46.5 lbs
Includes 16V High Frequency Intellicharger (15-Amps),
p/n 703-HF1615
XP1000CK1 XP-Series AGM Battery & Charger Kit

XS

INTELLICHARGER 240V

The INTELLICHARGER is an advanced battery charger designed specifically for high performance leadacid batteries. This charger combines the reliability of a transformer and MOSFET rectifier assembly with an advanced microprocessor control board to create a battery charger that can rapidly and safely recharge 12V, 14V and 16V flooded, maintenance free, deep cycle, gel-cell, and AGM (Absorbed Glass Mat) batteries in several sizes. The front panel switches, LED indicators, and charge meter make the INTELLICHARGER very easy to use

XS1005E 12-14-16 Volt Battery Charger



TURBOSTART 16V BATTERIES & CHARGERS

Turbostart continues to be the leader in the 16V motorsports world with the introduction of the S16VL lightweight 16V battery and has now put that same quality and performance into a 12V line of lightweight and high performance AGM batteries. Just like the 16V batteries, the new 12V batteries are built with 100% new lead and use AGM technology which allows for better cranking power and more reserve capacity. Turbostart AGM batteries are sealed to prevent leaks and can be mounted in any configuration needed to fit into any type of vehicle. At Turbostart we understand that in order to finish the race you have to "START" at the beginning of the race and we have proven to do that over and over again. Drag Racing to Restoration...Dirt Track to Daily Driver...and even Rock Crawling to Recreation you can trust Turbostart quality products to help START your venture off right every time.

16V AGM Race Battery

- Length: 10.30"
- Width: 6.75"
- Height: 7.25"
- Weight: 42 Lbs (20 kg)
- CA: 675A
- CCA: 595A
- RC: 85 min
- TSS16V**



Light Weight 16V AGM Race Battery

- Length: 10.30"
- Width: 6.75"
- Height: 6.00"
- Weight: 32 Lbs (14.5 kg)
- CA: 500A
- CCA: 450A
- RC: 50 min
- TSS16VL**



TURBOSTART SMART CHARGER

16 Volt, 15 Amp
TSSCHG15A16V



TURBOSTART MULTI-STAGE CHARGER

220 Volt, 12V, 14V, 16V Charger
TSSCHG25AE



BILLET BATTERY HOLD DOWN TRAYS

Aeroflow Billet Battery Hold Down trays are available in polished alloy and black anodised finishes. Machined from 6061-T6 aluminium. Our trays suit both Odyssey and Powermaster batteries.

Part No	Suits Battery	Dimensions
		Wide High Deep
AF64-2100	185mm (7-9/32")	x 170mm (6-11/16") x 79mm (3-1/8")
AF64-2101	170mm (6-11/16")	x 130mm (5-7/64") x 177mm (6-31/32")
AF64-2102	200mm (7-7/8")	x 170mm (6-11/16") x 170mm (6-11/16")

Part No	Colour	Description
AF64-2100	Polished	Suit Odyssey ODP680 (PC680)
AF64-2100BLK	Black	Suit Odyssey ODP680 (PC680)
AF64-2101	Polished	Suit Odyssey ODP925MJT (PC925)
AF64-2101BLK	Black	Suit Odyssey ODP925MJT (PC925)
AF64-2102	Polished	Suit Odyssey ODP1200 (PC1200)
AF64-2102BLK	Black	Suit Odyssey ODP1200 (PC1200)

POLISHED ALLOY BALL MILLED BATTERY TRAY

Ball Milled Battery Mount
Suit Optima 35 series batteries
RPCR6324



RPCR6323
Suits 34 / 78 Series
Optima batteries



BATTERY MOUNT

Billet specialties battery mounts secure your high performance battery with style. Machined from 6061-t6 billet aluminium for Strength our battery mounts holds the battery firmly in place and provides a rigid base to mount to the vehicle.

Product features

- Stainless hardware included
- Recessed bottom tray locks battery in place

BS248920 Billet battery mount black/clear - suits powermaster & odyssey

BS248925 Billet battery mount polished - suits powermaster & odyssey

BATTERY BOXES & BRACKETS



Optima Battery Mount

Machined from billet aluminium, this battery box is designed to hold Optima batteries.

Product Features
Stainless hardware Included
Suits Red or Yellow top Optima Batteries.

AF64-4366 Full Polished
AF64-4366BLK Black Anodised



Billet Specialties Optima Battery Mount

Precision machined from 6061-T6 billet aluminium, this battery box is engineered to hold an Optima battery in place with style.

Product Features

- Black anodized top plate with clear anodized bottom tray and side bars for corrosion resistance
- Also available with a fully polished aluminium finish
- Stainless hardware Included
- Recessed bottom tray locks battery in place
- For Group 34/78 Optima Batteries Only

BS248915 Full Polished
BS248910 Polished Sides Black Top





Stainless Battery Tray Kit
7-1/2" x 13-1/4"
With countersunk floor so battery sits flat and doesn't hit bolt heads. Includes tray and hold downs
RPCR9323



Battery Tray

Aeroflow's Battery Trays are the perfect mounting solution for those planning to add a second battery, or even relocate or provide a better support and base for an existing battery. It has recessed slots in base so the battery does not make contact with tray fasteners. Dimensions 185mm (7-9/32") x 280mm (11"). Designed to suit common battery sizes up to N50.
AF49-4053 Aeroflow plastic battery tray



Battery hold down clamp

Aeroflow's Battery Hold Down Clamp includes bolts, washers and wingnuts. Bolt hole centre to centre 175mm (6-7/8") and 250mm (9-27/32") bolt length
AF49-4054 Aeroflow Battery hold down clamp (Clamp is stretchable HD rubber)



Battery box

Aeroflow's Battery Box is ideal for protecting your battery from dirt, dust, moisture and allows correct ventilation. The battery box includes an adjustable tie down strap, allows side and end entry for battery leads. Made from high-impact propylene plastic. Inside dimensions size 260mm (10-15/64") x 180mm (7") x 200mm (7-7/8") size of the contour 340mm (13-3/8") x 245mm (9-41/64") x 200mm (7-7/8")
AF49-4052 Aeroflow plastic battery box

JAZ Sealed Battery Case

- Rotational molded plastic case is resistant to battery acid
- Measures 10-1/2" long, 13" wide and 9-1/2" tall
- Fits group 24 batteries with top or side post terminals
- Completely sealed with gasket in lid
- Vent tube to carry battery gasses outside of vehicle
- Features NHRA & IHRA approved 3/8" hold down rods
- Mounting bracket and all hardware included

Sealed Battery Box
JAZ700-500-01



Sealed Battery Box

- MOT4050** Blue Battery Box
- MOT4051** - Black Battery Box
- Battery Box is completely sealed and externally vented
- Ideal for relocating a battery to the rear of any race, street, or show vehicle with or without a rear firewall
- Holds a Series 24 battery with either top-post or side-post terminals; Outside Dimensions: 10-1/2" deep, 13" wide, 9-1/2" tall
- Fully approved for racing by NHRA and IHRA
- Does not include battery cable; use with Moroso Battery Cable Kit No. 74055
- Drilling required for battery cable and vent hose holes to allow custom fitting

STARTER MOTORS



1.4KW / 1.9HP HIGH TORQUE STARTER MOTORS

Aeroflow Nippon Denso style high torque starter motors are serviceable and manufactured from aluminium with a multi-angle mounting block that allows different mounting positions to clear multiple header and oil pan configurations. The 1.4kw / 1.9hp starter is recommended for engines up to 400cu and 14:1 compression ratio and utilizes a 4.44:1 gear reduction. Aeroflow starter motors have high heat resistance and are powdercoated black for extra corrosion protection.

Part No	Description
AF4250-5323	CHEVY 153 - 158 tooth, straight mount
AF4250-5414	LS Series Chevy
AF4250-5308	HOLDEN V8
AF4250-5055	FORD 289 - 302 - 351W & 351C with auto trans
AF4250-1337	CHRYSLER S/B & B/B only suits TF727 trans

2KW / 2.7HP SUPER TORQUE STARTER MOTORS

Aeroflow Nippon Denso style high torque starter motors are serviceable and manufactured from aluminium with a multi-angle mounting block that allows different mounting positions to clear multiple header and oil pan configurations. The 2kw / 2.7hp starter is recommended for 400cu + engines and up to 15:1 compression ratio it utilizes a 2.86:1 gear reduction. It is also slightly longer in length than the 1.9hp starter. Aeroflow starter motors have high heat resistance and are powdercoated black for extra corrosion protection.

Part No	Description
AF4250-5323M	CHEVY 153 - 158 tooth, straight mount
AF4250-5414M	LS Series Chevy
AF4250-5055M	FORD 289 - 302 - 351W & 351C with auto trans



STARTER MOTORS SERVICE PARTS

Part No	Description
AF4259-323DE	CHEVY end plate suit straight mount starter Black finish
AF4259-308DE	HOLDEN V8 end plate Black finish
AF4259-414DE	LS Series Chevy end plate Black finish
AF4259-048DE	FORD end plate Black finish
AF4259-ND19509	Pinion gear suit GM & Ford starters
AF4259-ND19743	Pinion gear suit Chrysler starter
AF4259-19606KIT	1.4KW / 1.9HP Solenoid repair kit
AF4259-19750KIT	2KW / 2.7HP Solenoid repair kit
AF4259-545V	1.4KW / 1.9HP Clutch assembly
AF4259-IG16802	1.4KW / 1.9HP Idler gear
AF4259-AG16802	2KW / 2.7HP Armature gear
AF4259-GM53SK	GM type starter shim & bolt kit



Meziere "True Start" Starter Motors

Well known among today's racers is the pain of starter failure. Because we are involved in the high performance automotive industry as manufacturers as well as competitors, we know the trouble that enthusiasts are having and we try extremely hard produce products that are needed but unavailable. Our starters are tested to the extreme and are not sold until everything is right. Standard testing includes amp draw, power and rotational speed under load as well as free rev testing to ensure proper balance of internal rotating parts. We are raising the industry standard to bring to you truly trouble-free parts for your vehicle.

Chevy 168 tooth Duty 2.2kw starter inline bolts	MZTS400
Chevy 168 tooth Duty 2.2kw starter staggered bolts	MZTS301
Ford 164 tooth Super Duty 2.2kw starter	MZTS408
Ford 164 tooth Super Duty 2.2kw starter Adj Gear	MZTS409

DYNA FORCE

HIGH SPEED STARTERS

Anyone who struggles to start their race car engine reliably because the starter can't keep up needs to check out the new High Speed DynaForce Starter. This starter was designed for race engines using magnetos that require higher cranking speed. The 25% extra speed makes it so that even the most stubborn of motors will start. The extreme durability built into these starters ensures they can handle the teams that use them.

- For use on blown alcohol engines, magneto ignitions, or any engine requiring higher cranking RPM
- Additional 25% cranking speed
- 3.73:1 Gear Reduction
- Heavy Duty high temp solenoid for 12-16 volt systems
- Plated disc and contacts reduce arcing and increase continuity
- Billet aluminum adjustable mounting block

Description	Part No.
Ford 289-302-351 Windsor	MSD50902
Ford BB 429-460	MSD50922
Chev SB & BB 153-168 Tooth	MSD50952
Chrysler SB & BB 318-440	MSD50982



Hi-Torque Starters, 12V 1.4 KW Motor

High-torque, gear-reduction design. Offset design results in more clearance between the oil pan and the starter, and can be rotated for additional chassis clearance. The high-torque, high-output motor spins the engine over faster than stock starters, delivering 40-50% more cranking power. 3.75-to-1 sealed gear-reduction drive and full ball bearing construction. Includes shims to set pinion-gear engagement (when necessary).

PR66256	Chevy 12V 1.4 KW Motor
PR66270	Ford, 12V 1.4 KW Motor, Auto Trans.
PR66271	Ford, 12V 1.4 KW Motor Standard Trans.
PR66256S	Replacement Solenoid for 66256, 66270, 66271

Proform Heavy Duty High Torque Mini Starter

High torque, gear reduction design. 100% new, not rebuilt. Offset design results in more clearance between the oil pan and the starter and can be rotated for additional chassis clearance. Features GM Performance Parts logo and 2.0kw motor for cranking engines up to 15:1 compression ratio. Suits 153 and 168 tooth flywheels, inline mounting bolts only.
PR141-684 Heavy Duty 2.0kw Mini Starter

PROFORM High-Compression Racing Starters

For engines with monster cubic inches or compression ratios, these 100% NEW starters challenge the specifications, durability, and reliability of anything on the market. Built from scratch with all-new components, the torque rating is a healthy 4.4:1 gear reduction, capable of cranking engines up to a whopping 18:1 compression. Fits Chevy small and big block engines.

PR67051	153 Tooth Flywheel
PR67050	168 Tooth Flywheel
PR67052	Staggered mount with 168 - Tooth Flywheel



CHEV PERMANENT

MAGNET RACING STARTER

For drag racing and applications where a smaller and lightweight starter is desired, TCI® offers the finest quality racing starter available on the market. Manufactured by Hitachi specifically for TCI®, these starters are one-third smaller than most OEM starters, which means increased room for headers and one oil pan, plus increased ground clearance. All racing starters are new, not rebuilt.

- Fits All Chevrolet 153 & 168-Tooth
- 7.5 lbs; 50% Lighter than OE • 1.74 HP • 6:1 Gear Reduction • Works w/ up to 11:1 Compression Ratio • 12 Clocking Positions
- Feather Light Permanent Magnet Motor; Small Size Works Well in Dragster Applications
- Full ball bearing construction means less internal friction & more torque transferred to the engine; Heavy duty pinion bearing
- Balanced armature encapsulated in high-temperature epoxy resist heat & vibration
- Heavy-duty solenoid utilizes contact disc instead of bar-type contact for more consistent starts
- Low amperage draw of 210-250 amps at full starting load provides increased spark for ignition system
- Individually tested under starting load for ensured dependability & reliability

Description	Part No.
SB & BB Chev Permanent Magnet Racing Starter	TCI351106





Protorque Starters – 1.9HP

CVR Protorque Starters are suitable for tough street and race engines. They are a Nippondenso gear reduction type unit and feature a unique aluminium housing that helps to eliminate hot start problems and is adjustable for header and oil pan clearance.

- Estimated Horsepower: 1.9 HP • Reduction Ratio: 4:1
- Weight: 10 Lbs. (4.6kg)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR5323
Chev V8 153, 168 Tooth Flywheel - Chrome	CVR5323C
Chev V8 168 Tooth Flywheel, Staggered Mount	CVR5323OS
Chev LS Series Engines	CVR5414
Chrysler SB & BB with TF-727 (Non-Adjustable)	CVR1337
Chrysler SB & BB with TF-727 (Adjustable)	CVR1338
Ford 289-351 Auto and 4 & 5-Speed Manual Trans	CVR5055
Ford 289-351 3-Speed Manual & Powerglide Conversion	CVR5056
Ford 429-460 Big Block & 351-400M	CVR5048
Ford 390, 427, 428 FE Series Engines	CVR5049
Holden V8 253-308	CVR5308
Holden LS Series Engines	CVR5414
Pontiac & Oldsmobile V8 350-455	CVR5311

Protorque Maximum Starters – 3.1HP

CVR Protorque Maximum Starters are the ultimate starter for all out race engines. They are a Nippondenso gear reduction type unit and feature a unique aluminium Housing that helps to eliminate hot start problems and is adjustable for header and oil pan clearance.

- Estimated Horsepower: 3.1 HP • Reduction Ratio: 4.44:1
- Weight: 11 Lbs. (5kg)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR5323M
Ford 289-351 Auto and 4 & 5-Speed Manual Trans	CVR5055M
Ford 289-351 3-Speed Manual & Powerglide Conversion	CVR5056M

Protorque Marine Starters – 1.9HP

CVR Protorque Marine Starters are specially modified with epoxy coated windings and brass components to handle the corrosive marine environment. They are a Nippondenso gear reduction type unit and feature a unique aluminium housing that is adjustable for header and oil pan clearance.

- Estimated Horsepower: 1.9 HP
- Reduction Ratio: 4:1
- Weight: 10 Lbs. (4.6kg)

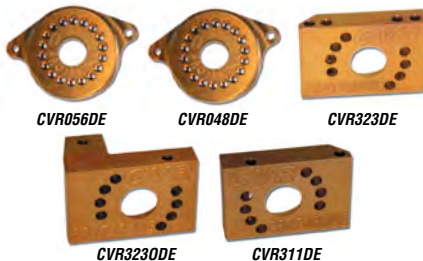
Description	Part No.
Chev V8 153, 168 Tooth/Flywheel – Standard Rotation	CVRM5323
Chev V8 153, 168 Tooth/Flywheel – Reverse Rotation	CVRM5323CC

Protorque Extreme

Designed for large cubic inch, high compression and high horsepower engines. Features 3.5 HP, oversized gears and clutch assembly.

- Adjustable for Header & Oil Pan clearance
- With 5 adjustment positions
- Type of Unit: Nippondenso Gear Reduction
- Estimated Horsepower: 3.5 HP
- Reduction Ratio: 4.44:1
- Weight: 12.7 Lbs.
- Pinion Gear: 11 tooth, 9 tooth (8300)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR8323
Chev V8 168 Tooth, Flywheel Staggered Mount	CVR8323OS
Chev LS Series	CVR8414
Ford 429-460 Big Block & 351-400M	CVR8048
Ford 289, 302, 351 A/T and 4 & 5 Speed M/T	CVR8053
Chrysler Small & Big Block 6 & 8 Cyl Engines	CVR8338



CVR Starter Service Parts

Starter End Plates

Ford and GM units all interchange by changing the drive-end mounting plates. This gives the ability to convert a GM unit to a Ford unit.

CVR048DE	Used on unit number 5048, 5049, 5055
CVR338DE	Used on unit number 1338 & 1338M
CVR056DE	Used on unit number 5056
CVR323DE	Used on unit number 5323
CVR3230DE	Used on unit number 5323OS

Solenoid Repair Kit

CVRND19606KIT for Protorque
CVRND19750KIT for Protorque Maximum

Idler Gears

CVRIG16802 for Protorque

Pinion Gears

CVRND19509 GM / Ford
CVRND19743 Chrysler



Chev Mini Gear

Reduction Starter

This tuff new 7.5lb starter features multi-position indexing and super compact size. It turns a 6:1 gear reduction with a 1.6 HP permanent magnet motor. Fits Small Block and Big Block applications up to 502 CI and 11:1 compression with plenty of chassis clearance.

Description
Chev Mini Starter, Straight Bolt Pattern – Chrome

Chev Full Size Starter

This full size Chev starter motor suits the staggered bolt pattern and features: All new components, Heat treated shaft, Specially wound copper fields armature & solenoid, 5 roller bearing drive and anti crack nose.

Description
Chev Starter, Staggered Bolt Pattern – Chrome

Oldsmobile Full Size Starter

This full size Oldsmobile starter motors suits the straight bolt pattern and features: All new components, Heat treated shaft, Specially wound copper fields armature & solenoid, 5 roller bearing drive and anti crack nose.

Description
Oldsmobile Starter, Straight Bolt Pattern – Black

Ford Small Block Starter

This full size Ford clapper style starter motor suits Ford 289-351 Windsor and Cleveland engines with automatic transmissions. Also fits manual transmissions when used with the factory spacer. Requires remote solenoid.

Description
Ford Small Block Starter, 2 Bolt – Black

Ford FE Big Block Starter

This full size Ford clapper style starter motor suits Ford 352-428 FE Big Block engines. Requires remote solenoid.

Description
Ford FE Big Block Starter, 3 Bolt – Black



Motorsport Starters

BOBXF128	FORD 6CYL STARTER BA FITS ALL 6 CYL XF- ON
BOBXH136	BOSCH HOLDEN V8 STARTER 304
BOBXM155E	GM VE LS2 6.0L
BOBXM156E	GM XY-VZ LS1 5.7L



XS TORQUE 200 FT/LB STARTER MOTORS

THE choice for highly modified engines or where heat soak or space limitation is a concern (street rods or street machines with close header clearance).

- 4.4:1 Gear reduction
- No heat soak problems
- Recommended for 18:1 Compression
- Machined aluminum adapter block Clears MOST oil pans and headers
- Very high efficiency rating
- Weighs 8.5 lbs

Part No	Description	Finish
PM19507	Ford Flathead 32-52	Chrome
PM9507	Flathead Suit For Flathead 32-52	Natural
PM92507	Flathead Standard engine only	Natural
PM9404	Ford 289 - 351 Windsor & Cleveland - Manual trans 3/8 offset 2.5KW	Natural
PM9503	Ford 289 - 351 Windsor & Cleveland - Automatic trans & 5 Speed Manual.	Natural
PM9606	Ford B/B FE MasterTorque 180ft lb 4:4:1 Ratio	Natural
PM9501	Ford 7.3 Diesel 51-58 146 tooth	Natural
PM19400	Chev 153-168T Ultra Tq Rotating Flange	Chrome
PM9400	Chev 153-168T Ultra Tq Rotating Flange	Chrome
PM9540	Chev 153-168T Ultra Tq Rotating Flange	Natural
PM9526	Chev 168T staggerd mount 3 hole 360°	Natural
PM9500	Chev 168 Tooth Flywheel (Straight Mount)	Natural
PM9600	Chev MasterTorque 158-168T 180ft lb 4:4:1 Ratio	Natural
PM9000	Hitachi style Chev 153-168T 3:7:1 1.4KW	Natural
PM9004	Hitachi style Chev 153-168T 3:7:1 2KW	Natural
PM9509	Chev LS LSX 168T 1.6 HP 18:1 comp	Natural
PM9109	Powermax LS1 L/Weight 1.2KW 12 position 6:1 ratio	Natural
PM9502	Pontiac-Chev Z24 Crate Motor 153 Tooth	Natural
PM9511	Buick 401,430,455 Motor Xs Torque	Natural
PM9501	Buick Nailhead 64-66 401, 425 ST300/ST400 Trans	Natural
PM9530	Powermaster Starter Chrysler Hemi 51-58 146T F/wheel	Natural
PM9531	Chrysler Hemi 57-58 172T F/wheel	Natural

PM604 Replacement pinion suit PM9502
PM622 Replacement clutch assembly suit PM9502

MASTERTORQUE STARTERS

PM9604	Ford SB V8 All M/T w/164T Flywheel, 3/8" depth
PM9605	Ford BB 351M, 400, 429, 460

POWERMAX PLUS STARTER

PM9100	Chev 153-168, 170 ft lbs, 6.10:1 Ratio
PM9002	Ford Y-Block 1954-64, 12V Only

ULTRA TORQUE STARTER

- Hard Core Racers ask for it by Name!
- Designed & Made in our U.S.A. Factory
- Indexable feature for clearance
- Great for big cubic inch motors
- The Starter that just keeps on giving!

PM9403 Ford SB V8 All A/T with 157/164T Flywheel 3/4" depth

PM9403 Ford SB V8 All M/T with 157T Flywheel 3/4" depth



RPC MINI STARTER MOTORS

Chev	RPCR3910 SB/BB Chev Satin 2.4 HP 153-168 Tooth
RPCR3910C SB/BB Chev Chrome 2.4 HP 153-168 Tooth	
RPCR3911 SB/BB Chev Satin 2.4 HP 168 Tooth (Offset Bolt)	
RPCR3911C SB/BB Chev Chrome 2.4 HP 168 Tooth (Offset Bolt)	
RPCR3978 SB/BB Chev Gear Reduction 3 HP (Tilton Style)	

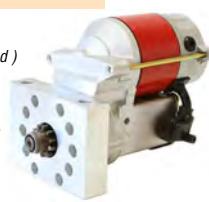
Holden
RPCR3974 Holden High Torque Gear Reduction (Nippon style 1.4kw)

Ford
RPCR3912 Ford Satin 2.4 hp (Windsor & Cleveland)

STARTER MOTOR SHIM KIT

SB & BB Chev shim kit for inline bolt starters
RPCR3987

RPCR3974



STARTER ACCESSORIES



Starter Heat Shield

Easy to install kit. Wrap starter and solenoid to reflect radiant heat. Secures with fasteners provided. Provides protection from 90% of radiant heat.

TT14150 Starter Heat Shield 7"x22"

ALTERNATORS



AEROFLOW ALTERNATORS

Performance 1 wire self exciting alternator available from 100 up to 140 amp depending on model.

Part No	Description	Finish
CHEVY		
AF4870-1100	100AMP CHEVY Alternator	Chrome
AF4270-1100	100AMP CHEVY Alternator	Black
AF4870-1120	120AMP CHEVY Alternator	Chrome
AF4270-1120	120AMP CHEVY Alternator	Black
AF4870-1140	140AMP CHEVY Alternator	Chrome
AF4270-1140	140AMP CHEVY Alternator	Black

FORD

AF4873-1100	100AMP FORD Alternator	Chrome
AF4273-1100	100AMP FORD Alternator	Black
AF4873-1140	140AMP FORD Alternator	Chrome
AF4273-1140	140AMP FORD Alternator	Black

Replacement Parts

AF4079-1000	Regulator
AF4079-1001	Rectifier
AF4079-1002	Brush set
AF4079-1003	Brush holder assembly
AF4079-1004	Self exciting diodes



AF4079-1000

AF4079-1001



AF4079-1004



AF4079-1003



BILLET ALTERNATOR FAN & PULLEY

Part No	Colour	description
AF64-4300	Polished	Billet Alternator Fan & Pulley
AF64-4300BLK	Black	Billet Alternator Fan & Pulley



100AMP CHROME ALTERNATORS

These high quality remanufactured alternators are chrome plated and feature one-wire hookup for easy installation.

RPCR3902 GM / Chevy applications
RPCR3903 Ford 1965 - 89 V6 & V8



Bosch Alternator

Bosch have been developing and manufacturing alternators offering top performance and high efficiency for nearly 100 years. The Bosch range contains just the right alternator for every type of vehicle - from small models with a simple electrical systems to the mid and upper models equipped with a variety of safety and convenience functions. Bosch use the highest quality raw materials in all of the alternators to ensure long life and optimal performance. This means premium bearings and non-recycled copper.

Description
Ford Falcon EF-EL 6 Cyl &
Mazda Rotary Series 4/5/6 13B Turbo

Part No.

BOBXF1260A



March billet alternators

Stylish billet aluminium alternator replaces. Your plain alternator, 140amp 1 wire connection (does not include pulley or fan)

Description
10Si Style case 1 wire billet case

Part No
MPP9650



TUFF STUFF ALTERNATORS

Chev & GM External Regulator Alternator

Fits 1962-71 Chev, Olds, Pontiac and Buick with external regulator. Square 2-pin plug and 6.60" mount centres. Includes Single V-pulley.

Description
100 AMP, External Regulator - Chrome
Wiring Plug (Pigtail) for TUF7102NC

Part No.
TUF7102NC
TUF7520B

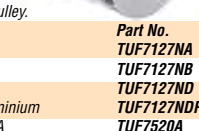


Chev & GM Internal Regulator Alternator

Fits 1971-86 Chev, Olds, Pontiac and Buick with internal regulator and 6.60" mount centres. Includes Single V-pulley.

Description
80 AMP, Three Wire - Chrome
80 AMP, One Wire - Chrome
100 AMP, One Wire - Chrome
100 AMP, One Wire - Polished Aluminium
Wiring Plug (Pigtail) for TUF7127NA

Part No.
TUF7127NA
TUF7127NB
TUF7127ND
TUF7127NDP
TUF7520A



Chev & GM Mini 1-Wire Alternator

Fits most Chev applications 1960 to present. One wire hook up with 6.125" mount centres. Pulley sold separately.

Description
100 AMP, One Wire - Chrome
Double V-Pulley - Chrome
5-Groove Serpentine Pulley - Chrome

Part No.
TUF7937A
TUF7610F
TUF7610B

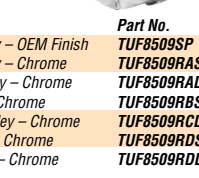


Chrysler Early Model Alternator

Remanufactured alternator for Chrysler 1961-85. Available with single or double V-pulley. One wire models are available to replace the external regulator.

Description
60 AMP, External Reg. Single Pulley - OEM Finish
60 AMP, External Reg. Single Pulley - Chrome
60 AMP, External Reg. Double Pulley - Chrome
60 AMP, One Wire, Single Pulley - Chrome
100 AMP, External Reg. Double Pulley - Chrome
100 AMP, One Wire, Single Pulley - Chrome
100 AMP, One Wire, Double Pulley - Chrome

Part No.
TUF8509SP
TUF8509RASP
TUF8509RADP
TUF8509RBSP
TUF8509RCDP
TUF8509RDSPP
TUF8509RDDP



Ford Early Small Case Alternator

Replaces 1961-85 Ford small case (6.875" mount centres) with external regulator. Includes single V-pulley. One wire and internal regulator models are available to replace the firewall mounted regulator. Internal regulator models include easy to install wiring harness.

Description
70 AMP, External Regulator - Chrome
100 AMP, External Regulator - Chrome
100 AMP, One Wire - Chrome
100 AMP, One Wire - Black
150 AMP, Internal Regulator - Chrome
200 AMP, Internal Regulator - Chrome

Part No.

TUF7078NA
TUF7078NC
TUF7078ND
TUF7078NF
TUF7771A
TUF7771D



Ford Late Small Case Alternator

Replaces Ford 5.0L small case (6.875" mount centres) with internal regulator. Includes 6-rib pulley.

Description
100 AMP, Internal Regulator - Chrome

Part No.
TUF7716B



Ford Smooth Back 1-Wire Alternators

Hybrid GM 10si style alternator with Ford mount. Replaces 1961-85 small case (6.875" mount centres) As cast finish

Description
Ford 1-Wire, 100AMP, 1-V Pulley
Ford 1-Wire, 100AMP, 6-Groove Pulley

Part Number
TUF7068
TUF70686G



Ford Silver Bullet 1-Wire Alternators

Hybrid GM 10si style alternator with Ford mount. Replaces 1961-85 small case (6.875" mount centres) Chrome finish with bullet nose cover.

Description
Ford 1-Wire, 100AMP, 1-V Pulley
Ford 1-Wire, 140AMP, 1-V Pulley
Ford 1-Wire, 100AMP, 6-Groove Pulley
Ford 1-Wire, 140AMP, 6-Groove Pulley

Part Number
TUF7068ABULL
TUF7069ABULL
TUF7068ABULL6G
TUF7069ABULL6G



TUFF7068



TUFF7068ABULL



TUFF70686G



TUFF7068ABULL6G

TUFF STUFF FORD ALTERNATORS

All Tuff Stuff alternators are hand built in Cleveland, Ohio and are tested to meet or exceed OEM specifications. All Tuff Stuff alternators are made from 100% new components and carry a one year limited warranty. Tuff Stuff has alternator applications for virtually all muscle cars, hot rods, customs and light trucks in just about every finish imaginable. Many enthusiasts prefer our clean, simple 1-wire alternator option which features a low idle cut-in internal regulator and provides plenty of charging at low RPMs. Available in chrome plated, polished aluminium, powder coated and plain as cast finishes. All alternators are for 12 volt, negative ground systems, except where noted.

- Silver Bullet Alternator
- 100 & 140 AMP
- Smooth Back
- 1 Wire
- 1-V & 6 Groove Bullet Pulley
- Chrome Finish
- Factory Cast PLUS+ Finish
- 6.875" Mount Centres
- Replaces 1691-85 Small case

Silver Bullet Alternator Smooth Back

Description
1 Wire, 100 AMP 1-V Groove Pulley, Chrome
1 Wire, 140 AMP 1-V Groove Pulley, Chrome
1 Wire, 100 AMP 6 Groove Pulley, Chrome
1 Wire, 140 AMP 6 Groove Pulley, Chrome
Factory Cast Alternator Smooth Back
1 Wire, 100 AMP 1-V Groove Pulley,
Factory Cast PLUS+
1 Wire, 100 AMP 6 Groove Pulley,
Factory Cast PLUS+

Part No.

TUFF7068ABULL
TUFF7069ABULL
TUFF7068ABULL6G
TUFF7069ABULL6G

TUFF7068

TUFF70686G



Billet Aluminium Fan & Pulley

Chrome plated billet aluminium fan and pulley with nose cover. Fits models 7068, 7078, 7127, 7860, 7861, 7866, 7935.

Billet Aluminium Fan & Pulley – Chrome TUF7679A



Alternator Parts & Repair Kits

Alternator repair kits include diodes, regulator, brushes, and necessary insulators.

Description	Part No.
Repair Kit for TUF7127NA	TUF7700A
Repair Kit for TUF7127NB, ND, NDP	TUF7700B
Repair Kit for TUF7509RA	TUF7700C
Repair Kit for TUF7078NA	TUF7700D
Replacement Regulator for TUF7078ND, NF	TUF7530A
Wiring Plug (Pigtail) for TUF7127NA	TUF7520A
Wiring Plug (Pigtail) for TUF7102NC	TUF7520B



Alternator Pulleys

Available as Chrome pulley & fan combo or pulley only. 2.25" diameter.

Description	Part No.
Single V-Belt Pulley & Fan – Chrome	TUF7600A
Double V-Belt Pulley & Fan – Chrome	TUF7600B
5-Groove Serpentine Pulley & Fan – Chrome	TUF7600C
6-Groove Serpentine Pulley & Fan – Chrome	TUF7600D
Single V-Belt Pulley Only – Chrome	TUF7610E
Double V-Belt Pulley Only – Chrome	TUF7610F
5-Groove Serpentine Pulley Only – Chrome	TUF7610B
6-Groove Serpentine Pulley Only – Chrome	TUF7610A
7-Groove Serpentine Pulley Only – Chrome	TUF7610C
8-Groove Serpentine Pulley Only – Chrome	TUF7610D



Propower Alternators

True one wire DELCO race alternators

Part # CVR2180 50 amps

Is the smallest and most compact CVR alternator. Its 50 amp, output makes it ideal for serious drag racing. It has the lowest amps, to weight ratio of all CVR alternators.



CVR DELCO 100 AMP

One Wire Delco Race

Alternator. For drag racing when weight is not as crucial as amperage. This alternator provides low drag, high speed bearings, high output at idle and one wire hook up.

- Voltage: 14.9
- Weight: 8.8 Lbs.
- Type of Unit: Delco External/Internal Fan
- Estimated Amperage: 100 Amps.
- Regulator: Internal Self-Exciting One Wire
- Pulley Type: Steel Single Deep Groove
- Pulley Size: 3.15"
- Bearings: Double Sealed, Low Drag, High Speed

CVR7970CL Delco 100 Amp 1-Wire Alternator



PROFORM GM BLACK

CRINKLE ALTERNATOR

PROFORM's 120 AMP Alternator is a 1-wire, GM 10 SI Case Style complete with Internal Regulator. The External Fan Style Alternator features a Machined Pulley, Black Crinkle Finish and is NOT made with re-man components.

Each alternator is produced by highly specialized machines, assembled by highly trained personnel using dedicated jigs and equipment - 100% new. Sold individually. •100 & 120 AMP •GM 10si 1-Wire Style with Int. Regulator •Machined Pulley •Black Crinkle Finish •100% New •Individual Performance Graph Included •Machined V-Belt Pulley •Individually tested

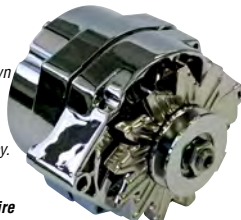
Description	Part No.
100 Amp GM Black Crinkle	PR66448.1N
120 Amp GM Black Crinkle	PR66448.12N



100% New Chrome Alternators

Each unit is supplied with its own individual Quality Assurance graph documenting its performance and is easily identified by the machined pulley. For a new level of quality and reliability, insist on 100% NEW.

PR66445.12N	120AMP 1-Wire
PR66445.14N	140AMP 1-Wire
PR66445N	GM 65AMP 73-'86 Internal Regulator
PR66434	100 Amp, 1 Wire, Natural Finish.



100% New BOWTIE Chrome Alternators

It is now possible to obtain sought-after and popular features in one alternator! 100% NEW with absolutely no re-built components. Assured quality machined pulley. And the popular Chevy Bowtie Emblem in red. Each unit is supplied with its own individual Quality Assurance graph documenting its operating performance. For a new level of functionality, insist on these 100% new Bowtie alternators!

PR141-656	80AMP GM '73-86 WITH INTERNAL REGULATOR.
PR141-657	100AMP BOWTIE 1-WIRE



PROFORM 100 AMP Alternator, 100% New, Chrome

100% New 100 AMP GM alternator. GM internal regulator. Available for about 1/2 the cost of competitive models, these reliable internal-fan units are compact and powerful. Use existing mounting brackets and electrical hook-up.

PR66439 For GM Cars & Trucks



POWERMASTER ALTERNATORS

GM AD244 STYLE Alternators

- Superior output at idle
- Dual internal fans for great cooling
- With 2-Pin or 4-Pin, O.E. hook up or 1-wire option
- Great for LS swaps 1996-2011

PM8302	Natural 165A w/2-pin VR OE only, 6-Rib Pulley
PM18302	Chrome 165A w/2-pin VR OE only, 6-Rib Pulley
PM28302	Polished 165A w/2-pin VR OE only, 6-Rib Pulley
PM38302	Chrome 220A w/2-pin VR OE only, 6-Rib Pulley
PM48302	Natural 220A w/2-pin VR OE only, 6-Rib Pulley
PM58302	Black 220A w/2-pin VR OE only, 6-Rib Pulley
PM68302	Polished 220A w/2-pin VR OE only, 6-Rib Pulley
PM38237	Chrome 220A w/4-pin VR OE only, 6-Rib Pulley
PM48237	Natural 220A w/4-pin VR OE only, 6-Rib Pulley
PM58237	Black 220A w/4-pin VR OE only, 6-Rib Pulley
PM68237	Polished 220A w/4-pin VR OE only, 6-Rib Pulley



AD Style Alternators

- Superior output at idle
- Dual internal fans for high efficiency and excellent cooling
- O.E. GM LS2 hook up, 2 Pin VR
- 165A or 215A
- 6 Rib serpentine pulley

PM8302	Natural 165A w/2-pin VR
PM18302	Chrome 165A w/2-pin VR
PM28302	Polished 165A w/2-pin VR
PM38302	Chrome 215A w/2-pin VR
PM48302	Natural 215A w/2-pin VR
PM58302	Black 215A w/2-pin VR
PM68302	Polished 215A w/2-pin VR



12si Style Alternators

- Excellent idle amperage
- 1 or 3 wire operation
- Distinct look: Tear Drop Design
- Straight mount 6.61"

PM17297	100A w/1V pulley
---------	------------------



Chrysler Denso with Internal Fan Alternators

- Newly Designed Voltage Regulator
- Change Voltage Adjustment While Running
- Power Saving Mode; 2 Operating Levels
- Indicator Light Drive
- Entire Circuit Sealed In Epoxy

PM533118	170Amp Denso, XS Volt
----------	-----------------------



NOTE: Can be used on Rotary engines with modifications.

Delco CS130 Alternators - Straight Mount

- Excellent output at idle
 - Internal and external fans
 - Highly efficient
 - Highest output small case Delco
 - Supplied with V-belt and Serpentine Pulleys
- | | |
|----------|--|
| PM17802 | 140AMP, Chrome |
| PM178021 | 105AMP, One Wire - Chrome |
| PM378021 | 140AMP, One Wire - Chrome |
| PM678021 | 140AMP, One Wire - Polished |
| PM37402 | 140A w/side battery post & 6-grv pulley - Chrome |
| PM67402 | 140A w/side battery post & 6-grv pulley - Polished |



Delco CS130 Alternators - Straight Mount

- PM8072 100AMP, One Wire - black (Pulley not Included)



Delco CS130 Alternators - Left Mount

- Highly efficient
 - Dual internal fans
 - Internally regulated
 - Show Polished
- | | |
|----------|-------------------|
| PM27461 | 105AMP, Side post |
| PM274611 | 105AMP, Side post |
| PM674611 | 140AMP, Side post |
| PM678611 | 140AMP, One Wire |



Delco CS144 Alternators

- Highest output Delco
 - Excellent idle output
 - Heavy duty regulator and rectifier
- | | |
|---------|-----------------------------|
| PM37805 | 200AMP Chrome, V Pulley |
| PM37806 | 200AMP Chrome, 6-Rib Pulley |

Denso Style Alternators

- True one wire hookup with set voltage of 14.9
 - High output to weight ratios
 - Low drag, high speed bearings
 - Black heat dispersant coating
 - Pulley not included
- | | |
|--------|---|
| PM8158 | 160AMP, 118mm Black Racing Alternator, One Wire |
| PM8188 | 75AMP, One Wire - black (Pulley not Included) |



Denso Style 16 Volt Alternator

- Entire Circuit Sealed In Epoxy
 - Indicator Light Drive
 - Newly Designed Voltage Regulator
 - Power Saving Mode; 2 Operating Levels
 - For 16-Volt Batteries Only
- | | |
|--------|--------------|
| PM8166 | 50 AMP, 93mm |
|--------|--------------|
- Black 16-Volt Alternator, One Wire



Ford 1G Alternator

- Externally regulated
- Early OEM/Retro look
- 1V Pulley

PM7078	65AMP Natural
--------	---------------

Ford 2G Alternator

- Internally regulated
- OEM hookup
- 6-Rib Pulley

PM17735	80AMP Chrome
---------	--------------

Ford 3G Alternator

- Internally regulated
- OEM hookup
- Excellent output at idle
- Dual internal fans
- 6-Rib Pulley

PM37759	200 AMP Chrome
---------	----------------



Ford Upgrade Alternators

- Bolt-on early model upgrade
 - One or three wire operation
 - Gold battery post
 - Proof of Performance tag
 - 140A includes 7" of 8AWG wire
 - 70 AMPS at idle for 100A Alternator
 - 80 AMPS at idle for 140A Alternator
 - Recommended charge wire size: 8 AWG
- | | |
|-----------|------------------------------|
| PM8-37141 | 140AMP, 1V pulley - Chrome |
| PM8-47141 | 140AMP, 1V pulley - Natural |
| PM8-67141 | 140AMP, 1V pulley - Polished |



Early Chrysler Alternators

- Excellent idle output
 - Heavy duty rectifier
- | | |
|----------|---|
| PM175091 | Chrome 75A, Dbl Pulley, One Wire, Dbl Field Square Back |
|----------|---|



Powermaster Street Alternators

These Powermaster street alternators feature all of the quality construction and dependability that Powermaster is famous for. They're available in a variety of amperages and styles, allowing you to choose what you need for your ride and the accessories you run. So whether you need an alternator for your truck, hot rod, musclecar, sport compact, or audio competition vehicle, Powermaster gives you the power you need to get it started and keep it going.

Chevy Internal Regulator 100 Amp Chrome Plated	PM17294
--	---------



Ford G4 200amp Alternator Natural

These Powermaster street alternators feature all of the quality construction and dependability that Powermaster is famous for. They're available in a variety of amperages and styles, allowing you to choose what you need for your ride and the accessories you run. So whether you need an alternator for your truck, hot rod, musclecar, sport compact, or audio competition vehicle, Powermaster gives you the power you need to get it started and keep it going.



Ford Upgrade Alternators

- Bolt-on early model upgrade
 - no bracket modifications required
 - One wire operation only
 - Excellent output at idle
 - Great choice for Mustangs!
- | | |
|-----------|------------------|
| PM8-57101 | 100A w/1V pulley |
| PM8-57141 | 150A w/1V pulley |



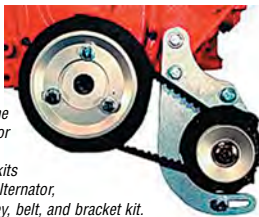
DENSO Style Race Prepped

- True one wire hookup 12 Volt and 16 Volt
 - High output to weight ratios
 - Low drag, high speed bearings
 - Pulley not included
- | | |
|--------|----------------------|
| PM8136 | 100A 16 Volt (110mm) |
| PM8146 | 150A 16 Volt (118mm) |
| PM8156 | 180A 16 Volt (118mm) |
| PM8162 | 75A 12 Volt (93mm) |



Alternator & Bracket Kits For Drag Racing

Our "Pro Series" kits give the convenience of everything for your race car's alternator system in one package. All kits come with a true one-wire alternator, alternator pulley, crank pulley, belt, and bracket kit.



Chev Small Block

- | | |
|---------|---|
| PM8-896 | 50 AMP, Low Mount For Rail Cars, Mounts On Either Side |
| PM8-898 | 100 AMP, Low Mount For Rail Cars, Mounts On Either Side |
| PM8-875 | 50 AMP, Snug Mount For Body Cars, Mounts On Left Side |
| PM8-881 | 100 AMP, Snug Mount For Body Cars, Mounts On Left Side |

Chev Big Block

- | | |
|---------|---|
| PM8-895 | 50 AMP, Low Mount For Rail Cars, Mounts On Either Side |
| PM8-897 | 100 AMP, Low Mount For Rail Cars, Mounts On Either Side |
| PM8-882 | 100 AMP, Snug Mount For Body Cars, Mounts On Left Side |

Alternator Bracket Kits

- | | |
|--------|--|
| PM1881 | SB Chev, L/H Snug Mount - Chrome |
| PM1882 | BB Chev, L/H Snug Mount - Chrome |
| PM730 | SB Ford, for 2 bolt, Clockwise W/pump |
| PM731 | SB Ford, for 2 bolt GM Alternators, Clockwise W/pump |



POWERMASTER POWERGEN GENERATORS

Ford Flathead PowerGEN "Front Mount"

- | | |
|---------|---|
| PM82013 | 90A Ford '39-'48 12 Volt "Shorty" 1.5" Shorter, Black |
| PM82011 | 90A Ford '39-'48 12 Volt, Black |

Ford Flathead PowerGEN "Strap Mount"

- | | |
|----------|--|
| PM82023 | 90A Ford Strap Mt '49-'53 12 Volt "Shorty" 1.5" Shorter, Black |
| PM282021 | 90A Ford Strap Mt '49-'53 12 Volt, Polished |

- | | |
|---------|--|
| PM82021 | 90A Ford Strap Mt '49-'53 12 Volt, Black |
|---------|--|

Ford PowerGEN "Swing Mount"

- | | |
|----------|--------------------------------------|
| PM282101 | 90A Ford Swing Mtg 12 Volt, Polished |
|----------|--------------------------------------|

GM PowerGEN "Short"

- | | |
|----------|---|
| PM282111 | 90A GM Short (5.95 Field Hsg) 12 Volt, Polished |
| PM82111 | 90A GM Short (5.95 Field Hsg) 12 Volt, Black |

ALTERNATOR PULLEYS

Description

- Serpentine, 6 groove 54mm O.D
- V-Belt, 10mm wide x 54mm O.D
- V-Belt, 10mm wide x 2.35" O.D
- Chrome Double V-Belt 3/8" x 2-5/8" O.D
- Zinc Double V-Belt 3/8" x 2-5/8" O.D
- Chrome Serpentine, 6 groove 54mm O.D.

Powermaster V-Belt Crank Pulley

Unique pulley design allows this crank pulley to be used with SBC balancers. Works with OEM and racing balancers and crank triggers.

PM293

Alternator Pulleys

Powermaster offers lightweight pulleys machined from 6061-T6 billet aluminum and hard coated. Alternator pulleys have a shaft bore of 17mm to ensure fit on MOST ALL

alternators. Includes a 17mm to 15mm reducer bushing.

- | | |
|-------|---|
| PM111 | Overdrive V-Pulley - 2.35" OD x 10mm wide |
| PM181 | Overdrive V-Pulley - 2.80" OD x 10mm wide |
| PM191 | 20 Tooth Gilmer Style Alternator Pulley |
| PM178 | V-Belt 2-5/8" O.D. x 3/8" w/nut (Black) Black |
| PM179 | Serpentine, 6 groove 54mm O.D. |
| PM182 | V-Belt 4" O.D. .669" I.D |
| PM183 | V-Belt 5.25" O.D |

Part No.

- | |
|-------|
| PM104 |
| PM110 |
| PM111 |
| PM112 |
| PM113 |
| PM114 |



Crank Pulleys

Designed to be used with Moroso, Delwest or other stackable systems off the front of the crank. Comes complete with guides.

- | | |
|-------|------------------------------------|
| PM292 | 28 Tooth Gilmer Style Crank Pulley |
|-------|------------------------------------|



Ford 9" Third Member



Quick Change Kit



Rear Axle Mounted Alternator Kits

These kits are popular for show cars and race cars. The alternator is driven off the diff pinion instead of the crankshaft which allows for a simpler engine pulley set up and neater engine bay. These kits come with a 50 AMP one-wire alternator, alternator pulley and bracket.

NOTE: Kits require a customer supplied yoke pulley.

- | | |
|---------|------------------------|
| PM8-410 | Ford 9" Third member |
| PM410 | Ford 9" (Bracket Only) |



DYNA FORCE ALTERNATORS 120 AMP & 160 AMP

Whether you need a high output alternator to power your muscle car, street rod or touring machine, MSD has you covered with the DynaForce Alternator. For the street, MSD offers a 120 or 160 amp one-wire alternator. Not only are they designed for extreme output at higher rpm, but MSD balances the current output to keep your electronic components up to speed during idle and lower rpm operation as well. Both the 120 and 160 Amp Alternators feature one-wire installation to keep things clean, easy and effective. The charge post of the alternators is moved to the side of the housing to allow for improved clearance to the block, plus a pulley baffle is included to ensure there is never any fan-to-belt issues (common at high rpm on lesser alternators). The housings are available in four finishes including a natural cast for stock looks, a show quality chrome, black for subtle appearance and a great new satin finish for a smooth finish. The 120 and 160 amp DynaForce Alternators are designed with straight mounts. The mounting tabs fit many GM bracket systems from the mid '60s to the mid '80s.

- Designed for maximum output from idle to high rpm
- Stator and rotor are electrically balanced for optimum performance
- Dual plane balanced rotor assembly delivers high rpm precision and reliability
- Hand assembled in the USA and NEVER rebuilt or refurbished units
- Every unit is delivered with a proof of performance
- Blue-printed assembly process ensures superior operation and longevity
- One wire installation with added fan baffle for belt protection

Description

- | | |
|------------------------|----------|
| 120 Amp Natural Finish | Part No. |
| 120 Amp Black Finish | MSD5320 |
| 120 Amp Chrome Finish | MSD5321 |
| 120 Amp Satin Finish | MSD5322 |
| 160 Amp Natural Finish | MSD5323 |
| 160 Amp Black Finish | MSD5360 |
| 160 Amp Chrome Finish | MSD5361 |
| 160 Amp Satin Finish | MSD5362 |
| | MSD5363 |

DYNA FORCE RACE ALTERNATORS 50 AMP & 100 AMP

Racers will be excited to see two race prepped alternators as well. One compact, lightweight model that provides up to 50amps, ideal for low content race cars such as circle track cars. For drag cars or other higher content race vehicles, there is a DynaForce 100 Amp output version. The DynaForce race alternators are engineered to perform in severe racing environments. They're easily identified with their durable MSD red wrinkle finish and feature one wire installation. A benefit to the race units are that they can be used to charge either 12 or 16 volt electrical systems! If you have a 16 volt battery and system, simply turn the adjustable potentiometer to achieve over 16 volts. For circle track cars running an HEI or other inductive ignition, this boosted output can help the ignition output through high rpm. Show the two race units The 50 Amp DynaForce is based on a compact housing design commonly referred to as a 'Denso' housing. The unit accepts many aftermarket bracket assemblies to accommodate different applications.

•Adjustable for 12 and 16 Volt Batteries

- | | |
|-------------------|----------|
| Description | Part No. |
| 50 Amp Red Finish | MSD5375 |

IGNITION CONTROLS

WARNING: Make sure your MSD Ignition has a registered C-Tick Sticker. It is illegal to sell or use MSD ignitions without the approved C-Tick sticker.



STREET FIRE CDI

The Street Fire Capacitive Discharge Ignition

is perfect for Performance enthusiasts with a tight budget. The Ignition offers capacitive discharge technology and will fire a

series of multiple sparks that last for 20° of crankshaft rotation when the engine is running under 3,000 rpm. This ensures combustion of the air/fuel mixture and produces great throttle response and smooth idle. The CDI is built around a durable cast aluminium housing and easily connects to points, amplifiers and magnetic pickup distributors. An adjustable rev limiter will protect the engine in the event of driveline failure. This rpm is adjustable with plug-in rpm modules, available in 100 rpm increments. If you have a 4, 6 or 8-cylinder engine, the Street Fire CDI will connect and fire it up.

- | | |
|---------|--------------------------|
| MSD5520 | Street Fire CDI Ignition |
|---------|--------------------------|



LS IGNITION CONTROL

As the popularity of GM LS engines continue to grow, so does the demand for a powerful, reliable and easily adaptable ignition system. MSD has answered this demand with an updated and improved version of the popular 6LS box. Whether using a stock crate engine or building a custom powerhouse, the MSD LS Ignition provides the control you need to achieve the performance you want. Dial in the perfect tune for your LS using the easily adjustable preset timing curves or hookup to your computer and program a custom setup with our user friendly MSD View software. New features of the LS Ignition include; high speed data acquisition, an optional coolant temperature sensor input, idle timing control, as well as individual cylinder timing. These features are in addition to the existing programmable step retard, launch retard and RPM rev limiters from its predecessor.

- Fits most LS Engines
 - No PC required for basic functionality
 - Six pre-programmed timing tables for easy set-up
 - Rotary selector switch allows timing changes on the fly
 - Nitrous and boost compatible
 - High speed data acquisition
 - Fully Sealed direct plugin connectors
 - Programmable step retard
 - Launch and max rev limiters
 - Optional coolant temperature sensor input
 - Launch retard
 - Idle timing control
 - Individual cylinder timing
 - Compatible with all MSD, Accel and GM LS coils
- | | |
|----------|-------------------------------|
| MSD6014 | Red MSD LS Ignition Control |
| MSD60143 | Black MSD LS Ignition Control |



Digital 6A Ignition Control

The MSD 6A Ignition Control set the standards that other ignitions strive to reach. For 2011, the bar has been raised even higher as we introduce the all new Digital 6A ignition Control! MSD started with a clean slate and drew up plans for an all new housing. We kept the same footprint as the traditional 6AL but lowered the profile for a sleek look. The wiring is all routed out one end of the unit through a sealed and locking connector. This eases installation and keeps your wiring looking neat and clean. Inside the Digital 6A you'll find a microprocessor that monitors and controls every firing. The circuits are updated with efficient components that help the ignition produce more power while drawing less current! In fact, the new Digital 6A deliver over 530 volts to the coil with up to 135mJ-145mJ of spark energy – for every firing! Increased output combined with MSD's proven multiple spark series is a win-win situation! The new Digital 6A is supplied with the wiring harness and the components you'll need for installation. The ignitions are compatible on 4, 6 or 8-cylinder engines with 12-volt, negative ground electrical systems. They'll accept trigger inputs from breaker points, amplifiers and magnetic pickups.

MSD6201 MSD Digital 6A Ignition
MSD62013 MSD Digital 6A Ignition BLACK



Digital 6AL Ignition Control With Soft Touch Rev Control

The MSD 6AL Ignition Control set the standards that other ignitions strive to reach. In fact, you'll find ignitions from other companies that carry the 6AL name (and in some cases, the same part number). MSD started with a clean slate and drew up plans for an all new housing. We kept the same footprint as the traditional 6AL but lowered the profile for a sleek look. The wiring is all routed out one end of the unit through a sealed and locking connector. This eases installation and keeps your wiring looking neat and clean. The rev limiter was moved right on top of the housing for easy access to the two rotary dials to set the limit in 100 rpm increments. Inside the Digital 6AL you'll find a microprocessor that monitors and controls every firing and rev limit. The circuits are updated with efficient components that help the ignition produce more power while drawing less current! In fact, the new Digital 6AL delivers over 530 volts to the coil with up to 135mJ-144mJ of spark energy for every firing! Increased output combined with MSD's proven multiple spark series is a win-win situation!

The new Digital 6AL are supplied with the wiring harness and the components you'll need for installation. The 6AL is also supplied with vibration mounts. Both ignitions are compatible on 4, 6 or 8-cylinder engines with 12-volt, negative ground electrical systems. They'll accept trigger inputs from breaker points, amplifiers and magnetic pickups.

MSD6425 Digital 6AL Ignition With Rev Control
MSD64253 Digital 6AL Ignition With Rev Control BLACK



6AL-2 Ignition Control

The 6AL-2 ignition control combines a new housing, new digital controls and more power in a sleek package. Inside the new cast aluminum housing you'll find an advanced micro-controller that manages the timing and rpm of the ignition. The spark output of the new box has been turned up to 535 volts of primary voltage with spark energy reaching up to 135millijoules! The multiple sparks of the 6AL-2 burn in the cylinder for 20° of crankshaft rotation to ensure complete combustion. Two more great features are the rev limiters! There are two rev limiters; one for high end overrev protection and another you can activate off a clutch or transbrake to set a launch limit. This feature will help your car blast off the starting line! Adjustments are made via four rotary dials for 100 rpm increment control! The all new capacitive discharge ignition will easily connect to nearly any 12-volt negative ground distributor system, even Hall-effect pickups. The ignition is supplied with wiring and vibration mounts for a complete installation. It's even compatible of 4, 6 and 8-cylinder engines. Must be used with the MSD HVC Blue Coil, PN 8252

MSD6421 6AL-2 Ignition Control
MSD64213 6AL-2 Ignition Control-Black

Programmable 6AL-2

The Programmable 6AL-2 Ignition will provide street and performance cars to take advantage of tuning-in an ignition curve or boost timing map from a PC. Also, using MSD's Pro-Data+ software will provide simple adjustments to a two step rev limiter, step retard and more! The Programmable 6AL-2 shares the same advanced features of the new 6AL-2 with 535 primary volts and spark energy reaching 135 mJ! Vibration mounts, wiring and a PC cable are supplied. Must be with the MSD HVC Blue Coil, PN 8252

MSD6530 Programmable 6AL-2

MSD 6LS Ignition Controller

There's no denying that the hottest engine around is GM's Gen III engine, most often referred to as the LS-1, LS-6 or now the LS-2. Our engineers have been working overtime to provide the components you need to fire up performance! The 6LS Ignition Controller can now be installed on EFI equipped engines or with a carburetor. To take advantage of the programming on an EFI engine, you'll need the new PN 8886 Harness. The 6LS Controller allows you to run a pre-programmed timing curve or you can hook up your laptop and build a custom curve. Our Windows based software, the Pro-Data+, makes it easy to map a complete timing curve, program a launch rev limit, set a step retard or even plot a boost timing map.

MSD6010 MSD 6LS Ignition Controller, for Gen III Engines
MSD6012 6LS-2 Ignition Controller for LS2/LS7
MSD8886 GEN III EFI Harness
MSD88862 LS2 WIRING HARNESS



This new Harness allows you to run the 6LS Ignition Controller, PN 6010, with the factory EFI system!

DIS Dual Coil Ignitor

In the past, adding ignition boxes and coils to factory transistorized ignitions was virtually impossible. All that has changed now that MSD has developed the Dual Coil Ignitor and CPC Signal Converter. The MSD6302 and MSD6304 both allow you to install an MSD DIS-2 or DIS-4 on 4-cylinder engines with either waste spark or coil-per-cylinder ignitions. Both require MSD coils to be installed for a complete package.

MSD6302 DIS COIL IGNITOR 2 CHANNEL
MSD6304 DIS COIL IGNITOR 4 CHANNEL

6 BTM Ignition Control

The 6 BTM is ideal for engines with a turbo or supercharger. Not only will the engine benefit from MSD's full power CD sparks, but there is also an adjustable boost/timing retard circuit to prevent detonation. When your supercharger (turbo or blower) forces the air/fuel ratio into the engine, the cylinder pressure inside the combustion chamber increases. The result is a great amount of power but this can also lead to detonation which can result in severe engine damage. The 6 BTM lets you dial away detonation by retarding the timing in relation to the boost pressure. By electronically controlling the ignition timing your engine can run on the threshold of detonation to obtain maximum power and efficiency. The BTM features a dash mounted control knob that lets you adjust the amount of timing retard. It can be adjusted from 0° per pound of boost to 3° per pound. The boost pressure is monitored by a sensor built into the MSD. The 6 BTM also shares the Soft Touch Rev Control of the 6AL Ignition for overrev protection. The BTM is supplied with rubber shock mounts and rpm modules for 3,000, 6,000, 7,000 and 8,000 rpm.

MSD6462 MSD 6 BTM Ignition Control with Boost Timing Master, 4, 6 (even-fire only) and 8-Cylinder

NOTE: Not compatible with distributorless systems. With an MSD 6 Ignition, some factory and aftermarket tachometers and fuel injection systems may require an MSD Tach/EFI Adapter.



MSD DIGITAL-6 PLUS Ignition Control

The MSD Digital-6 Plus Ignition Control combines terrific power, digital accuracy and great accessories making it ideal for street/strip applications. Every spark of the Digital-6 Plus Ignition is packed with 135 millijoules of spark energy and 535 primary volts. When used with the MSD HVC Coil, PN 8252, a spark with over 300 milliamps burns across the plug gap for 400 microseconds. Below 3,300 rpm the Digital-6 Plus produces a series of sparks that burns in the cylinder for up to 20° of crankshaft rotation. This incredible heat ensures combustion to produce great power, quick throttle response, smooth idle and quick starts. 4, 6 (even-fire) and 8-cylinder engines

MSD6520 MSD Digital-6 Plus Ignition Control

MSD OFFROAD REV CONTROL

This Rev Control plugs directly into the 6-Offroad Ignition Control. It allows you to set an rpm limit that will save your engine from overrev damage in the event of driveline failure, a slick spot on the trail or missed shifts. The rpm limit is adjustable with special Weatheright RPM Modules and is supplied with 4,000, 6,000 and 8,000 rpm modules.

MSD8769 Offroad Rev Control

MSD 6-OFFROAD IGNITION CONTROL

The MSD 6-Offroad Ignition Control will provide your engine the spark power it needs to get you over, through, under and around any obstacles you encounter. From an idle to 3,000 rpm the MSD produces multiple sparks rather than just a single spark which is a great benefit when you're crawling over rocks or creeping up steep grades. This spark series lasts for 20° of crankshaft rotation and ensures complete combustion of the fuel mixture producing quick throttle response and a smooth idle. To battle the harsh off-road elements, the 6-Offroad is completely potted with an epoxy compound called CibaTM. This material encases the circuits creating a water and vibration proof ignition. Weatheright connectors are also installed to provide positive locking and water resistant electrical connections.

The 6-Offroad will install to virtually any vehicle with a 12 volt electrical system and a distributor. It will connect to points, amplifiers or magnetic pickups on 4, 6 or 8-cylinder engines.

MSD6470 MSD 6-Offroad Ignition Control

NOTE: The MSD 6-Offroad Ignition Control features a special connector that plugs directly into an external rev limiter, the Offroad Rev Control, MSD8769.

MSD 6M-2 MARINE Ignition CONTROL

The MSD 6M-2 Ignition Control is designed for performance marine applications where a high energy and reliable ignition is a necessity. The capacitive discharge (CD) design of the MSD produces full power sparks throughout your boat's entire rpm range. Below 3,000 rpm, a series of multiple sparks burn in the cylinder for 20° of crankshaft rotation ensuring complete combustion. Together, these sparks produce easier starting, great throttle response, more power and reduced plug fouling during long-prolonged idling. To protect the 6M-2's electrical circuitry from marine conditions, the entire unit is potted with CibaTM compound. This material prevents the electrical components from coming into contact with water or other chemicals that could cause damage. Weatheright Connectors with multi-ribbed seals are used to make the electrical connections to the 6M-2. These connectors securely lock together and each terminal has its own barrel so there is no chance of shorting. The 6M-2 can be triggered by either a magnetic pickup (distributor or crank trigger), amplifier or by a breaker points distributor. The cable harness has the proper connector so you can plug the 6M-2 into one of the Pro-Billet MSD Marine Distributors.

MSD6560 MSD 6M-2L Marine Ignition with rev limiter



MSD DIGITAL 6M-3L MARINE Ignition

We've raised the bar and added an all-new UL listed marine ignition box to our line-up. The 6M-3L is a fully sealed unit with a single wiring connector making installation neat and easy. Three rotary dials and an LED display simplify setting the cylinder select, start retard and rev limiter. Plug-in rev limiter chips and hard to read dials are a thing of the past. For diagnostic purposes, the LED display can also be set to a live tach mode on V8's and even display battery voltage with the turn of a knob. The 6M-3L is a capacitive discharge ignition that multi-sparks from idle to 3,000 RPM providing a clean idle and quick throttle response. Above 3,000, capacitive discharge sparks will run clean through 12,000 RPM. Boasting more features and higher spark energy than its predecessor, the 6M-3L is the performance upgrade your boat needs!

- Large, easy to read LED display
- Shift interrupt feature eases shifting
- MSD's smoothest rev limiter yet, protecting parts and saving your engine
- Records highest RPM the engine turned for last 20 minutes of run time
- Easy setup of features with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0, 10 or 20 increments for quick, easy starts and extend starter life
- LED display shows rev limit, highest RPM turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy and easy starting down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to withstand demanding marine conditions
- Sealed connector for clean wiring and trouble-free operation
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability
- Can be triggered by magnetic pickup, amplifier, and points inputs

MSD6564 MSD Digital 6M-3L Marine Ignition

MSD 6CT IGNITION CONTROL

Superior design makes it the most advanced ignition to ever hit a circle track. Packed with legendary MSD Ignition power, the 6CT offers a slew of features. A large digital LED display makes it easier than ever to see the rev limiter setting when dialling it in using the laser etched rotary dials on the face of the unit. Rev limiting is controlled via microprocessor making it so smooth the chassis is virtually undisturbed when charging into turns. The rotary dials are also used to set cylinder select for 4, 6, and 8 cylinder engines, and to adjust the built-in start retard providing options of 0°, 10° or 20° of timing retard for quick starts. As an added bonus the LED display can be used as a live tach or will display your race cars battery voltage. The unit records the highest RPM your engine turned during the race which can be easily recalled on the LED display as well. The 6CT offers all this and more in a fully potted, tamper proof housing that utilizes a single connector to keep wiring tidy.

- MSD's smoothest rev limiter yet! Won't upset the chassis and easy on parts
- Large, easy to read LED display
- Simple setup of features such as the rev limiter with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0°, 10° or 20° increments for quick, easy starts and extend starter life
- LED displays rev limit, highest RMP turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to stand up to demanding race conditions
- Single plug-in connector for clean wiring
- Tamper proof screws to prevent modification of unit
- Records highest RPM the engine turned for last 20 minutes of run time
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability

MSD6427 **MSD 6CT Ignition Control**

**MSD 6T CIRCLE TRACK IGNITION**

The MSD 6T is the winningest ignition in stock car and road racing! To withstand severe jolts and vibrations of harsh racing, the 6T's capacitor and transformer receive additional bracing for a solid mount. All of the circuits and components then receive an extra thick coating of Humi-Seal adding even more vibration protection. Top it all off with a set of sturdy vibration mounts and you have one of the toughest ignitions offered! Even in the toughest conditions the 6T Ignition Controls deliver race winning performance!

MSD6400 **MSD 6T, Circle Track**

MSD 6CT PRO CIRCLE TRACK IGNITION

Based on the superior design of the MSD 6CT, the 6CT PRO adds another offering to MSD's line of technologically advanced ignitions for circle track racing. Packed with legendary

MSD Ignition power, the 6CT PRO offers a slew of features. A large digital LED display makes it easier than ever to see the rev limiter setting when dialling it in using the laser etched rotary dials on the face of the unit. Rev limiting is controlled via microprocessor making it so smooth the chassis is virtually undisturbed when charging into turns. The rotary dials are also used to set cylinder select for 4, 6, and 8 cylinder engines, and to adjust the built-in start retard providing options of 0°, 10° or 20° of timing retard for quick starts. As an added bonus, the LED display can be used as a live tach or will display your race cars battery voltage. Like the 6CT, the 6CT PRO records the highest RPM turned by the engine for the last 20 minutes of run time. However, the RPM recording can be quickly reset with a momentary push button (customer supplied) instead of having to leave the unit powered up for 20 minutes straight. The 6CT PRO offers all this and more in a fully potted housing that utilizes a single connector to keep wiring tidy.

- MSD's smoothest rev limiter yet! Won't upset the chassis and easy on parts
- Large, easy to read LED display
- Records highest RPM the engine turned for last 20 minutes of run time
- Highest RPM recording can quickly be reset with an external momentary switch
- Easy setup of features with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0°, 10° or 20° increments for quick, easy starts and extend starter life
- LED display shows rev limit, highest RMP turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to stand up to demanding race conditions
- Single plug-in connector for clean wiring
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability

MSD6428 **MSD 6CT Pro Circle Track Ignition**

**MSD SCI & SCI-L IGNITION CONTROLS**

Smaller displacement engines that run through high rpm are in dire need of a high output CD Ignition. At higher rpm, stock inductive ignitions cannot produce full power sparks resulting in a loss of top end power or even a miss. This is even more prevalent when a turbo or nitrous is added to the mix to increase cylinder pressures. The MSD SCI Series Ignitions feature capacitive discharge (CD) circuits which deliver powerful sparks at any rpm. Below 3,000 rpm the SCI Ignitions produce a series of sparks that last for 20° of crankshaft rotation. These sparks will smooth the idle, produce quick starts and lightning quick throttle response. There are two models available of the SCI Ignition; the standard SCI, PN 6300, and the SCI-L with an adjustable rev limiter, PN 6320. Both can be used on most engines with a distributor.

MSD6300 **MSD SCI Ignition Control**

**LS CIRCLE TRACK IGNITION CONTROL**

CT525 crate engines and built LS mills alike need a way to control 8 coils, RPM and timing. The 6014CT makes this easy with factory connectors that plug directly into the LS cam sensor, crank sensor and coils. If running a CT525 a preset timing curve and rev limiter setup is preprogrammed.

For built LS engines that require a little more attention, plug your laptop in to program a timing curve and rev limiter with the user friendly MSD View software. Supply the unit with power and ground and you're off to the races!

- Direct plug-in to factory GM LS sensors and coils
- Pre-programmed to run the GM CT525 crate engine out of the box
- Laptop programmable RPM limit, timing curve and coil selection for custom tuning
- Auto detects coils, cam sensor and crank sensor
- Will run 24x 1x, 58x 1x and 58x 4x crank / cam sensor combinations
- Self-powered with USB for laptop programming
- Steady, accurate timing control
- Dedicated plug for Tech Official

MSD6014CT **LS Circle Track Ignition Control**

**PROGRAMMABLE MIDGET IGNITION**

The Programmable Midget Ignition is a complete electronic distributorless system consisting of a powerful capacitive discharge Ignition Control, a four tower high output coil pack and uses two non-magnetic pickups with a trigger wheel as a crank trigger source. Adding to the accuracy and high output of this ignition system, is the advantage of being able to precisely program the timing throughout the engine's entire rpm range. By using the optional Hand Held Programmer, PN 7550, or MSD's Pro-Data+ software package on a Windows based PC, racers can program two different timing curves down to .1° per 100 rpm increments! Other features of the Programmable Midget Ignition include a rev limiter to protect the engine from overrev damage, a start retard and a circuit that monitors the battery supply voltage.

The Midget Ignition produces full power capacitive discharge sparks at any rpm so you can be assured of complete combustion. To control this power and the programs, a 15 MHz microcontroller analyzes the various inputs and is capable of extremely quick compensations to maintain exact timing and rpm. The Midget Ignition is supplied with the Ignition Control, two Non-Magnetic Pickups, Trigger Magnet, On/Off Switch and Software.

MSD6214* **MSD Programmable Midget Ignition**
MSD8240* **Midget Coil Pack**
MSD31689 **Universal Midget Super Conductor Lead Set**

NOTES: Coil Pack, PN 8240, must be purchased separately. Crank Trigger Wheel must be fabricated for each application.

**MSD HVC COIL**

The new HVC Coil is designed exclusively for the HVC Professional Racing Ignition Control. The E-Core design of the HVC Coil is more efficient in producing more output with less loss. • E-Core design produces more voltage and current while running 50% cooler than canister coils. • Massive laminations and windings are engineered for less energy loss. • Delivers high voltage to ionize the plug gap while the spark glows with high current.

MSD8250 **MSD 6 HVC Coil** (Only for use with MSD HVC Ignition Control)

**MSD 6 HVC PROFESSIONAL RACING IGNITION**

The MSD 6 HVC Ignition is specifically engineered for professional racing applications that endure high rpm for a long duration. The result is a reliable ignition that produces more output energy and voltage with less current draw! All of the MIL-Spec (MIL-86A) wiring is routed into NASCAR mandated Weathertight connectors. Matching harnesses are supplied with the HVC Ignition.

MSD 6 HVC Professional Racing Ignition Control with built-in rev limiter (Requires Coil MSD8250)

Deutsch Connectors **MSD6631**
Soft-Touch Rev Limiter, Deutsch Connectors **MSD6601**
MSD6632

**MSD 6TN AND 6ALN IGNITIONS**

The ultimate ignitions to perform throughout tough racing conditions! The "N" Series Ignitions feature the mandatory 6-Pin Weathertight connector to meet NASCAR's ignition wiring rule, 20-6.1. This special connector provides a tight, positive locking connection with individual seals to keep dirt and moisture away from each connection. All of the MSD's primary wiring meets MIL-86A specifications with special tinned conductors for superior crimps. Inside the strong cast aluminum housing, the multiple sparking CD circuits are encased in a clear two part silicone elastomer for the ultimate in vibration protection. A special clear base plate is also installed for easy tech inspection. Add a set of sturdy vibration mounts and the 6TN and 6ALN are virtually vibration proof! The 6TN is equipped with a special 4-Pin connector that plugs directly into an MSD Soft Touch Rev Control, PN 8738, while the 6ALN has a built-in Rev Control. These rev controls are adjustable with plug-in modules and will save your engine from overrev damage caused by missed shifts or driveline failure.

MSD6401 **MSD 6TN, 4, 6 (Even-Fire V6 only) & 8-Cyl**
MSD6430 **MSD 6ALN, 4, 6 (Even-Fire V6 only) & 8-Cyl**

NOTE: The 6ALN is supplied with a 3000, 6000, 7000 and 8000 rpm module. MSD 6 Series Ignitions are not compatible with distributorless systems.

**MSD 7AL-2PLUS IGNITION**

The "Plus" model updates the original 7AL-2 with improved internal components plus our engineers added a 2-Step Rev Control and a useful diagnostic LED. Over 50% more spark energy! Visually, you'll notice the two terminal strips that allow for easier wiring in your race car. The LED over the power connections will come in handy for troubleshooting as it flashes only when the coil fires. That way you know that the coil, the trigger source and ignition are all functioning properly. The mounting pattern is the same as the 7AL-2 and is supplied with vibration mounts and a few rpm modules.

MSD 7222* **MSD 7AL-2 Plus Ignition Control**
MSD72223 **MSD 7AL-2 Plus Ignition Control BLACK**

NOTE: MSD 7 Series not compatible with distributorless systems.

**MSD 7AL-3****PRO DRAG RACE IGNITION**

The MSD 7AL-3 Ignition Control has been a favorite of sportsman racers as well as racers that run multi-stage nitrous systems. The ignition combines high output spark energy for high compression race engines combined with the most popular drag racing accessories including a 3-Step rev limiter, 4-stage retards, a start retard and RPM Activated Switch. In 2013, MSD is relaunching the 7AL-3 with upgraded features, a new look and updated internal components including surface mount circuitry. The new ignition, PN 7330, is easy to spot with a black anodized housing and features a new adjustable start retard circuit. Racers will also be happy to learn that the ignition can now be used on 4, 6 or 8-cylinder engines.

MSD7330 **MSD 7AL-3 Ignition Control, V8 only**

MSD 8-Plus

The MSD 8-Plus Ignition produces the same extreme output of the original 8-Series, yet is now in a smaller housing with improved efficiency and internal components. One distinct change is now a built-in 2-Step Rev Control. Now you can switch between two rev limits without extra wiring or housings. For those that are looking for a dual fire MSD 8, the new 8-Plus is all you need. Our engineers were able to deliver an ignition that is capable of firing two coils at once for those extreme racers using dual plug race setups.

Part No MSD7805

MSD7720



PROGRAMMABLE DIGITAL-7 PLUS

If you're a consummate engine tuner and know how to take advantage of minute changes in timing during a quarter mile pass, then the Programmable Digital-7 Plus is the ignition for you! All of the standard programmable features such as Individual Cylinder Management, Step Retards, Rev Limits, Shift Points and more are included in the Plus version but you also get more. Much, much more. A MAP sensor is required for the boost circuit. The Ignition is supplied with wiring harnesses, mounting hardware, an RS232 computer harness and the Pro-Data+ software on a floppy disk. (The Hand Held Monitor, PN 7550, can also be used for programming.) It will accept trigger signals from a points/ECU output or a magnetic pickup. The recommended Coils are MSD8251 or MSD8261.

MSD7531 Programmable Digital-7 Plus

MAP SENSOR

A MAP sensor is required for the Boost Retard feature. Be sure to know the approximate amount of boost you will be running in order to select the correct sensor.

MSD23111 1-BAR, 2 - 15 psi
MSD23121 2-BAR, 2 - 30 psi
MSD23131 3-BAR, 2 - 45 psi



Pro-Data+ software

The Pro-Data+ software makes setting up your Programmable Ignition easy! There is a Gear Retard chart where you map out each curve and another chart for the boost retard curve. Just a click of your mouse adds or moves points on each curve. There is also a boost pressure gauge along with a retard dial and tach so you can view the changes in real time.

PROGRAMMER/MONITORS

If you do not have a laptop or PC, all of the CPC Ignition Control's optional programs can be set with this hand held Programmer/Monitor. The LCD will display the programming options which you can select to adjust or view the program that is already in the ignition. The unit is easy to handle, even with race gloves on, and weighs in at under half a pound.

MSD7550 Programmer/Monitor



HIGHER OUTPUT RACE ONLY DIS IGNITION CONTROLS

The DIS Ignitions all deliver a stout, CD spark that is capable of burning the majority of air/fuel mixtures. There are of course exceptions, such as full bred race engines running high boost pressures from turbos, blowers or nitrous. To answer these needs, a Higher Output version of the DIS Ignition Controls. The DIS Plus HO Ignitions produce an incredible 170 millijoules of spark energy with 470 primary volts. This increased output will light up fuel mixtures even under extreme cylinder pressures. The DIS-HO boxes are not CARB approved and are designed for drag racing applications only. **NOT FOR STREET USE SHORT DURATION.**

MSD62153* DIS-4 PLUS HO, 2, 3 or 4-Coil Packs

DIS PLUS IGNITION CONTROLS

The mid 1980's were the beginning of the end for distributors in regard to new cars. The Buick Grand Nationals started using coil pack technology while many other GM vehicles were using dual tower coil packs sometimes known as Waste Spark systems. When Ford moved to the 4.6L Modular engine in the '96 Mustang, there were two coil packs with four towers each set up as a Waste Spark. Other common applications came from Mitsubishi and eventually Chrysler systems. MSD's DIS Ignition Controls are designed for engines with coil pack, waste spark ignition systems. The DIS-2 has two channels, to fire two coil packs, while the DIS-4 is capable of firing up to four coil packs (or even for individual coils). Each Control delivers full power Capacitive Discharge sparks from idle through racing rpm. Below 3,000 rpm there is a series of multiple sparks that last for up to 20° to improve idle, starting and throttle response. The adjustable features of the DIS Ignitions have also been upgraded with rotary dials. These provide easier, and more precise adjustments of the overrev limiter and the holeshot rev limit. Also, there is now a step retard that can be wired directly to a nitrous system or switch for activation!

MSD 62152 MSD DIS-4 Plus
(For use on 6 or 8-cylinder engines with two, three or four coil packs.)



SYNCHRONIZATION PICKUP KITS

To take advantage of the Programmable Digital-7's Individual Cylinder Management system, a synchronization pickup must be incorporated so the ignition knows exactly which cylinder is firing. MSD offers two ways to accomplish this.

SPARK PLUG WIRE SYNC KIT

This pickup simply installs to the number one sparkplug wire and senses the trigger signal and sends this information to the Ignition through a fiber optic cable.

MSD7555 Spark Plug Wire Sync Kit



CAM SYNC PICKUP

The Pickup Kit is supplied with a non-magnetic pickup, connectors, the magnet and retainer. You will need to fabricate a bracket assembly and install the magnet to the cam gear.

MSD2346 Universal Cam Sync Pickup Kit

DISTRIBUTORLESS TACH DRIVER

Ever wonder how you can install an aftermarket tachometer on a vehicle with no distributor and multiple coil packs? MSD has the answer with the new Distributorless Tach Driver! The compact Tach Driver measures only 1.5"x 3.5"x 2" and is potted with a polyurethane compound for vibration and water protection so it can easily be mounted under the hood. It wires inline on the coils' 12 volt supply wire where it senses the current going through this wire and converts this information into a 12 volt output signal that most aftermarket tachometers use as a trigger signal. It can be used on 4, 6 or 8-cylinder engines.

MSD8913 Distributorless Tach Driver

NOTE: Not for use on Chevrolet LS-1 style engines.



DUAL CHANNEL IGNITION ADAPTER

In some instances when you install an MSD Ignition, the factory ECU may not be able to distinguish when the coil fires. This is the signal that is also responsible for firing the injectors (or the tachometer), which may cause a no-run situation. The Dual Channel Ignition Adapter simulates the original coil trigger signal thus allowing the ECU to properly trigger both the tach and fuel injection with the MSD DIS Ignition installed. In most cases, the Adapter plugs directly into the MSD's Harness. For vehicles using an MSD DIS-2 Ignition, only one PN 8912 is required. For DIS-4 applications, two PN 8912's are required.

MSD8912 Dual Ignition Adapter

MSD8917 Dual Ignition Adapter '03 and Newer Vehicles

MSD89121 Ford Coil-On-Plug Vehicles



NEW PRODUCT

LSA

PERFORMANCE UPGRADES

LSA Fuel Rails
-80RB SUITS STD
Length 14mm injectors
AF64-2124BLK

GM LSA Phenolic 10mm Supercharger Hat & Intercooler Spacer Kit
AF1850-1006

AF64-2129
LSA supercharger coupler

AF50-1002 LSA supercharger cooler water fill tee
Cooler adapter fittings
AF50-1000 (female) and **AF50-10001** (male).

GM LS3/LSA Phenolic 10mm Intake Spacer Kit
AF1850-1005

AF64-2126 LSA blower hub
AF64-2127 2.4" (60mm) dia.
AF64-2128 2.55" (65mm) dia.

MSD7720



MSD Power Grid System

MSD set the standard in programmable ignition systems. In fact, every NHRA Pro Stock championship in the last few years has been with an MSD Programmable 7. Drag radial, twin turbo outlaws cars and 10.5-tire classes all rely on the advanced programming of MSD's Programmable 7 Ignitions. Wait until they see the Power Grid. The Power Grid Ignition System is the next evolution of our Programmable 7-Series Ignition Controls. The Grid incorporates an efficient 32 bit microcontroller and an all new software program, called MSD View, and is **USB compatible**. The Windows based software is designed with tabs to help racers easily select different programming windows and parameters. Also, the data acquisition files of the ignition are now captured on a micro SD card for ease of storage and reviewing. The Power Grid Ignition incorporates CAN-Bus technology which reduces the amount of wiring and simplifies the addition of accessory modules. The CAN-Bus is a common harness that accessory controls are connected to and easily brought into the programming library of the View Software. With this technology, racers can connect the Power Grid system directly into their Racepak Data Recorder and other Racepak products. The Power Grid Controller is the brains behind the entire system and can be used with any MSD Ignition or the Pro Mag to provide advance ignition tuning capabilities. While it is compatible with all MSD boxes, the new Power Grid System Controller has been specially designed to mount to the Power Grid-7 box. Also, this new Ignition packs higher output than the current programmable units!

The Power Grid Controller is supplied with the View Software, wiring harness, micro-SD card and mounting hardware. The ignition, available separately, is supplied with the harness and mounting hardware.

MSD7720	MSD Power grid 7 ignition controller
MSD7730	RED MSD Power grid system controller
MSD77303	BLACK MSD Power grid system controller
MSD7740	MSD Power grid 4 connector can bus hub
MSD7751	MSD Power grid manual launch control
MSD7761	MSD Power grid rev & time base & slew rate module
MSD7762	MSD Power grid boost retard module
MSD7763	Boost Controller, Up to 43.5 PSI
MSD77403	Black MSD Power grid 4 connector can bus hub

POWER GRID POWER MODULE ONLY

The MSD Power Module is a fully programmable, four stage solid state relay that can handle up to 20 Amps of current per channel. The Power Module eliminates the need for electromechanical relays, fuses and timers. Outputs can be controlled independently or simultaneously, giving great flexibility. It can be configured as a digital output (i.e. ON/OFF) or as a Pulse Width Modulated output (i.e. PWM) with user-programmable frequencies up to 10 Kilohertz. Outputs can use Time, RPM or temperature to control fans, pumps, nitrous systems and much more. A High Speed Data Logger can be used to record all functions when paired with the MSD PN 7730 Power Grid.

- Takes the place of 4 electromechanical relays
- Built-in overcurrent protection, no fuses needed
- 80 Amp capacity, 4 channels rated up to 20 Amps each
- Each channel is controlled via input wires or as programmed in the MSDView software
- Can be used stand alone or with MSD Power Grid PN 7730
- Trigger signals can include power, ground, temperature, or time
- Data Acquisition available when used with MSD Power Grid
- Available in Red (PN 7764) or Black (PN 77643)

MSD7764	RED Power Grid Module
MSD77643	BLACK Power Grid Module



PRO MAG A/FUEL POWER GRID

The Pro Mag A/Fuel Power Grid Controller is designed for use with the MSD Pro Mag 44 in drag racing applications, which compete in the Top Alcohol Dragster category or sanctioning bodies that allow electronic ignition timing control when using a single or dual Pro Mag system. Although the Power Grid Controller has dual outputs it can be used with, a single Pro Mag or Dual Pro Mag that allows you to control Ignition Timing based on Time. The additional features such as Individual Cylinder Timing, which allows you to change timing on each cylinder or the Pedal Retard that allows retarding timing upon pedal lift with and Inhibit delay and an auto pickup signal selector. This means that in the case of a crank trigger pickup failure, it will trigger the dead channel running magneto seamlessly.

- Provides a programmable time-based timing curve with up to 30 points
- Stores up to 12 different timing maps
- Easily transfer or change timing maps while in the staging lanes
- Limited Bluetooth Connection
- Individual Cylinder Timing
- Data Acquisition
- Configure Power Grid data to Racepak

MSD7772 Pro Mag A/Fuel Power Grid



MSD WIDE BAND O2 FOR POWER GRID

Add valuable data logging capability to your Power Grid with the addition of the plug-n-play Wide Band O2 Module. Aside from providing O2 data to your Grid, the module also provides a 0-5v output to drive an air/fuel ratio gauge or provide a signal to other data loggers. Multiple modules and sensors can be connected to a single Power Grid setup if desired. The completely sealed unit uses a Bosch 4.9 oxygen sensor, and is easy to set up and no free air calibration is required.

- Plug-n-play with MSD Power Grid
- Easy set-up! No free air calibration required
- Completely sealed unit for durability in race environments
- Bosch 4.9 oxygen sensor
- 0-5v output to run an air/fuel gauge or data logger
- Dual-colour LED provides on board diagnostics
- Multiple modules can be used on a single Power Grid
- Data logs air-fuel ratio and heater voltage
- Fuel Calibration Options for gasoline, methanol, ethanol, E85, propane and diesel
- Custom Fuel Calibration option can be programmed by user

MSD7765 MSD Wide Band O2 for Power Grid

6-Hemi Ignition Controller

Hemi fans old and new will be excited to see that the 6-Hemi Controller will connect to factory EFI Hemis or will drive the coil packs of a carbureted retro-fit engine! The Controller plugs into each coil pack along with the crank and cam sensors to provide you the ability to modify the timing curve, set a two step rev limit, nitrous retard or even a boost/timing map! The 6-Hemi Controller is designed to operate with both styled coil packs that are offered on the new engines. A wiring harness for each application is sold separately.

MSD6013 6-Hemi Ignition Controller



6-Hemi Harnesses

Chrysler used two different coil packs on the late model Hemi engines. For connections on a carbureted engine a Harness will be required. For EFI engines, the Harness and an Adapter will be required.

Harness:
'03-'05 - MSD 88863
'06-'08 - MSD 88864

Adapter for Factory EFI:
'03-'05 - MSD 88815
'06-'08 - MSD 88816



6- MOD IGNITION CONTROLLER

New technology to go old school! When you retro-fit a Ford 4.6L or 5.4L (SOHC/DOHC) with a carbureted intake manifold, you'll need this new Controller to handle the ignition chores. The Controller plugs into the coil packs and sensors of the engine for a direct installation. From a PC, using Pro-Data+ software, you can program a custom timing curve, a step retard, two step rev limiter and even a vacuum advance. A great system for street rods and retro muscle cars.

MSD6011 Ignition Controller for Carb Ford Modular Engines



E6 IGNITION CONTROL

- Multi- Spark CD, for race or street, up to 14.5:1 compression ratio, nitrous-oxide, supercharged and turbo
- More HP, torque, crisper throttle response
- For 4, 6, 8 cylinder with distributor
- HI-6 delivers higher spark-gap current than comparable digital CD ignitions
- "Plug-n-Go" universal harness included
- Sequential rev limiting stops engine damaging "popping and banging" at rev limit
- Bigger rotary switches with precise "Click-In" detents for easy rev limit adjustments; no "chips" needed; adjusts in 100 RPM increments
- Shock mounts included for race conditions.
- Points, module, mag triggered
- Fully potted with new, soft urethane for heat, dirt and moisture protection
- Surface-mount, fully digital components; the most reliable CD ignition available

FAST6000-6400 Single stage Rev Limiter FAST6000-6424 Dual stage Rev Limiter

E6 IGNITION CONTROL & COIL KIT

- FAST E92 Coil
- Multi-Spark CD, for race or street, up to 14.5:1 compression ratio, nitrous-oxide, supercharged and turbo
- More HP, torque, crisper throttle response
- For 4, 6, 8 cylinder with distributor
- HI-6 delivers higher spark-gap current than comparable digital CD ignitions
- "Plug-n-Go" universal harness included
- Sequential rev limiting stops engine damaging "popping and banging" at rev limit
- Bigger rotary switches with precise "Click-In" detents for easy rev limit adjustments; no "chips" needed; adjusts in 100 RPM increments
- Shock mounts included for race conditions.
- Points, module, mag triggered
- Fully potted with new, soft urethane for heat, dirt and moisture protection
- Surface-mount, fully digital components; the most reliable CD ignition available

FAST6000-6405 Single Stage Rev Limiter FAST6000-6424KIT Dual Stage Rev Limiter

Coil Wire Harness Plug Suit I91 & E92Coils

XR700 Points-To-Electronic Ignition Conversion Kits

The Fireball XR700 is designed for replacement of breaker points and failed OE modules in street driven vehicles. XR700 units are compatible with the original coil and ballast resistor. Because there are no contact points or rubbing block to wear out, you set the engine timing once.

FAST700-0226XR700 - Ford V8, Acc34, Delco 4,6,8
FAST700-0231XR700 - Bosch, Lucas, Jap 4,6,8Cyl, Mallory/Marelli 4 Cyl

FAST700-0300XR700 - Lucas 4,6,8,12 Cyl
FAST700-0309XR700 - Mallory V8 YL & Unilite.
FAST700-0292 74-83 Imports 4 & 6 Cylinder Bosch, Hitachi & Nippondenso OE Electronic modules.



XR3000 Points-To-Electronic Ignition Conversion Kits

The XR3000 points conversion ignition is the high performance version of the proven XR700, and produces up to 150% greater spark gap energy than stock points-type systems. Significant extension of the upper RPM ignition performance limit. Allows use of high output coils without requiring ballast resistor. Suit most points type distributors. Maximises spark duration, for quicker starting and responsive off-idle performance.

FAST3000-0226 XR3000 - Ford V8, Acc 34, Delco 4,6,8 Cyl
FAST3000-0231 XR3000 - Bosch, Lucas, Jap 4,6,8 Cyl
FAST3000-0300 XR3000 - Lucas OPUS 4,6,8,12 Cyl
FAST3000-0309 XR3000 - Mallory V8 YL & Unilite



XR700 and XR3000 Features

INFRARED OPTICAL TRIGGER Infrared beam is unaffected by oil, moisture and dust to provide precise, stable ignition.

EASY INSTALLATION No special tools or wiring required.

RUGGED LOW PROFILE EXTRUDED ALUMINIUM HOUSING Easy to mount in cramped engine compartments

FULLY PROTECTED Two step acrylic conformal coating and epoxy encapsulation protects components and increases resistance to shock, vibration and moisture. Resistant to typical underhood temperature extremes and can be mounted safely in the engine compartment

OPERATING SPECIFICATIONS

Operating Voltage 6-18 V (Reverse Polarity Protected), negative ground only.

Coil Current Limit 4.5 amps for XR700 (limited by ballast resistor)
5.5 amps for XR3000

RPM Range 6,500RPM for XR3000, 6,000RPM for XR700
RPM range higher for 4 and 6 cylinder engines

Primary Voltage Output 400 volts (inductive discharge)

Primary Energy Output 90 millijoules for XR3000 with PS91

60 millijoules for XR700 with PS20/40 coil

Primary Spark Gap Current 100 millijoules for XR3000 with PS91

60 millijoules for XR700 with PS20/40 coil

Spark Duration 300 microseconds at 6,000 RPM

Operational Limit Continuous maximum RPM at 185 degF

XR700 & XR3000 Parts

Ignition Modules & Optical Triggers

FAST700-0001 XR700 Ignition Module

(12 Volt Neg or Pos Ground)

FAST700-0020 Optical Trigger for XR700 or XR3000

FAST700-2226 Installation Kit Ford V8, Accel 34, Delco 4,6,8 Cyl

FAST700-2300 Installation Kit 4,6,8,12 Cyl Lucas Elec

SUPERSTOCK BREAKERLESS ELECTRONIC COIL

Excellent high performance coil for vehicles that have been converted from points to a breakerless electronic distributor or electronic ignition system, where a canister type oil filled can coil is preferred. Designed with optimized low resistance, high turns ratio windings to work specifically with ACCEL 41, 51, 52, 61 & 71000 Series breakerless electronic replacement distributors. Engineered for higher energy output resulting in quicker starting, improved throttle response and more high RPM power. Special crimped and soldered internal connections ensure positive contacts. High performance tan Alkyd tower provides "flashover" protection to primary terminals.

Specifications:

Primary Resistance 0.7 Ohms

Secondary Resistance 10.8 k Ohms

Turns Ratio 113 : 1

Maximum Voltage 45,000 volts

AC8145 SuperStock coil (Yellow)

AC8145C SuperStock coil (Chrome)



FAST PS20/PS40 COILS

The PS20 and PS40 Coils are designed to enhance the output of factory ignition systems. They fit in place of most OEM canister coils, and thanks to their lower resistance and optimized turns ratio, will produce a higher output spark when used with breaker points, amplified ignitions or with the FAST® XR-i Points Replacement system. These coils will reliably deliver a high output spark through 6,500 RPM on mild street performance applications and are oil filled to keep the windings cool. Both coils are supplied with a ballast resistor which is required if you plan to fire up your original breaker point style ignition system.

PS20 Premium Street Coil, Black

PS40 Premium Street Coil, Nickel Plated

FAST730-0020

FAST730-0040



FAST PS50/PS60 COILS

The PS50 and PS60 Coils are ideal for street cars packing a little more power and are running a FAST I6 Ignition or XR-3000 Breakerless Conversion System. These coils feature lower resistance windings to ensure the most voltage possible is brought into the coil with an optimized turns ratio for the best output. This combination is ideal for engines that endure higher RPM and performance such as circle track, road racing and off-road racing. The coils are filled with oil for optimum cooling and are housed in a sturdy steel canister that can handle the abuse of racing. They're topped off with an alkyd moulded top and brass, screw-type terminals.

PS50 Performance Coil, Black

PS60 Performance Coil, Nickel Plated

FAST730-0050

FAST730-0060

BLASTER COILS FOR POINTS, ELECTRONIC OR MSD IGNITIONS

With a stock points style ignition, a ballast resistor must be placed in-line with the positive terminal of the coil.

The following Blaster Coils are supplied with a 0.8 ohm ballast resistor plus a terminal and boot to fit most applications. Mallory Unilite applications also require the ballast resistor. Points ignition systems require this ballast resistor included with kit in addition to any original resistor or resistor wiring. NOTE: The ballast is not necessary if an MSD 6 or 7 series Ignition Control is being used with the points distributor.

MSD8200 Blaster 2 Kit, Chrome

MSD8203 Blaster 2 Kit, Red



FOR MSD IGNITION AND LATE MODEL APPLICATIONS

The following Blaster Coils share the same special windings and high voltage output as the other Blaster 2 coils, but do not include a ballast resistor. When you are using an MSD Ignition Control, the Ignition is responsible for delivering the voltage to the coil so a ballast is not necessary.



MSD8202

MSD8203

MSD8202 Blaster 2 Red Housing

MSD8203 Blaster 3 The Blaster 3 Coil features an extra tall tower design to improve the coil wire attachment and spark isolation. Supplied with a 90° terminal and boot

MSD BLASTER HIGH VIBRATION COIL

In applications such as off-road, marine or other harsh conditions, the MSD Blaster High Vibration Coil is the best choice. The sturdy metal housing of the High Vibration Coil is completely potted with a premium grade epoxy to completely encase the coil's primary and secondary windings. This method of construction is designed to protect the coil's internal components from high and low frequency vibrations that are commonly experienced in racing. To form the spark plug tower, alkyd material was used for its high dielectric characteristics. This special material will not carbon track when high voltage is passed across its surface making it ideal for coil tower applications. The primary coil terminals are made of brass and are spaced far apart to prevent any possibility of arcing to ground. For convenience, a standard canister type coil mount, MSD8213, can be used plus the coil can be mounted in any position.

MSD8222 MSD Blaster High Vibration Coil



Chrome Coil Brackets

Chrome plated steel coil brackets for most cylindrical ignition coils. Uses bolt and nut instead of self tapping screw for durability.

RPCR9650

Ford Style Coil Bracket

RPCR9366

GM Stand-up Style Coil Bracket



AeroFlow Stainless Steel Coil Bracket

The AeroFlow coil bracket offers easy, universal mounting for your typical 54-57mm (2-13/64") size cylinder shaped coils. The bracket features a bolt and nut type fastening instead of the easily stripped self-tapping screw and manufactured from stainless steel and plated for a high durable lustre.

AF42-1250



BILLET COIL MOUNT BRACKET

AeroFlow coil mounting bracket offers easy, universal mounting for standard sized ignition coils that are 2-1/8" (55mm) diameter. The bracket is available in polished and shiny black anodised finishes.

Part No	Colour	Description	ID
AF64-2900	Polished	Canister coil mount	55mm (2-11/64")
AF64-2900BLK	Black	Canister coil mount	55mm (2-11/64")



STREET FIRE IGNITION COILS

MSD Street Fire Ignition Coils are designed to deliver quality at a value price and feature factory style housings that ensure a direct bolt in replacement. Increased turns ratio combined with lower primary resistance results in more output voltage.

MSD5524

Canister Coil

MSD5526

GM Dual Connector Coil

MSD5527

Ford TFI Coil

COILS



IGNITION COILS

Excellent High performance replacement for import and local vehicles with a canister type oil filled ignition coil. Re-Engineered windings for even faster throttle response and higher RPM power. AeroFlow's Xpro Coil is effective to over 10,000 RPM. Available in male terminal type and female socket types in black or chrome finishes. Mounting options available separately are AF42-1250 (stainless Steel coil mount) or AF64-2900 (polished billet alloy) or AF64-2900BLK (black anodised billet alloy).

SPECIFICATIONS:

PRIMARY RESISTANCE	1.2 ohms
SECONDARY RESISTANCE	5.6k ohms
FREQUENCY	236hz
MAXIMUM VOLTAGE	45,000 volts

Part No	Finish	Description
AF4220-8202	Black	Female socket type ignition coil
AF4820-8202	Chrome	Female socket type ignition coil
AF4220-8223	Black	Male terminal type ignition coil
AF4820-8223	Chrome	Male terminal type ignition coil

Racing Coil

- Specifically developed by ACCEL coil engineers for maximum performance in racing applications.
- Superior to other performance coils for total available voltage, spark energy, and spark duration.
- Special spring-loaded windings and silica steel cores eliminate vibration-induced failure.
- Vacuum-filled with premium grade transformer oil and gasketed to ensure positive insulation of all windings.
- Extra-tall Alkyd coil towers eliminate "flashover" to primary terminals.

NOTE: For Racing use with CD ignitions only!

ACT140002 Racing Coil Universal CDI



MSD HEI COIL

HEI owners now have a choice to replace their stock coil with the MSD High Energy Unitized Coil for GM HEI Distributors. This new coil is a direct replacement of the stock coil. The coil features special low inductance, high temperature windings which charge faster to give you increased spark energy at higher rpm. The premium epoxy filled construction is designed to withstand harsh race applications as well as the wear and tear that daily usage dishes out, and still deliver more spark energy to the spark plugs. Recommended with MSD module MSD8304.

MSD8225 MSD HEI Coil

**High-Performance 50,000 Volt HEI Coil**

Results in more completely burned fuel. Offers 15,000 more volts than stock

PR66943C

**Ford High-Performance Coil**

For Ford Cars & Trucks

PR66959C

**HEI Super Coil**

- Delivers increased spark energy for faster starting, improved idle quality, crisper acceleration, and better top end performance.
 - No need to remove or re-time distributor.
 - Does not affect engine computer (ECM) operation
 - Silicone coil gasket, carbon brush and brush spring included.
 - Coil winding design is equipped with special low resistance magnet wire at increased turns ratio for greater output.
- NOTE: HEI Super Coil wire colours must match original HEI coil wire colours.

AC140003 HEI Super Coil (red and yellow wires)

AC140005 HEI Super Coil (red and white wires)

**Super Coil**

- Universal 12 Volt High Output coil engineered to improve the performance of any street-driven or racing engine equipped with a points ignition.
- Unique winding design with premium grade magnet wire and mylar construction delivers superior spark energy.
- Molded case with generous surface area provides high thermal conductivity for cool operation.
- Extra-tall coil tower with integral voltage dam prevents "flashover" to primary terminals.

AC140001 Super Coil
NOTE: ACCEL 140001 Super Coils are supplied with a 0.85 ohm Ballast Resistor which must be used in conjunction with the vehicle's original ballast resistor, if equipped.

**RPC E-CORE COIL**

E-Core coil red 12v universal (PS91 Crane style).

RPCR2041

**FAST E92 E-CORE IGNITION COIL**

The FAST E92 E-Core Ignition Coil is the perfect solution for customers who currently run a FAST E6 CD Ignition or other modern ignition system. Designed to electrically match the FAST E6 CD Ignition, this coil provides a guaranteed perfect electrical match and ensures that both components deliver maximum performance. The FAST E92 E-Core Coil Ignition is able to provide up to 70% more output than standard OEM coils due to the computer-designed, robust gauge windings. This results in less resistance and better heat dissipation for improved higher RPM performance. The FAST E92 E-Core Ignition Coil is completely over-molded to ensure maximum protection from rusting and corrosion. The over-molded design also allows the unit to be significantly lighter than the standard OEM component.

- Perfect electrical match to the FAST E6 CD Ignition
- Provides up to 70% more output than OEM coil
- Completely over-molded coil provides protection from rusting & corrosion
- Over-molded coil allows for an overall lighter unit

FAST308250 FAST E92 E-Core Ignition Coil

**FAST E93 E-COIL RACING COIL**

When it comes to high compression and cylinder pressures with redline revving RPM, the E93 Coil is the best choice. This coil was engineered from the inside out to handle the needs of race engines. Inside the low profile coil housing is heavy gauge wiring for use on both sets of windings resulting in a highly effective turns ratio of 60:1. The internals are encapsulated in urethane for protection against extreme vibration and abuse from racing environments. The secondary tower is also lengthened to aid in spark isolation and terminal connection.

FAST730-0192

**FAST I91 INDUCTIVE COIL**

The I91 Coil is designed for use with FAST high output inductive ignition systems such as the I6 Ignition Control or the XR-3000 Electronic Conversion Systems. The internal design is optimized to produce a long duration spark coupled with higher voltage output making it ideal for street and performance applications.

FAST730-0891

**COIL WIRE HARNESS PLUG**

I91 & E92 Coils
E93 Coil

FAST6000-6718
FAST6000-6465



FAST6000-6718 FAST6000-6465

**MSD PRO POWER COIL**

The MSD Pro Power Coil is the best choice for short duration applications such as drag racing. The special windings of the Pro Power Coil have extremely low resistance to produce the highest voltage possible with great spark energy when used with an MSD 7, 8 or 10 series Ignition Control. To isolate the high voltage, the coil wire tower rises tall above the primary terminals and uses a spark plug style terminal for a firm connection to the coil wire. The housing is molded from a high dielectric polyester material and a Ciba Arathane compound adds vibration protection to the coil windings. Vibration mounts are also supplied.

MSD8201 Pro Power Coil
MSD8218 Billet Mount, BB Chevy

This aluminum bracket is sold separately and mounts on the back of big block Chevrolet cylinder heads to ease the mounting of the Pro Power Coil.

NOTE: Not recommended with MSD 6 or Digital-7 Series ignition. Coil and mount sold separately.

**MSD 10 PLUS COIL**

This new coil is used exclusively with the MSD 10 PLUS Ignition Control. The MSD 10 PLUS uses MSD's Patented Stacker Ignition technology to combine the best characteristics of a Capacitive Discharge Ignition with an Inductive Ignition. The result is a spark with incredible voltage and long duration and this coil is designed exclusively to handle it all.

MSD8208 MSD 10 PLUS Coil, for MSD 7502 Ignition Only

Note: Cannot be used with the dual coil MSD 10, MSD7500 or MSD7501.



MSD82658



MSD8262

BLASTER GM LS SERIES COILS

Looking to replace your worn out LS coils with a more efficient upgrade? The new MSD Blaster LS Coil line is ideal for your modern GM muscle car or truck. The coils are designed as a bolt-in replacement yet have been thoroughly tested and detailed by our experienced engineering team. The improved efficiency of these Blaster Coils will give your LS the ignition boost you're looking for.

MSD8262 Blaster Coil LS1/LS6 (Single)

MSD82628 Blaster Coil LS1/LS6 (Set of 8)

MSD82658 Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD826283 Black Blaster Coil LS1/LS6 (Set of 8)

MSD82878 Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD828783 Black Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD55088

MSD55118

**MSD STREET FIRE LS SERIES COIL**

These new coils mount directly in place of the factory coils and accept the factory connectors. Spark energy is increased thanks to improved materials and windings that were spec'd by MSD engineering.

- Capacitive discharge technology
- Multiple sparks improve starting and idle
- Full power output at high RPM
- Perfect for budget minded enthusiasts
- Ensures combustion/great throttle response

Description

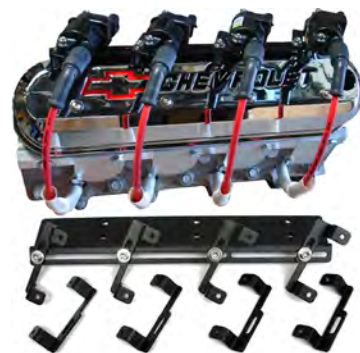
Street Fire LS1/LS6 Coils (Set Of 8)

Street Fire LS2/LS3/LS7/LS9 Coils (Set Of 8)

Part No

MSD55088

MSD55118

**LS SERIES COIL BRACKET**

What to do with those pesky coils in such a confined space? In addition to new LS Slant-Edge valve covers, Proform has designed an attractive way to lift your coils off your valve cover so you can see the Chevrolet emblem. A unique rail mounting system attaches to the threaded holes on the valve cover, and the individual coils attach to the rail so they can be mounted in multiple positions. All necessary hardware included.

GM LS Series Coil Bracket for LS3/LS7

PR69521

**REMOVEABLE COIL MOUNTING BRACKET**

Fits LS series engines. Hinged to provide quick access to valve cover fasteners and moves coils toward back of motor to free up area on front of valve cover for breathers, vacuum pump fittings, fill caps, etc. Fits O.E.M. and larger aftermarket coils with 2-9/16" bolt spacing. Use with Moroso Fabricated Aluminium Valve Cover MO68355

Coil Mounting Bracket, Hinged, Removeable MO72396

**EXTENSION CORD FOR GM LS IGNITION COILS**

If you're thinking of relocating your LS ignition coils somewhere out of sight, then you'll need at least one of these extension cords, because you'll have to relocate the wiring harness also. This cord has authentic Delphi connectors and is built and tested to withstand life in the engine compartment.

PR69525 18" Extension Cord for GM LS Ignition

Coil Wire Harness.

PR69526 46" Extension Cord for GM LS Ignition

Coil Wire Harness.

**LS IGNITION COILS**

Aeroflow now offer a powerful performance upgrade for the Chev LS Engine. These coils are a direct bolt-in and are engineered with high quality internal materials and components for coils that will produce higher voltage and spark energy. The coils are available to suit LS1, LS2, LS3, LS4, LS6, LS7 and LS9 series engines. SOLD INDIVIDUALLY

AF4020-8262 will suit LS1 & LS6 series (Single coil)

AF4020-8265 will suit LS2, LS3, LS4, LS7 & LS9 series (single coil)

AEROFLOW
PERFORMANCE PRODUCTS**LS SERIES BILLET COIL RELOCATION MOUNTS**

Aeroflow have developed a light weight and versatile solution to relocating your LS series style coils. Perfect for conversions or simply running remote coils. Coil mounts can be split to run 2 or 4 coils mounted side by side. Stylish and functional CNC machined from Billet 6061-T6.

Part No	Colour	Description	Bolt Spacing
AF64-4032	Polished	LS1 & LS6 mounts	65mm
AF64-4032BLK	Black	LS1 & LS6 mounts	65mm
AF64-4034	Polished	LS2, LS3 & LS7 mounts	72mm
AF64-4034BLK	Black	LS2, LS3 & LS7 mounts	72mm

REMOTE COIL MOUNTING BRACKET

Fits LS series engines and relocates ignition coils from valve cover. Features non-magnetic, stainless steel studs used to help prevent potential crossfire from the coils. Fits O.E.M. and larger aftermarket coils with 2-9/16" bolt spacing.

Remote Coil Mounting Bracket with Spacers M072395

**ATOMIC LS SERIES
COIL COVERS**

If you desire a clean and customized look to your engine compartment, our new Atomic LS coil covers are designed to fit over the valve covers and coil assemblies to effectively hide the coil packs and wiring. The cast aluminum covers align with the Atomic Smart Fuel Rail assemblies and provide a completely smooth contoured finish to the edge of the valve cover. The Atomic Coil Covers will work with OEM coils as well as MSD's Multiple Sparking Coils.

Description
Atomic LS Coil Covers-LS2/3/7 Red
Atomic LS Coil Covers-LS1/6 Red
Atomic LS Coil Covers-LS2/3/7 Black
Atomic LS Coil Covers-LS1/6 Black

Part No
MSD2970
MSD29701
MSD2971
MSD29711

BLASTER SS COIL

Don't let the compact size of the Blaster SS Coil fool you because it is packed with performance! The efficient E-core windings are designed to produce high amounts of current without sacrificing the voltage output. The secondary windings are wound on a segmented bobbin which improves the placement and distribution of the high voltage. This unique winding design also reduces the chance of voltage breakdown between the primary and secondary windings. For even more protection, these windings are encased in a polyurethane compound for complete protection against vibration. The Blaster SS features brass terminals and a sturdy Rynite housing. It can be used with stock ignitions or ready to run distributors and is supplied with vibration mounts.

MSD8207 Red Blaster SS Coil
MSD82073 Black Blaster SS Coil
MSD8839 Replacement Vibration Mounts

SS IGNITION COILS

Engineered with advanced bobbin technology, high turns ratio windings encased in a protective polyurethane compound for higher energy and voltage outputs. Results in quicker starts, improved idle quality, crisper throttle response and cleaner high RPM power. These coils are compatible with OEM ignition and capacitive discharge ignition systems. Coil comes complete with vibration mounts and terminals for easy installation.

Turns ratio: 70:1
Secondary resistance: 4.4K ohms
Maximum voltage: 40,000 Volts
Spark Duration: 220 uS
AF4020-8207

Primary resistance: .355 ohms
Inductance: 6.9 mH
Peak Current: 300 Ma

IGNITIONS**COILS**

	Blaster 2 3 Series	Blaster SS MSD8207	HEI Coil MSD8225	Blaster GM Ford & OEM Coils	Blaster HVC MSD8232	Pro Power MSD8201	Pro Power HVC MSD8251	Blaster HVC II MSD8253	HVC II MSD8261	HVC Coil MSD8250	10-Plus Coil MSD8208
Factory Points or Electronic Ignition											
Blaster Ignition, MSD 5, Stacker, MSD7000											
MSD HEI Module, MSD8364											
MSD 6A, 6AL, 6ALN, BTM, 6T, 6TN, 6-Offroad, SCI, SCI-L											
Digital-6+, Digital-SCI+											
6-HVC Professional Racing, MSD6600											
MSD 7AL-2, 7AL-3											
Digital-7 Series											
MSD 8											

BLASTER DIS RACING COIL

For all-out race cars with multi-channel coil drivers this new Blaster Coil will provide the incredible voltage your vehicle needs. This coil will top off your MSD DIS HO Ignition system with its low resistance and quick rise time. This combination can produce a spark with incredible voltage that's capable of burning the fuel mix in any cylinder!

MSD8230 Blaster DIS Racing Coil

Note: Designed for engines equipped with an MSD DIS Ignition system only.

BLASTER™ SINGLE TOWER COIL

For performance applications with multi-channel coil drivers this Single Tower Blaster Coil is a great choice. The Coil will also top off your MSD DIS-HO Ignition system when it is set up for a coil-per-cylinder ignition system. The coil's low resistance and quick rise time make it ideal for high revving, multi-coil performance systems.

MSD8232 Blaster Single Tower Coil

GM SINGLE CONNECTOR COIL

- Direct replacement coil is designed with improved materials and windings to produce a strong output
- This improved spark helps burn the fuel mixture more efficiently, resulting in a smooth idle and improved midrange RPM power
- The coil is designed to deliver a strong spark and will connect to factory wiring
- Note when installing an MSD Ignition with this coil, use a PN 8877 harness for a direct plug-in installation
- Direct performance replacement for GM Coil, 1996-1999
- 80:1 turns ratio and lower primary resistance produce high voltage output

Works with stock ignition as well as MSD Ignitions
MSD8231 GM SINGLE CONNECTOR COIL

BLASTER TFI AND GM COIL

Top off your Ford or GM Ignition system with these great new replacement coils. The Blaster TFI and GM Coils have MSD performance in factory style housings! MSD designed these Coils by combining our Blaster Coil experience with E-core coil efficiency. Each coil has a unique turns ratio plus there is lower primary resistance than the stock coil. This all amounts to a bolt-in replacement coil that produces more output voltage. The Coils will work with stock ignition systems as well as MSD equipped cars and trucks.

Installation Tip: If you plan to install an MSD Ignition with your Blaster TFI Coil, use a MSD 8874 Harness for a direct plug-in installation. For the Blaster GM Coil, use a MSD8876 Harness.

MSD8226 Blaster GM Dual Connector Coil

MSD8227 Blaster TFI Coil

accepts an HEI style plug terminal and boot and strong vibration mounts are supplied for a secure mount.

MSD STREET FIRE IGNITION**COIL WITH 6-TOWER PACK**

These new coils mount directly in place of the factory coils and accept the factory connectors. Spark energy is increased thanks to improved materials and windings that were spec'd by MSD engineering.

- Capacitive discharge technology
- Multiple sparks improve starting and idle
- Full power output at high RPM
- Perfect for budget minded enthusiasts
- Ensures combustion/great throttle response

Description
Ford 6cyl 6 Tower Coil Pack

Part No
MSD5529

DODGE COIL

MSD8228
Late Model Dodge,
Pin Connector

FORD 4-TOWER COIL

MSD 8241 For 1995-1998
4.6L, DOHC/SOHC
Ford Coil Pack, 4-Tower

MITSUBISHI/NEON/TALON

MSD offers these two 4-tower coils as replacements for a variety of years ranging from 1994-2002 on vehicles including Mitsubishi's, Neons and others. The difference between the two coils is the wiring connector.

MSD8229 Round Terminals

MSD8239 Flat Terminals

GM DIS COIL (Commodore V6)

Used on vehicles from the mid 1980's to late 1990's. Suits 3.8L V6 Commodore VN Series II on

MSD8224 GM 2-Tower Coil Pack
Installation Tip: If you plan to install an MSD DIS Ignition, use Interface Modules, MSD8870.

COIL INTERFACE MODULE

These Modules make installing an MSD DIS Ignition Control easier on GM engines. The Module simply installs between the ignition module and the coil pack to separate the coil primary terminals and the ignition module wires.

MSD8870 Coil Interface Module, GM 2-Tower Coil Packs
MSD8224 GM Coil Pack Used on a variety of GM engines from the mid '80's through the late '90's.

Blaster Coils for Late Model Hemi and Ford Motor Motors

- Improved Spark Energy
- Patented winding design and materials
- Direct bolt-in to factory connectors

Fire up your late model Hemi or Mod Motor with a set of MSD's Blaster Packs. The Coils are a direct bolt-in and deliver increased spark energy over the factory models. Our engineers spec'd superior materials and winding ratios to increase the output of the coil while retaining the factory fit.

Blaster Hemi Coils, 8-Packs

MSD82568 Early Model, '03-'05
MSD82558 Late Model, '06-'08

Blaster Coil-on-Plugs for Ford, 8-Pack

MSD8242 99-04 4.6L SOHC Individual
MSD82428 99-04 4.6L SOHC Set of 8
MSD82438 05-08 SOHC Ford Set of 8
MSD82448 FORD 5.4L 4-Valve DOHC

BLASTER COIL**5.0L COYOTE**

The all new Ford 5.0L Coyote engine is hot, but MSD now offers a coil that will make it even hotter! MSD developed a replacement coil that incorporates improved windings and material to increase the output of the coil. Also, when other modifications are being added, you can rely on the Blaster Coil to recover quicker through high rpm with a powerful spark to promote combustion.

MSD82488**Blaster Coil 5.0L Coyote (Set of 8)****STREET FIRE COIL****5.0L COYOTE**

These coils mount directly in place of factory style versions and accept the OEM connectors as well. Performance output is improved thanks to a careful selection of better materials and efficient winding ratios.

MSD55158**Street Fire Coil 5.0L Coyote (Set of 8)****BLASTER HVC II**

This coil utilizes an iron U-Core design with a segmented bobbin for improved voltage distribution. The bobbin is molded from a special Dupont Rynite material and wound specifically to produce the most current possible with incredible voltage and lightning quick rise time. The blue housing is also molded from high dielectric Rynite material. The brass primary terminals are spaced far apart and the secondary tower is well protected for increased spark isolation. The housing is completely potted with an epoxy compound for vibration resistance and installs with sturdy vibration mounts.

MSD8253* **Blaster HVC II Coil, for 6 Series Ignition Controls****PRO POWER HVC IITM COIL**

MSD engineers drew upon their experience with Top Fuel cars and coils used with our Pro Mag 44 to create the new HVC II Coil for use with the MSD 7 Series Ignition Controls. The new HVC II Coil is completely built in-house so our engineers have exclusive control over their performance and quality. The Coil utilizes an iron U-Core design with a segmented bobbin for improved voltage distribution. The bobbin is molded from Dupont Rynite FR946 material which has incredible dielectric capabilities at high temperatures. MSD also incorporated a cutting edge winding material that has an improved insulation and is also capable of enduring extreme voltages. Together, these materials create a durable coil with incredible voltage capabilities, lightning quick rise time and lengthy spark duration. The housing, also molded from Rynite material, features far spaced brass primary terminals and a well protected secondary tower for increased spark isolation. The housing is completely potted with an epoxy compound for vibration resistance and installs with sturdy vibration mounts. For use with MSD 7 and 8 Series Ignitions.

MSD8261 **HVC Pro Power II Coil, for 7 Series Ignition Controls****HIGH VOLTAGE/HIGH****CURRENT PERFORMANCE****COILS**

Coils have always had to compromise voltage output against current output. More voltage increases the initial ionization of the spark plug gap, but lowers the amount of current, or heat, that follows across the plug gap. When a coil is designed to produce more current, the voltage output generally suffers which taxes the ease of ionizing the gap. The MSD HVC Coils are designed to produce maximum voltage and energy!

To accomplish this combination of high voltage and current MSD uses an E-core winding design. This is a very efficient design where less loss occurs during the transfer of electricity due to the closed core of the coil. Another benefit is that the coils run extremely cool, even at high racing rpm, thanks to the efficient design and huge laminations.

BLASTER HVC COIL

The Blaster HVC is designed & recommended for high rpm, long duration applications such as road course and circle track racing using an MSD 6 Series Ignition.

MSD8252 **Blaster HVC, for 6-Series Ignitions****MSD HVC COIL**

The HVC Coil is designed exclusively for the HVC Professional Racing Ignition Controls, MSD6631.

MSD8250 **MSD 6 HVC Coil (Must be used with the 6 HVC Professional Ignition)****PRO POWER HVC COIL**

The Pro Power HVC Coil is designed for racing applications with an MSD 7 or 8 Series Ignition Control.

MSD8251 **Pro Power HVC, for 7-Series Ignitions**

NOTE: For use with MSD 7 or 8 Series Ignitions only.

Drag Race Coil

Intended for drag racing use only, not for continuous operation. Engineered for maximum output even at engine speeds in excess of 12,000 RPM. Optimized for use with Accel's 300+ and 400+ Racing Ignition Systems. Features epoxy encapsulation for maximum vibration and shock resistance and light weight black anodised extruded aluminium housing with extra large heat sink for maximum cooling.

Drag Race Coil**AC140010****Holley****HOLLEY IGNITION COIL**

The Holley dual tower coils provide higher spark energy than even high power single racing coils, while still providing the durability of a factory ignition system. Excellent for any supercharged, turbocharged, nitrous, or high compression engines, or anyone wanting the unmatched timing accuracy and spark energy this system offers.

H0556-104**COIL-NEAR-PLUG SMART COIL**

This coil is designed for use with Holley® HP and Dominator ECUs, as well as other EFI systems that can drive "smart" ignition coils. Although it is designed for high powered race applications, it can be used on street driven vehicles as well.

- Peak Voltage – 44,000 Volts
- Peak Output – 102 Mj
- Maximum Battery Voltage 17.0 Volts
- Includes mating connector and pins

H0556-112**BOSCH****BOHEC716****BOSCH HEI STYLE TRANSFORMER COIL****BOMECH717****BOSCH SOCKET STYLE TRANSFORMER IGNITION COIL****Universal Coil On/Near Plug Harness**

Universal Coil On/Near Plug Harness – Use to connect Holley PN 558-312 or factory GM LSx coil harnesses to Holley HP or Dominator ECU's

- For use with Holley HP or Dominator ECU's
- Universal
- Connects 558-312 or factory GM LSx coil harnesses

H0558-307**MSD COIL WIRE RETAINER**

The MSD Coil Wire Retainer holds the boot securely in the coil. The lower portion of the retainer snaps around the body of the coil under the flange and is held in place with a nylon tie wrap. Some coils are shorter than others, so a spacer ring is included to adapt to them. With this combination the coil wire cannot vibrate loose during severe racing conditions. The MSD Coil Wire Retainer fits most of the MSD Blaster Coils (except the Ford Blaster 2F and Blaster 3) and most aftermarket canister type coils.

MSD8217 **Coil Wire Retainer, Canister Coils****COIL WIRE**

MSD offers these two style coil wires to make the change easy.

Also, remember that the coil wire see eight times the use of each plug wire so changing the coil wire as a maintenance is also a good idea.

MSD84039 **8.5mm Super Conductor**

18" long, 90° terminals and boots are installed on both sides to connect to an HEI style terminal. A Power Tower is also supplied to adapt a socket style cap.

**AUTOMATIC COIL SELECTOR AND TACH SPLITTER**

Running redundant ignition systems gives you a piece of mind during long races, but how do you swap the coil wire to the back up ignition? Pulling into the pits to have someone physically move the coil wire from the primary coil to the backup coil takes far too much time. The MSD Automatic Coil Selector solves this problem by automatically sensing which coil is being fired and then transfers that coil's high voltage to the distributor cap. The Automatic Coil Selector has two posts that connect to the high voltage coil towers of the ignition coils while a third post connects to the distributor cap. When a racer switches from their primary ignition to the backup ignition, the Coil Selector automatically switches to the backup coil.

As the diagram shows, you must have two ignition controls, two coils and a single-pole, double throw transfer switch. All it takes is a flip of the switch to run a completely new ignition system.

MSD8210 **Automatic Coil Selector**

TECH NOTE: The Automatic Coil Selector cannot be used with an MSD 7, 8 or 10 Series Ignition.

**FIREWALL FEED-THRU**

Molded from Rynite® and nylon, the Firewall Feed-Thru provides 1/2" of insulation to ensure that the coil's spark reaches the distributor.

The Firewall Feed-Thru mounts in a 1" hole directly to the firewall and has high tension towers on each side connected through a brass rod for full spark transfer. Available in Red and Black/Red.

MSD8211 **Firewall Feed-Thru, Red/Black****HEI DISTRIBUTORS****GENUINE STROMBERG®**

Reliable electronic ignition - 12v negative ground No points. No condenser. No black (or red) box. Simple two-wire hook-up OE-style timing adjuster.

Stock black cap Old-school performance tag with unique ID Triggers most multi-spark CD ignitions. NEW FROM STROMBERG for your flathead Ford. The e-FIRE distributor, with electronic ignition, traditional looks, easy installation and simple set-up.

Every e-FIRE distributor looks like it belongs on your traditional flathead motor, with a regular black cap and an old-school performance tag. It's also as short as we could make it, which is important if you're building a hot rod.

Everyone has electronic ignition. No points, no condenser, no black (or red) box and very little maintenance. Just higher efficiency, economy and accurate spark timing.

It's easy to install, with just two wires to a regular coil, and adjusts just like a stocker with the static timing screw on the side so you don't have to unbolt it and turn the whole body. The advance rate (and max total advance) is tuned specifically to suit the flathead V8 motor and every e-FIRE distributor is machine tested and ready to run.

NOTE: Must be used with a points style coil only, with a resistance of at least 3.0 Ohms (Ω) or 1.5 Ohms with a ballast resistor. DO NOT use a low-resistance or HEI-style coil.

Part No	Description
STROM21A-12	2 bolt 12V
STROM21A-6	2 bolt 6V
STROM11A-12	3 bolt 12V
STROM11A-6	3 bolt 6V





HEI Electronic Racing Distributor

Includes 50,000 Volt Coil, Designed for pre-1987 and non computer controlled late model applications

RPCR3925 SB/BB Chevy
RPCR3926 Ford 289-302
RPCR3927 Cleveland 351

Ford HEI Distributors

High energy electronic distributors for Ford V8 engines. Requires external coil.

Ford 351 Windsor RPCR3936
Ford 302-351 Cleveland & 429-460 RPCR3937



HEI RACING DISTRIBUTOR

WITH COIL

Designed to meet the high performance demands of racing competition, this high-performance distributor produces a 50,000 volt spark through 7,500 RPM with true spark alignment for instantaneous response, a high performance curve, a premium cap with brass terminals, and a low-saturation ignition module.

All have die-cast aluminum housings, polished to a brilliant billet-look appearance.

PR66941R Red Cap
PR66941BK Black Cap

Custom-Curved Chevy HEI Billet Electronic Distributors with Coil

Choose from 3 custom-curved billet aluminum distributors, calibrated for your specific Chevy small or big block application without the high prices of the modified stock distributors our competitors offer. Equipped with premium red cap with brass terminals, adjustable vacuum advance, 50,000 volt highoutput coil, and low saturation ignition module.

Select from the following curves:

- (H) Heavy vehicles - high load - low vacuum camshaft.
- (M) Medium weight vehicles - short duration - high torque cam. Most popular.
- (L) Light vehicle - rapid acceleration - typical race profile cam.

PR66996(H) Chevy S/B & B/B Billet Distributor

PR66997(M) Chevy S/B & B/B Billet Distributor

PR66998(L) Chevy S/B & B/B Billet Distributor

Same as above, but without vacuum advance:

PR66999(H) Chevy S/B & B/B Billet Distributor

PR67019(M) Chevy S/B & B/B Billet Distributor

PR67020(L) Chevy S/B & B/B Billet Distributor



High-Power 50,000 Volt HEI Coil and Cap Kit, Blue Cap

50,000 Volt coil and premium hi-dielectric caps with brass terminals, and premium rotor. Supplied in clamshell packaging.

PR66942BC Blue
PR66942KC Red
PR66942RC Black

High-Performance Ignition Module Upgrade Your HEI!

Engineered with low saturation for maximum spark intensity.

PR66944C.....Ignition Module
PR66944RC.....Ignition Module, High Output 9,000 RPM



GM V8 HEI Dust Cover

PR66957C

Cap & Rotor Kit

Fits GM V8.

PR66947BCBlue Cap
PR66947BKCBlack Cap
PR66947RCRed Cap
PR66947CCClear Cap



CHEVROLET S/B & B/B HEI

Chevy V8 HEI distributor complete with coil

Part No	Description	Cap Colour
AF4210-8362BLK	Black anodised body	Black Cap
AF4010-8362BLK	Machined aluminium body	Black Cap
AF4010-8362R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-8362 Black HEI distributor cap (coil sold separately)

AF4595-8362 Red HEI distributor cap (coil sold separately)

AF4590-5596 Ignition Module

AF4590-5525 Black HEI coil

AF4590-84101 Rotor button

AF4590-8531 Chevy V8 steel distributor gear

AF4590-31035 Adjustable vacuum advance canister Silver

AF4590-31335 Adjustable vacuum advance canister Black

AF4590-83621 Magnetic pickup assembly

AF4590-8428 Timing advance spring & bush kit

MSD Pro-Billet HEI

The Chevrolet HEI Distributor is a favorite for muscle cars, street rods and even circle track racers. The integrated coil keeps underhood wiring clean, and for race cars, the idea of running one wire to the distributor keeps things simple. However, when it comes to performance, the stock HEI falls short. MSD answers the need for a strong, accurate and high performance HEI with our Pro-Billet HEI. The distributor is supplied with our Digital HEI Module and Coil so there is plenty of spark energy combined with improved dwell and timing control. Tig welded on top of the distributor shaft is MSD's adjustable centrifugal advance assembly. Three sets of springs and four stop bushings let you dial in up to 24 different timing curves to match your driving needs. Plus, there's a vacuum advance for those concerned with economy.

NOTE: The MSD8365 is designed to replace GM HEI Distributors that use a 4-Pin ignition module.

MSD8365 MSD Pro-Billet Chevrolet HEI

MSD84742 Kit with Distributor, Leads, Separators & Clamp

MSD83653 Black MSD Pro-Billet Chevrolet HEI

MSD STREET FIRE™ HEI

DISTRIBUTOR

Street Fire components will offer a quality designed alternative to the bottom bargain parts that are springing up all over. We're so assured with the quality of our new Street Fire HEI Distributor that we provide a one year warranty with it! We know the importance of a centrifugal advance in a distributor so our engineers made sure that the StreetFire received an advance assembly with coated weights and welded weight pins (not just pressed in like other models). Another area that you cannot afford to scrimp on is with a distributor gear. The Street Fire is fit with the same gear that is used on our Pro-Billet models. The metallurgy of this gear has been refined for years to perform through the harshest conditions. Inside, the ignition module and coil work together to produce a stout spark to light the fuel mixture for great performance. The high voltage is transferred through a new rotor to the brass terminals of the distributor cap and out to the plugs.

The Street Fire Distributor is the first product to come from our new value branded ignition line.

MSD8362 Street Fire HEI Distributor

MSD5501 Street Fire GM HEI Cap/Rotor

MSD5525 Street Fire Coil GM HEI

MSD5596 Street Fire Module

MSD5597 Street Fire Vacuum Advance, adjustable

THE ULTIMATE HEI KIT

The Ultimate HEI Kit has everything you need to make your early model GM HEI Distributor a great performance distributor!

The MSD HEI Module features special circuitry that produces 50% higher coil drive currents than a stock module resulting in higher spark energy at racing rpm. By matching the Coil specifications with the module, MSD also delivers more accurate timing and dwell control.

To ensure all of this new power makes it to the plugs, the kit is supplied with a high quality rotor and a durable cap with brass terminals for superior conductivity. Even a new dust cover to top it all off is supplied. Don't mess around with stock appearing ignition modules and cheap overseas models. The MSD Ultimate HEI Kit delivers proven performance!

MSD8501 Ultimate HEI Kit

Note: For use with non-computerized (4-pin module) HEIs only.

DIGITAL HEI MODULE AND COIL

MSD offers a Digital HEI Module and performance coil that will fire up your stock HEI Distributor. The Module is a direct plug-in for the 4-pin HEI module and will produce up to 7.5 amps of current. This increased energy will continue through racing rpm reaching 9,000 rpm! The Digital Module is extremely accurate in its delivery of this energy resulting in more accurate ignition timing. Another unique feature is an adjustable rev limiter. You can dial in an engine saving rev limit ranging from 5,000-10,000 rpm.

The other unique feature of this module is it's patent pending technology that can detect if an illegal traction control has been installed. For street cars, you'll never know this feature is there, but for circle track racers that are breaking the rules, they'll find themselves with a low rpm limit activated! If a traction control event is detected, the Digital HEI module will go into a rev limit mode. To get the most performance out of the Digital HEI Module, MSD offers a performance Coil as well. This Coil drops right in place of the original coil and fits under the stock coil cover.

MSD83647 Digital HEI Module

MSD8225 MSD HEI Coil

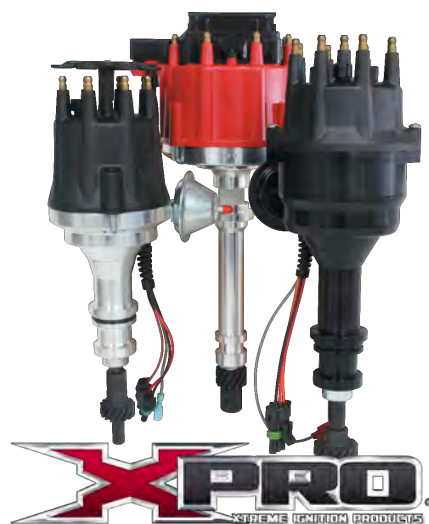
HEI DUST COVER

The Modified HEI Dust Cover allows you to remove the stock HEI coil in your distributor cap and replace it with an externally mounted coil such as the Blaster 2 Coil. This increases the reliability and the performance of the stock HEI system. The Modified Dust Covers are made from high quality plastic that resists spark loss and uses brass conductors to ensure low resistance connections. Designed to be installed on stock HEI distributor caps with no modification.

MSD8401 Modified HEI Dust Cover

MSD8402 Factory Style HEI Dust Cover

DISTRIBUTORS



XPRO DISTRIBUTORS & IGNITION ACCESSORIES

Aeroflow now offer a line of performance Xpro distributors for the most popular V8 engines. The bodies are machined from 6061-T6 billet aluminium and utilise a chromium manganese titanium steel gear. These distributors are ready to run and do NOT require an external ignition box. The internal ignition module features a built in adjustable rev limiter. Aeroflow Xp

ro distributors are easy to install with only 3 wires to connect with weather tight connector and wiring harness included. Simply connect power, coil negative and earth. they also come with a grey output wire that is used to send a tach signal and set your built in rev limiter or trigger your aftermarket EFI system.

**HOLDEN 253 - 304 - 308 - 355****XP RO READY TO RUN DISTRIBUTOR**

Holden V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-85891BLK	Black anodised body	Black Cap
AF4010-85891BLK	Machined aluminium body	Black Cap
AF4010-85891R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84333	Black distributor cap
AF4595-8433	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-23102	Holden V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**FORD 289 - 302 WINDSOR BILLET XP RO READY TO RUN DISTRIBUTOR**

Ford Windsor V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8352BLK	Black anodised body	Black Cap
AF4010-8352BLK	Machined aluminium body	Black Cap
AF4010-8352R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84313	Black distributor cap
AF4595-8431	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-85833	289-302 Windsor V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**FORD 429 - 460, 302 - 351 CLEVELAND XP RO READY TO RUN DISTRIBUTOR**

Ford Cleveland V8 ready to use XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8350BLK	Black anodised body	Black Cap
AF4010-8350BLK	Machined aluminium body	Black Cap
AF4010-8350R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84313	Black distributor cap
AF4595-8431	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-85813	Ford 429-460/Cleveland V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**CHEVROLET S/B & B/B****XP RO READY TO RUN DISTRIBUTOR**

Chevy V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8360BLK	Black anodised body	Black Cap
AF4010-8360BLK	Machined aluminium body	Black Cap
AF4010-8360R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84333	Black distributor cap
AF4595-8433	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-8531	Chevy V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**HEI DISTRIBUTOR KIT**

The MSD HEI Distributor Kit allows you to get rid of your bulky GM HEI distributor (large cap with internal coil) and bolt in some true MSD performance in a smaller package. The Ready-to-Run distributor features a built-in spark energy intensifier which provides a much more powerful spark than the stock HEI. MSD's race proven mechanical advance allows you to tune in an ignition curve while a vacuum advance provides street economy. An MSD Blaster SS Coil tops off the system to deliver the high voltage sparks to the distributor.

MSD8474 HEI Distributor Kit, Chevy V8

NOTE: Replaces 4 and 5-pin HEI modules only. On 5-pin systems the Knock Sensor is not retained.

**NEW MSD BLACK Distributors**

MSD85555	Pro Billet V8 Chevy
MSD83603	Ready to Run V8 Chevy
MSD83523	Ready to Run Ford 289/302
MSD85793	Pro Billet Small Cap Ford 302
MSD83503	Ready to Run Ford 351C-460
MSD83653	Black MSD Pro-Billet Chevy HEI

**Ignition Kits**

MSD84745	Ford ready to run 289, 302 kit
MSD84746	Ford ready to run 351W kit
MSD84747	Ford ready to run 351C & 460 kit
MSD84741	Chevy ready to run kit

This kit is supplied with everything you need for your ignition including a Ready-to-Run Distributor, Blaster SS Coil, 8.5mm Spark Plug wires with separators and even a billet Hold-Down Clamp. The Ready-to-Run Distributor is a great choice for your engine. It features a high output module that produces a vigorous jolt across the plug gap and the installation is simple with just three wires to connect! Also, a steel gear is installed for compatibility with hydraulic roller camshafts.

Digital E-Curve Distributors

The Digital E-Curve Distributor will drop right in your engine, easily connect to the coil and fire up! There are no external controls or boxes to mount and connect, and you can set a timing curve with the twist of a rotary dial!

That's right, no more springs or stop bushings to change. A new digital module lets you select from nearly 100 different advance curves, including a vacuum advance! Simply remove the cap and rotor to access the rotary dials and select a curve to match your application. You can also set an rpm limit that will protect your engine from overrev damage caused by a missed shift or driveline failure. This limit is adjustable from 5,000-10,000 rpm. These adjustments are possible due to an advanced digitally-controlled ignition module. Not only does the module offer these adjustable options, it also produces a hearty jolt of energy to the coil to produce a powerful spark to fire up your engine's performance. Also, a magnetic pick-up is used for reliable and accurate trigger signals throughout the entire rpm range of your engine. The E-Curve Distributor is topped with MSD's Rymite molded cap and rotor and is supplied with a heavy-duty gear and a matching 3-Pin Weathertight wiring harness.

- Digitally controlled stand-alone distributor with adjustable electronic advance
- Set a centrifugal advance and vacuum advance curve electronically
- High output ignition module produces a powerful spark for improved performance
- Simple three wire connection and you're ready-to-run
- Dial-in a rev limit to protect your engine from overrev damage

Chev V8 Small Block & Big Block

MSD8394

Ford 289-302 Windsor

MSD8503

Chrysler Small Block 318-340-360

MSD8504

**Pro-Billet Ready-To-Run Distributors**

The Pro-Billet Ready-to-Run distributor is the perfect upgrade for outdated points distributors or bulky HEIs. Simply install the distributor in the engine, connect three wires, the coil and fire it up! A maintenance-free magnetic pick-up accurately triggers the module. The increased output of the amplifier easily outperforms stock ignitions and will smooth out the engine's idle, improve starting and provide a much higher rpm range. The Ready-to-Run features MSD's adjustable mechanical advance which allows you to custom tailor an ignition curve to match your engine's needs. There is also a vacuum advance canister to help improve economy. For positive street performance, the Ready-to-Run is the best choice.

Holden V8 253-304-308

MSD85891

Chev V8 Small Block & Big Block

MSD8360

Chev V8 Small Block & Big Block BLACK

MSD83603

Chrysler 340-409

MSD8393

Ford 289-302 Windsor

MSD8352

Ford 289-302 Windsor BLACK

MSD83523

Ford 289-302 Windsor Steel Gear

MSD83521

Ford 351 Windsor

MSD8354

Ford 351 Windsor Steel Gear

MSD83541

Ford 302-351 Cleveland & 429-460

MSD8350

Ford 302-351 Cleveland & 429-460

MSD85793

Ford 302-351 Cleveland & 429-460 Steel Gear

MSD83501

Ford FE 332-428

MSD8595

Ford Y-Block 239-312

MSD8383

Ford Flathead 1949-53

MSD8573

Chrysler Small Block 273-360

MSD8388

Chrysler 383-400

MSD8386

Chrysler 426-440

MSD8387

Chrysler Hemi 331-354

MSD8391

Chrysler Hemi 392

MSD8389

Buick Nailhead 322-425

MSD8524

Pontiac 262-455

MSD8528

Oldsmobile 260-455

MSD8529

Street Pro-Billet Distributors

The Street Pro-Billet is a popular route for people looking for proven race performance for their street cars. A vacuum advance canister provides economy and the proven MSD mechanical advance gives you the opportunity to dial-in a timing curve to fit your needs.

Inside, an oversized steel shaft is QPQ-coated for low friction and rides in a sealed ball bearing at the top of the distributor with an extra-long sintered bushing at the bottom. This combination keeps the shaft steady creating accurate spark delivery at any rpm. The Street Pro-Billet relies on a magnetic pick-up to trigger the MSD Ignition Control which delivers the powerful sparks to the coil. This pick-up is extremely accurate and never needs adjusting.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Chev V8 Small Block & Big Block

MSD8361

Chev V8 with Mechanical Tach Drive

MSD8572

Ford 302-351 Cleveland & 429-460

MSD8477

Ford 289-302 Windsor

MSD8479

Ford 351 Windsor

MSD8478



Pro-Billet Distributors

This is our most popular performance distributor! The housing is machined from a billet of 6061-T6 aluminum on a state-of-the-art CNC machine producing exact tolerances. For high rpm stability, a .500" steel shaft is supported by a sealed ball bearing and a long sintered bushing. This shaft also receives a QPQ coating for friction reduction and resistance to corrosion. A precision machined reluctor is attached to the shaft which triggers the magnetic pick-up mounted in the housing. This high output magnetic pick-up is the most accurate way to trigger your ignition. Plus, with no moving parts to wear or adjust, the pick-up is maintenance free! Just above the pick-up is MSD's adjustable mechanical advance assembly. Different springs and stop bushings are supplied so you can tune an advance curve to match your application.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Holden V8 253-304-308	MSD8589
Chev V8 Small Block & Big Block	MSD85551
Chev V8 Small Block & Big Block BLACK	MSD85555
Chev V8 Small Block & Big Block (Marine)	MSD8560
Chev V8 with Dual Magnetic Pick-ups	MSD8356
Chev V8 with Mag Pick up & Non-mag sync	MSD2345
Chev V8 with Hall Effect Cam Sync Pick-up	MSD23451
Ford Small Cap Ford 302	MSD85793
Ford 5.0L EFI 1986-93 (Uses Stock Connector)	MSD8456
Ford FE 332-428	MSD8594
Ford Flathead 1942-48 (2-Bolt Front Mount)	MSD8351
Ford Flathead 1932-41 (3-Bolt Front Mount)	MSD8353
Pontiac 326-455	MSD8563
Oldsmobile 260-455	MSD8566
Ford Y-Block 239-312	MSD83831
Chrysler Hemi 392	MSD83891

Pro-Billet Small Diameter

This Distributor was designed for racers and street rodders that have space limitations due to firewall interference, blowers or oversized intake manifolds such as tunnel rams. The distributor is 3/8" narrower and almost 1" shorter than a standard distributor. Proven performance features include a high output magnetic pick-up and precision machined reluctor for accurate ignition triggering. A fully adjustable mechanical advance allows you to tailor the advance curve to your specific application. Topping it all off is our own small diameter cap. This is molded out of durable Rynite® material and comes with an optional wire retainer. NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block	MSD8570
Ford 302-351 Cleveland & 429-460	MSD8577
Ford 289-302 Windsor	MSD8579
Ford 351 Windsor - RED	MSD8578
Ford 351 Windsor - Black	MSD85783
Chrysler 383-400	MSD8545
Chrysler 440-426	MSD8546

Pro-Billet Extra Small Diameter

This Chevy distributor is the smallest ever built by MSD! It is specifically designed for racers and street rodders with space limitations due to firewall interference, blowers or oversized intake manifolds such as tunnel rams. It measures 1/2" narrower and over 1" shorter than a standard distributor. • CNC machined billet aluminum housing is 1/2" smaller in diameter and over 1" shorter than conventional Chevy V-8 distributors with the "points" type cap • Supplied with small diameter HEI style distributor cap and rotor • Will not accept a vacuum advance canister • O-ring seals can be added to modified blocks to improve oil pressure control • Must be used with an MSD 6, 7, 8, or 10 Series Ignition • Special oil tract improves lubrication to the distributor and cam gear • Maintenance-free magnetic pickup and precision reluctor create stable trigger signals throughout the rpm range • Easy-to-adjust mechanical advance with supplied springs and stop bushings (except locked out versions) • Adjustable slip collar mounting flange for engines with modified deck heights • Polished steel shaft is QPQ coated and guided by a sealed ball bearing and extra-long sintered bushing • Advance plate and weights are fine blanked from chrome moly steel and QPQ coated for friction reduction • Advance weight pins are staked and tig welded to the plate • Nylon pads ensure smooth operation of the advance weights • Mechanical advance assembly can be locked out for crank trigger systems

Chev V8 Small Block & Big Block MSD85701

Flat-Top Pro-Billet Distributor

This distributor sits low in the engine block, then is topped with our special Crab Cap that positions the spark plug terminals horizontally to give you plenty of clearance. The distributor incorporates a mechanical advance assembly that you can easily tune with the supplied springs and stop bushings. For trigger accuracy, a maintenance-free magnetic pick-up is used. This pick-up plugs directly into an MSD Ignition Control. The Flat-Top Distributor is supplied with our Dupont, Rynite molded distributor cap and rotor along with a heavy duty gear for long life in your engine.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block MSD84891

CHEVY PRO-BILLET DISTRIBUTOR FOR LATE MODEL/MODIFIED RACING

Designed to handle the rigors and harsh racing conditions of late model, modified, and off-road racing.

Starting at the top of the distributor, a larger diameter distributor cap is securely bolted to the billet aluminum housing. The extra width prevents the chance of spark scatter during high rpm racing. Under the injection molded rotor is a billet steel reluctor and proven magnetic pickup assembly. The steel reluctor offers the material and strength required to be modified for advanced cylinder-to-cylinder timing orders. These components are parylene coated to prevent corrosion and the timing is locked-out for a solid signal from idle to redline. Inside the CNC-machined housing, a sealed ball bearing assembly guides a .500" shaft that receives a friction reducing QPQ coating. Mounted to the base of this shaft is an oversized (+.006") bronze distributor gear to ensure the proper mesh with the cam gear. •CNC-machined billet aluminum housing provides a solid foundation •Adjustable slip collar allows for precision installation with modified blocks or intakes •Billet reluctor and a magnetic pickup produce accurate trigger signals •Large diameter Ford style cap prevents spark scatter and securely bolts in place •A Weather tight connector seals and locks the pickup wiring

MSD85705

Billet Ford Distributors

For Ford enthusiasts that are serious about performance! Just under the brass terminals of the MSD cap and rotor is an easy-to-adjust mechanical advance assembly. The assembly is fine blanked from chromo-moly steel, TIG-welded for strength plus receives a QPQ coating. The precision weights glide on nylon bushings for smooth advancement and different springs and stop bushings are supplied so a variety of advance curves can be tuned. The steel shaft that spins the advance and reluctor receives a friction reducing coating plus is guided by a sealed ball bearing and long sintered bushing. This combination provides stable timing signals and spark delivery at any rpm. Triggering chores are handled by MSD's race proven, maintenance-free magnetic pick-up.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Ford 302-351 Cleveland & 429-460	MSD8580
Ford 289-302 Windsor	MSD8582
Ford 289-302 Windsor Steel Gear	MSD8598
Ford 302-351 Cleveland & 429-460 (Steel Gear Installed)	MSD85801
Ford 351 Windsor	MSD8584
Ford 351 Windsor with Victor Jr Manifold	MSD85805
Ford 351 Windsor with Hydraulic Roller Cam	MSD85840

Billet Chrysler Small Block Distributor

Remove the MSD cap and Race Rotor and you'll find easy access to the adjustable mechanical advance assembly. This advance is designed for accuracy and strength with TIG-welded weight pins, nylon pads for smooth movement of the weights and a QPQ coating for friction reduction. Different advance springs and stop bushings are supplied so you can custom tailor a timing curve to fit your Chrysler's needs. Supporting the advance assembly is a hardened, polished steel shaft. Two ball bearing guides are used to support the shaft producing incredible stability. Precision paddles of a zinc-plated reluctor pass a maintenance-free magnetic pick-up creating a trigger signal that tells the MSD to fire.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Chrysler Small Block 273-360 MSD8534

Pro-Billet Can Sync Distributor

Features an adjustable cam sync pickup as well as a magnetic pickup inside the distributor to trigger the ignition control. The Hall-effect sync pickup is adjustable up to 60° BTDC to meet the needs of most aftermarket ECUs and even is crimped with a common 2-pin Weathertight connector. A great new feature is the two piece adjustable rotor that is supplied. This assists in setting up the proper rotor phasing for accurate timing and spark control. Each Cam Sync Distributor is topped with MSD's adjustable two piece rotor to provide rotor phasing adjustments. This distributor must be used with an MSD 6, 7, 8 or 10-Series Ignition.

MSD2358	Ford 289,302 with Steel gear
MSD2359	Ford 289,302 with Iron gear
MSD2360	Ford 289,302 with Bronze gear
MSD2362	Ford 351 with Steel gear
MSD2357	Chevy

Note: must be used with an MSD 6,7,8 or 10-Series ignition

MSD HVC Series Professional Racing Distributors

Developed to handle miles of 9,000+ rpm racing. Inside, there are two Hall-effect style pick-ups that can be switched for redundant systems. These pick-ups are stacked so any individual cylinder timing will not be affected between pick-ups. Also, the secondary pick-up is adjustable +/-8° so teams can easily tune to their needs. The timing is locked out on these distributors and for stability there is a 1.58" diameter precision ball bearing which also holds the endplay at zero. Engine pressures are sealed off through a double seal assembly and the large Dupont Rynite injection molded distributor cap is securely bolted to the billet base. The HVC Distributors are supplied with a cap and rotor. A 6-foot harness is available separately, PN 8857, to connect the distributor to the ignitions. Also, a gear is not installed and must be purchased separately.

Chev V8 Small Block & Big Block

MSD83921

Crank Trigger Distributors

The MSD Billet Crank Trigger Distributors are designed to fit in tight quarters and still accurately deliver the sparks.

Crank Trigger Distributors are designed to be used with a crank trigger only. The distributors have no magnetic pick-up or advance assemblies. NOTE: Must be used with an MSD Crank Trigger and Ignition Control.

Chev V8 Small Block & Big Block	MSD84697
Chev V8 with Crab Style Cap	MSD8489
Chev V8 with Crab Style Cap (Extra Tall)	MSD8486
Ford 351 Windsor	MSD8378
Ford 302-351C & 429-460 with Sheet Metal Intake	MSD8569

Pro-Billet Distributors with Slip Collar

If you have a slightly taller block or have decked the heads, the distance between the distributor mounting pad and the cam gear/oil pump drive may be different. MSD offers these Distributor with an adjustable slip collar with 1.5" of adjustment so you can be sure the distributor is installed correctly. The distributor shares the same features of the standard Pro-Billet Chevrolet model including a ball bearing guide, long sintered lower bushing and an oil seal. To trigger the MSD Ignition a maintenance-free magnetic pick-up is secured in the billet base of the distributor. Just above this pick-up assembly is an adjustable mechanical advance assembly.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block	MSD85561
Chev V8 Small Block & Big Block (Extra Tall)	MSD8547
Chev V8 with Locked out Timing and Bronze Gear	MSD85501

Pro-Billet Front Drive Distributors

MSD's Pro-Billet Front Drive Distributor is the solution for race engines that don't have room for a standard distributor due to firewall clearance or intake combinations. The MSD Front Drive Distributor is belt-driven from a pulley installed on the camshaft. For increased strength and durability a 9mm belt is used which is wider than any other drive assembly. The distributor head is CNC-machined from a billet of aluminum and is secured to a strong precision bracket. This system is an extremely accurate way to distribute the spark energy from your MSD Ignition! We revised the front drive with our standard Ford-style cap and rotor. This creates a downsized package for an easier fit in tight engine compartments. The Front Drive Distributor is supplied with mounting bolts, cam pulley and drive belt. NOTE: Must be used with a Jesel Camshaft Belt Drive Kit and an MSD Flying Magnet Crank Trigger.

Chevrolet Small Block	MSD8510
Chevrolet Big Block (Std Cam Location Only)	MSD8520
Chev/Holden LS Series Engines	MSD8712
Universal Kit (Fabrication Required)	MSD8511

Pro-Billet Honda Distributor

Finally, a performance distributor for Honda and Acura engines! This all new Pro-Billet Distributor is designed for the popular Honda/Acura '96-'01 JDM/USDM 1.6/1.8L B-Series DOHC VTEC engine platform. The Pro-Billet Distributor is designed for performance from the inside out starting with a precise billet aluminum housing. Inside this strong new housing is a ball bearing guide for high rpm stability. Hall-effect pick-up assemblies are used to improve trigger signals and are also compatible with the factory ECU. The Distributor uses a small external ignition module that creates a much higher energy spark to the Blaster SC coil. This inductive spark also has longer spark duration and even fires multiple times at lower rpm. This increased spark output improves combustion resulting in improved performance through the entire rpm range.

NOTE: External Ignition Module and Coil must be purchased separately.

Honda 1996-01 1.6/1.8L B-Series DOHC VTEC Engines	MSD8488
Ignition Driver, required with Distributor	MSD6305
Blaster SC Coil, recommended with Distributor	MSD8235

Marine Distributor Ready-to-Run

MSD's new Ready-to-Run marine distributors are the perfect upgrade for boats that are relying on worn-out breaker points or weak ignition systems. These new distributors feature a powerful ignition module built into the billet aluminum housing. That means no extra ignition box is needed! This module produces a stout inductive spark that will improve combustion of the fuel mixture for better drivability. Beneath the durable bolt-down injection-molded cap, a maintenance-free magnetic pickup produces accurate trigger signals, while an oversized shaft is guided by a sealed ball bearing. An easy-to-adjust mechanical advance allows you to custom-tailor a timing curve to match your application. Their Ready-to-Run design makes installation a breeze. Simply drop one in the engine and connect three wires and you're ready-to-run across the lake! All are equipped with flame arrestor holes machined into their CNC-machined aluminum housings, and are supplied with a cap, rotor, gear, and weathertight wiring harness.

MSD83506 Marine 351c-460 ready-to-run
MSD83606 Marine chevy ready-to-run

**MSD DISTRIBUTOR CAPS**

MSD molds the most popular V8 distributor caps in-house. These caps are injection molded from DuPont® Rynite material and feature spark plug-style terminals. These terminals offer improved locking connections and the Rynite material is extremely strong with excellent dielectric properties. Plus, most caps have an optional wire retainer that is supplied with these caps to lock the wires in place.

MSD8433 MSD Pro Billet & Ready-To-Run - Red
MSD84333 MSD Pro Billet & Ready-To-Run - Black
MSD8408 MSD Ford Style & Cap-A-Dapt - Red
MSD84083 MSD Ford Style & Cap-A-Dapt - Black
MSD8431 MSD Small Diameter Distributors - Red
MSD84313 MSD Small Diameter Distributors - Black
MSD84314 MSD 8488 Honda Pro Billet Distributor - Red
MSD8541 MSD Crab Style Cap - Red
MSD8437 Chev V8 Socket Style & MSD - Maroon
MSD8434 VW distributor cap suit 8485

**MSD HEI COMPONENTS**

With the introduction of our 20 Amp Extreme HEI Module, we needed an HEI Cap and Rotor that could withstand the high output. The answer was to mold our own HEI Cap, Rotor and Coil Cover. The Cap and Rotor will fit our HEI Pro-Billet Distributor, PN 8365, plus will work on stock applications.

MSD8411 V8 HEI Cap
MSD8410 Rotor
MSD8402 Coil Cover
MSD8401 Modified Coil Cover

**MSD COIL COVERS FOR STOCK HEI CAPS**

People like the functional wire retainer and the looks of our HEI Coil Cover, so we molded one that will work with stock size V8 HEI Caps.

MSD8402 Coil Cover for Stock HEI Caps
MSD8401 Modified for External Coil Applications

**MSD CAP-A-DAPTS**

If the Pro-Cap doesn't work on your application, these MSD Cap-A-Dapts will do the trick. The MSD Cap-A-Dapt adapts a large, Ford style cap onto your MSD distributor. This large cap spaces the spark plug terminals farther apart which prevents the chances of cross-fire and ionization from occurring. Spark plug style terminals used on the cap for tight connections that will not vibrate loose. The rotor is injection molded out of Rynite® for incredible strength and resistance to spark. Thick vanes are incorporated to stir up the air in the cap for even more prevention of ionization occurring. Three Cap-A-Dapts are available; two with a fixed rotor and another with an adjustable, two piece rotor. The Two Piece Rotor allows you to adjust the rotor tip to cap terminal alignment so you can adjust the rotor phasing. All of the MSD Distributors are phased at the factory, but if you are running a Multi-Step Retard or Timing Controller, having the ability to adjust the rotor phasing is beneficial. The Cap-A-Dapts will install on most MSD Billet and Pro-Billet Distributors (except the Ford FE, PN 8594). Both kits are supplied with a high quality cap with brass terminals, rotor and cap spacer.

MSD8445 Cap-A-Dapt, Fixed Rotor
MSD8420 Cap-A-Dapt, Adjustable Rotor
MSD8441 Cap-A-Dapt, Small Diameter Distributors

CRANK TRIGGER DISTRIBUTOR ROTORS

Molded from strong, durable Rynite material these rotors are designed specifically for MSD Crank Trigger Distributors. The rotor tip is secured with a screw for high rpm racing applications.

MSD8567 Rotor for Crab Cap Distributor
MSD8568 Rotor Base for Crab Cap Distributor
MSD8457 Rotor and Base for Low Profile Distributor

**RACING ROTORS**

These rotors are designed with high rpm and performance in mind which is why they are standard on most MSD Pro-Billet Distributors. Both rotors are injection molded from Rynite material for incredible strength and high dielectric properties. Plus the stainless steel/brass rotor tip is also screwed in place so it can handle extreme rpm and high heat conditions. The rotors also feature deep molded vanes to stir up the air inside the cap to prevent spark ionization. The rotor screws are set deep in the housing to prevent spark scatter.

MSD8467 Racing Rotor, for MSD and GM Distributors with Window Caps

NOTE: Will not fit PN 8485 and PN 8473 Distributors.

MSD8423 MSD Ford Distributors and Cap-A-Dapts
MSD8421 Adjustable Rotor for Cap-A-Dapt

**REPLACEMENT ROTORS**

MSD Distributor Rotors are molded from high quality, voltage insulating material to resist carbon tracking while ensuring that the ignition spark reaches the spark plug terminals. For optimum voltage carrying capabilities the rotor tips are made from low resistance brass for maximum voltage transfer.

MSD8470 Rotor for VW, MSD8485, and Ford 2.3L, Distributors only

MSD8410 Rotor, GM and MSD HEI

MSD8427 Rotor, GM & MSD Small Cap HEI (MSD8366)

MSD8070 Rotor for Ford & MSD 5.0L Late Model

MSD8072 Rotor for Ford Socket Cap

MSD84673 Rotor for Crab Cap on MSD8351, MSD8353 & MSD8541

MSD84674 Rotor for MSD8488 Honda Pro Billet Distributor

MSD8470 VW Rota Suite 8485 & 8473

**Street Fire OEM Replacement Distributors**

These Street Fire Distributors are ready to drop into your engine and replace the worn OEM piece. A factory style ignition module is included along with a durable new cap and rotor. The cast housing features a long sintered bushing to add stability and timing accuracy.

GM EFI V8 1988-95 MSD5591
GM Vortec V8 1996-00 MSD5592
Ford 5.0L 1986-93 MSD5594

**Chrysler Electronic Conversion Distributor Kits**

These complete high performance distributor kits will convert your old point-type ignition to new electronic ignition. Each kit includes distributor with high performance advance curve, along with an electronic control unit, wiring harness, ballast resistor, and detailed installation instructions.

PR66991273-318-340-360
PR66993361-383-400
PR66995413-426W-440-426 Hemi

**DISTRIBUTOR PARTS****CAP AND ROTOR KITS**

The cap and rotor of any ignition system must be considered maintenance items. Just like when you change the oil and filter of your car, you should always replace the cap and rotor as a set. To make things easy, we now offer these Cap and Rotor Replacement Kits.

MSD8430 GM V6 EFI, 4.3L
MSD8416 GM V8 HEI, Internal Coil, OE
MSD8482 Ford V8 TFI
MSD8414 Ford V8 Duraspark with Spacer
MSD84335 MSD Cap MSD8433 & Race Rotor
MSD84315 Small Diameter cap MSD8431 & Race Rotor
MSD84085 Large Cap Ford MSD8408 & Rotor

STREET FIRE CAP & ROTOR KITS

These new cap and rotor kits are designed to deliver quality at a value price and are supplied with brass terminals and a heavy duty rotor.

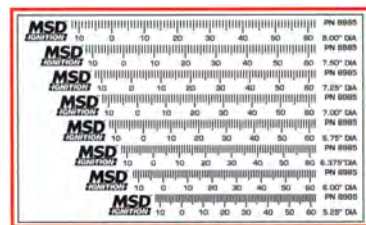
MSD5505 Ford/MSD TFI V8
MSD5506 Ford V8 Socket Cap
MSD5500 GM Points Style with Socket Cap
MSD5501 GM HEI V8 Internal Coil
MSD5502 GM External Coil V8 EFI

MSD TIMING TAPES

Accurate ignition timing is one of the most vital adjustments

you can make to your engine. Proper timing can mean the difference between winning and losing a race or even blowing an engine (as a worst case scenario). Recognizing the importance of the timing, MSD offers these Timing Tapes. The MSD Timing Tape comes with eight different tapes to fit common balancers ranging from 5.25" to 8" in diameter. The tapes are marked off in one degree increments from 14° ATDC to 64° BTDC and are printed on a tough, chemical resistant material. Not only do the MSD Timing Tapes help you get an exact timing setting, they allow you to see exactly where the Total timing is set. Remember, the Total timing is just as critical, if not more, than the initial timing and the MSD Timing Tape will help you ensure that it is set accurately.

MSD8985 MSD Timing Tapes

**MAGNETIC PICKUP**

The MSD Magnetic Pickup replacement is the same high output assembly that is currently found in all MSD Distributors.

It is supplied with the two pin connector installed. NOTE: Not for use as a replacement on OEM Distributors.



MSD84661 Magnetic Pickup Assembly, All MSD Billet and Pro-Billet Distributors

REPLACEMENT 6FT 2-PIN**MAGNETIC TRIGGER CABLE**

When you need to replace your worn-out or burned cables, MSD offers all of the cables you will ever need. You could also use these cables to connect your MSD unit to your distributor.

MSD8860 replacement 6ft 2-pin magnetic trigger cable

MSD Billet Reluctors

These MSD billet reluctors are designed to obtain maximum performance. Many engine builders actually modify the reluctor of their distributor to obtain different timing for each cylinder.

These reluctors are CNC-machined from billet steel for absolutely precise dimensions and strength. The steel allows for extra machining without losing strength, so the reluctors can be tailored to meet your specifications.

MSD8415 MSD RELUCTOR WHEEL 8 LEG BILLET STEEL

**VACUUM ADVANCE**

This is the replacement canister for MSD distributors equipped with vacuum advance except the PN 8365 HEI Distributor.

MSD8463 Advance Mechanism

VACUUM ADVANCE LOCKOUT

This bracket allows you to easily remove the vacuum advance from MSD distributors that are cw rotation (except PN 8365) and small diameter distributors.

MSD8468 Vacuum Advance Lockout



LOW RESISTANCE HEI BUSHING

The carbon rotor button in a stock HEI distributor cap has very high resistance. When the high voltage of an MSD 7 Series Ignition is added, this resistance builds up heat and can actually melt the distributor cap. The solution to this problem is the use of the MSD Low Resistance HEI Bushing which will pass the secondary voltage from the distributor cap to the rotor without excessive heat buildup.

MSD8412 Low Resistance HEI Bushing

MSD ADVANCE WEIGHTS KIT

Weight kits fits all MSD Distributors. Allows you to tailor your timing curve for your particular application.

MSD8628 Advance Weights Kit
All MSD Distributors

ADVANCE KITS

The MSD Distributor Advance Kits are the same kits that come with your MSD Distributor. The kit contains an assortment of springs, advance limit bushings.

MSD8464 Advance Kit,
All MSD Distributors

DISTRIBUTOR GEARS

MSD distributor gears are made of a special alloy iron that is treated to a low friction coating process.

To you this means long life, an easy break-in period and reliable performance!

IRON GEARS

MSD Iron Gears Feature: Increased outer hardened layer thickness (RC 55-60). Micro polished surface for smooth contact. Proprietary formulated ductile iron. Melonite O/PQ coated reduces friction and initial wear. Interstitial carbide concentration improves wear resistance and running properties.

MSD8561 Iron Melonized Chevy Gear, .500" ID (Marine)

MSD8532 Iron Chevy Gear, .500" ID, Oversize 0.006" OD

MSD8582 Iron Gear, Ford 351W, .531" ID

MSD8583 Iron Gear, Ford 289, 302, .468" ID

MSD8581 Iron Gear, Ford 351C, 351M,

400, 429, 460, FE, .531" ID

NOTE: Some Ford Gears do not have roll pin holes

MSD85833 Non-EFI 302 with Roller Cam, 0.468" ID MSD85833



BRONZE GEARS

MSD Bronze Distributor gears are machined from quality AMPCO 45 aluminum bronze containing 5% nickel. This special combination creates high strength gear teeth that are less prone to wear even with high volume oil pumps.

MSD8471 Chevy Gear, .500" ID

MSD85631 Gear, Pontiac V8, .500" ID

MSD8583 Gear, Ford 289, 302, .468" ID

MSD8581 Gear, Ford 351C, 351M,

400, 429, 460, FE, .530" ID

MSD8585 Gear, Ford 351W, .530" ID

BRONZE OVERSIZE GEARS

Absolute timing accuracy cannot be achieved until every mechanical detail is handled. MSD's new bronze oversized gears help obtain perfect timing by meshing to the camshaft gear properly.

MSD Chevrolet Distributors
+0.003" MSD84721
+0.006" MSD8472

Replacement Slip Collar

This replacement slip collar suits all MSD distributors with the adjustable slip collar.

MSD8539 Replacement Adjustable Slip Collar



Chev Iron Distributor Gear

Fits Chevy small block and big block engines with 0.491" shaft. Replacement component for Proform and other brands of distributor. Not for use with roller camshafts..

Chev Distributor Gear - .491" Shaft
PR66961C

Holden V8 Distributor

& Oil Pump Gears

Distributor and oil pump gears for Holden 253-304-308 V8 engines.

Bronze gears are required for engines with steel billet roller cams and the hardened iron oil pump gear is suitable for factory roller and aftermarket flat tappet cams.

Description	Part No.
Bronze Distributor Gear	HA-99GER1825-00
Bronze Oil Pump Gear	HA-99GER1824-00
Hardened Iron Oil Pump Gear	HA-99GER1722-00



Oil Pump / Distributor Gears

Crow Cams has you covered with oil pump and distributor gears for those hard to find local applications.

Description	Part No.
Falcon 6 XD on distributor gear with 0.490" shaft	CCDG2
Falcon 6 points distributor gear with 0.530" shaft	CCDG2A
Holden V8 treated oil pump gear. Suits roller cams	CCDG4
Valiant 265 15 tooth oil pump gear	CC60062



Carbon Ultra-Poly Composite Distributor Gears

COMP Cams is proud to introduce the latest innovation in distributor gears. Manufactured from a super-strong Carbon Ultra-Poly Composite material, these gears represent the next evolution in distributor gear technology. Having undergone stringent testing in various street and performance applications, the Composite Distributor Gears are a proven solution to wear issues associated with bronze gears and steel core camshafts.

- NASCAR proven to yield precise timing & extended durability
- 300% increased durability over bronze gears with steel camshafts
- Available in several shaft diameters

Application	Shaft	Part No.
Chev Small & Big Block	.491"	C012200
Chev Small & Big Block	.500"	C012140
Chev Small & Big Block (.006" Oversize)	.500"	C012146
Chev Small & Big Block (.009" Oversize)	.500"	C012149
Ford 302-351 Windsor	.530"	C035100
Ford 302-351 Windsor	.467"	C035200

Bronze Distributor Gears

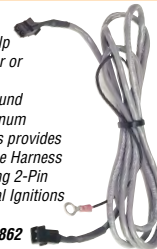
One of the first requirements when installing a steel roller cam is the addition of a bronze distributor gear. A stock cast iron gear is not compatible with a steel camshaft. COMP Cams gears are machined from AMPCO-45 extruded aluminium bronze with 5% nickel added. These gears feature a high-strength tooth design that resists wear - even when used with high pressure oil pumps. These extra-tough gears are the answer when higher mechanical properties are demanded.

Application	Shaft	Part No.
Chev Small & Big Block	.491"	C0412
Chev Small & Big Block w/ MSD Dist.	.500"	C0410
Chrysler Small Block 273-360	.484"	C0420
Chrysler Big Block 383-440	.484"	C0424
Chrysler 426 Hemi	.484"	C0424
Ford 289-351 Windsor	.467"	C0431
Ford 289-351 Windsor	.500"	C0438
Ford 302-351 Windsor SV0	.530"	C0435
Ford 302-351 Cleveland	.500"	C0432
Ford 302-351 Cleveland	.530"	C0436
Ford Big Block 429-460	.500"	C0432
Ford Big Block 429-460	.530"	C0436
Ford FE Big Block 352-428	.467"	C0433
Ford FE Big Block 352-428	.500"	C0432

SHIELDED MAG CABLE

This Shielded Magnetic Pickup Cable will help protect the trigger signal from the distributor or crank trigger pickup from Electro Magnetic Interference (EMI). The pickup wires are wound together and routed through a special aluminum skinned sleeve that connects to ground. This provides a ground shield around the trigger wires. The Harness is six feet long and is equipped with matching 2-Pin connectors. Recommended with MSD Digital Ignitions and aftermarket EFI racing systems.

Shielded Magnetic Pickup Cable, 6' MSD8862



VIBRATION MOUNTS

MSD8800 Vibration Mounts, 7AL-2, 7AL-3, 8 & 10 Series, 4 Pack

MSD8823 Vibration Mounts, 5 & 6, Digital

MSD8825 Vibration Mounts, Pro Power Coil, 3 Pack



NOISE FILTER

MSD8830 MSD Noise Filter w/Cover, 26 kufd

MSD8829 MSD Noise Filter Cover, (supplied with the MSD8830)



BALLAST RESISTOR

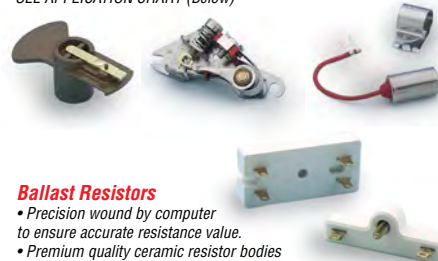
MSD8214 0.8 ohm Ballast Resistor



FAST BALLAST RESISTOR
FAST9000-0015 1.4 ohm



ACCEL Racing Caps, Rotors, Points & Condensers
SEE APPLICATION CHART (Below)



Ballast Resistors

- Precision wound by computer to ensure accurate resistance value.
- Premium quality ceramic resistor bodies provide maximum durability and superior heat transfer.
- Special resistance wire maintains stable coil current to prevent overheating and to promote long points life.
- Recommended whenever a new coil is installed.

AC150001 0.85 Ohm 140001 Super Coil.

NOTE: No ballast resistor is required when using ACCEL 41000 Series and 51000 Series Unispark Breakerless Distributors or when using ACCEL 300+ Ignition Control Modules — no matter which coil is used.

Adjustable Vacuum Advance

- Permits practically infinite adjustment to both amount and rate of ignition advance.
- Instantly increases horsepower and throttle response
- Provides maximum possible spark advance while preventing damaging detonation ("ping").
- Includes allen wrench and detailed instructions.

AC31034 GM/Delco V8 Points-Type Distributors
AC31035 GM/HEI V8 Dist.w/Vacuum Advance



High Performance Module For Accel Electronic Breakerless Distributors

The advanced engineering for the HEI ultra performance module has been repackaged into a smaller size to fit inside the bowl of the ACCEL electronic breakerless distributors. The high amperage dwell circuit ensures full coil saturation for high RPM performance. Surface mount electronic technology maximizes efficiency, output and reliability. ACCEL 51000, 61000 and 71000 Series Electronic Breakerless Distributors are equipped with the 35366 module while the 52000 series use the 35372 module, both of which operates on 12 volts, so there is no need to run a ballast resistor. Accel coils to use with these modules include p/n's: 8145, 8145C, 140001, 140008 and 8140HV.

Accel Electronic Breakerless Module

For 51000, 61000 & 71000 Series Distributor **AC35366**

Accel Electronic Breakerless Module

For 52000 Series Distributor **AC35372**

For 41000 Series & GM HEI **AC35361**



High Performance

Dist.	Standard Height		Low Profile		Large Diameter			Race Points		Condense
	Cap	Rotor	Cap	Rotor	Cap	Rotor	Adaptor	48 oz.	32 oz.	
All 20000 Series	.	.	.	.	.	.	.	AC110129	AC110128	AC100107
All 29000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 30000 Series	.	.	.	.	.	.	.	AC110129	AC110128	AC100107
All 34000 Series	AC120326	AC130319	.	.	.	.	.	.	AC110228	AC100107
All 35000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 37000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	AC110129	AC110128	AC100107
All 39000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 41000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 43000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 44000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 45000 Series	.	.	.	.	AC120223	AC130225	AC130501	AC110129	AC110128	AC100107
All 46000 Series	.	.	.	.	AC120223	AC130225	AC130501	.	.	.
All 48000 Series	.	.	.	.	AC120223	AC130225	AC130501	.	.	.
All 51000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 61000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 71000 Series	AC120403	AC130402	.	.	.	.	.	.	.	.
GM/HEI	AC120128	AC130120	.	.	.	.	.	.	.	.

§ - Use Cap Holddown Kit P/N 31030 to convert from Low Profile Cap and Rotor to Standard Height Cap and Rotor.

† - Use Cap Holddown Kit P/N 31031 to convert to Low Profile Cap and Rotor on all ACCEL distributors except 44000, 45000, 46000 Series. Use P/N 31047 on 44000 Series.

HEI Advance Curve Kit

Designed to fit all GM HEI distributors with E Clips.

The kit includes two weights, special centre plate, three sets of colour coded springs and two pairs of nylon bushings. Also included is a comprehensive instruction sheet, complete with graphs showing typical advance rates using various spring/weight combinations.

MG929 GM HEI Dist, 74-79 w/out engine computer.

Advance Curve Kits

This kit allows full advance between 2,000 and 2,800 RPM. get maximum power and engine acceleration. GM Advance Curve Kit, Delco distributors pre 1969, with 2 weights, 1 bushing and 3 sets of **springs, heavy, medium and light**

MG925A

GM Advance Curve Kit, Delco

distributors 1969 and later with 2 weights, 1 bushing and 3 sets of **springs, heavy, medium and light** for multiple curve ranges

MG927

Distributor Shim Kit

Having the distributor at the correct height in the block, especially with milled heads or deck, prevents oil pump bind and spark scatter. These shims are designed to be installed between the block and the distributor mounting flange to give the correct spacing. Three nylon shims with thicknesses of .030", .060" and .100" are included.

MG6059 Distributor Shim Kit

Distributor Gear

Alloy Aluminum/Bronze gear includes attaching pin. Recommended for use with all hi-performance steel alloy and billet cams. Fits .491" diameter shaft.

MG1044 Fits Chevy SB & BB V8 and 200-229 cu. in. V6, standard rotation



DISTRIBUTOR HOUSING

SHIM KIT

Fits: Small Block, Big Block, and 90° V6 Chevy engines. Eliminates oil pump bind and spark scatter when using a distributor in an engine with resurfaced heads or decks. Made from high impact nylon to exact GM gasket specs. Kit insures leak-free operation and contains one each .030", .060" and .100" shims.

Distributor Housing Shim Kit, 1.290 I.D. & 1.830 O.D
MO26150

ADVANCE CURVE KITS

Re-curve your distributor for full spark advance at the optimum RPM. Three sets of advance springs allow you to adjust the rate of spark advance. Weights and centre plates precision stamped with smooth edges. HEI kit features a special design centre plate to eliminate over-centering of the centrifugal weights. Comes with complete installation instructions.

MO72300 Advance Curve Kit, all GM HEI distributors.
MO72310 Advance Curve Kit, 1957-75 GM/Delco non-HEI



JESSEL PRO SERIES DISTRIBUTOR DRIVE PARTS

Description	Part No.
Distributor Cap Replacement (Grey Moroso)	JECAP-42170
Rotor Replacement (Grey Moroso)	JERTR-47630
Cap Adaptor Replacement (Grey Moroso)	JEADP-40180



Ignition Coil Ballast Resistors

MSD700 Ballast Resistor (0.75-1.5ohms)

Ignition Modules

Mallory's UNILITE and Magnetic Breakerless Ignition Modules are self contained module assemblies which have no moving parts to wear out. Using Mallory's breakerless ignition circuit, combined with modern surface mount Thermal Clad construction, these ignition modules can drive both OEM and high performance ignition coils. For best results always use a Mallory PROMASTER Coil. Hookup is as easy as a three wire connection.

MSD605 UNILITE Ignition Module.
MSD609 Magnetic Breakless Module.



Super Duty - High Energy Distributor Cap

For more than 35 years, the traditional replacement distributor cap for the Mallory (YL Bowl) YD, YL/HP, 25, 26, 27, 37, 38, 47, 50, 57 and 60 Series 8 cylinder automotive distributors has been the Part No. 209. Now it shares that spotlight with a red, screw down, Super Duty High Energy Distributor Cap, Part No. 208. This new cap features:

- Screw mounted spark plug wire retainer.
- Brass contact terminals with spark plug type ends for better wire retention.
- Positive locking screw down distributor cap.
- Specially designed cap with a larger contact terminal diameter than the standard distributor cap.
- Counterbalanced rotor with specially designed ribbing to prevent cap tracking.
- Thermoplastic materials for high dielectric strength and impact resistance qualities that prevent damage.

For first time installations, select the complete Conversion Kit. The kit contains distributor cap, rotor and mounting hardware. Parts are also available separately.

MSD208M	Super Duty High Energy Dist. Cap
MSD305	Replacement Rotor 47 Series
MSD307	Replacement Rotor 27 Series
MSD308	Replacement Rotor 25 & 26 Series



MSD205M



MSD209

Distributor Caps

Part No.	Application
MSD225	Mallory 4Cyl. YL, 25, 26 and 37 Series (early)
MSD271	Mallory 4Cyl. YL, 23, 24, 27 and 47 Series (late)
MSD226	Mallory 6Cyl. YL, 25, 26 and 37 Series (early)
MSD270	Mallory 6Cyl. YL, 23, 24 and 27 Series (late)
MSD209	Mallory 8Cyl. YL, 25, 26, 27, 37 and 47 Series
MSD221	Mallory 8Cyl. YL, 25, 26, 37, 38 and 50 Series with flat cap.
MSD205M	Mallory 8Cyl. Super Mag II, III and IV Magneto, SPRINTMAG II Magneto, Crank Trigger Distributor. (Supersedes MA255)
MSD29744	Wire retainer for MA29745 Cap
MSD29749	Mallory Supermag and Comp 9000 Cap Adapt



Rotors/Shutters/Adapters

MSD310	ROTOR 4 & 6Cyl 27 Series
MSD309	ROTOR 8Cyl YL Series
MSD319	ROTOR 8Cyl 25 Series with MA221 Cap
MSD339	ROTOR / SHUTTER UNILITE 6 Cyl
MSD335	ROTOR / SHUTTER UNILITE 8 Cyl
MSD322	ROTOR / SHUTTER YL UNILITE 8Cyl 47 Series
MSD29772	ROTOR COMP 9000 RH, 8Cyl. 90 Series
MSD29773	ROTOR COMP 9000 LH, 8Cyl. 90 Series
MSD29746	ROTOR/SHUTTER COMP 9000 R/H, 8Cyl. 91 Series
MSD29747	ROTOR/SHUTTER COMP 9000 L/H, 8Cyl. 91 Series
MSD305	ROTOR 8Cyl. 47 Series Using 208 Cap
MSD306	ROTOR 8Cyl. 37 Series Using 208 Cap
MSD07	ROTOR 8Cyl. 27 Series Using 208 Cap
MSD308	ROTOR 8Cyl. 25 and 26 Series Using 208 Cap
MSD28997	SUPERMAG ROTOR DRIVE L/H ROTATION
MSD28997A	SUPERMAG ROTOR DRIVE R/H ROTATION

Points

MSD25042	YL STANDARD
MSD25042X	YL HEAVY DUTY
MSD102X	RACE POINTS
MSD102X	COMP 9000
MSD24875BX	DOUBLE LIFE & SUPERMAG
MSD25758M	SUPERMAG I, II, IV AND SPRINTMAG I, II



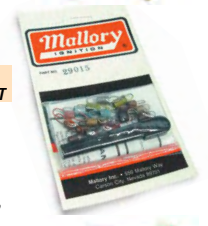
Condensors/Brackets

MSD400	YL & 4 LOBE CONDENSER
MA28005	SUPERMAG IV CONDENSER & BRACKET
MA28005A	SPRINT MAG CONDENSER



Advance Curve Kits

MA29015	YL ADVANCE CURVE KIT
MA29014	COMP 9000, YL/YH ADV. CURVE KIT
MA28820	YL DEGREE KEYS



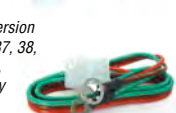
Vacuum Advance Chamber

MA29332	REPLACEMENT FOR 27 and 47 Series
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Active Power Filter

MA29351	Active Power Filter.
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Wiring Harness

Mallory Electronic Distributors and conversion kits. Three wire harness for Mallory 34, 37, 38, 45, 46, 47, 50, 54, 57, 60, 82, 87, 89, 91, 93 and 94 Series Distributors and Mallory Conversion Kits 501, 502, 503, 504, 505, 507, 511, 511D, 512, 517, 518, 541, 542, 543, 544, 545, 545M, 546, 547, 548, 549, 551, 552, and 553.

MA29349 Wiring Harness

OIL PUMP PLUGS & DRIVES

Pro-Billet Oil Plugs

Our Chevrolet Front Drive Distributors brought the need for a distributor plug. Both are billet aluminum and feature a slip collar to ensure correct installation depth.

Oil Plug for Wet Sump Engines **MSD8513**



MSD85141

MSD85221



MSD85211

MSD85061

CAM SYNC PLUGS

MSD's cam sync plugs are the perfect solution when running an aftermarket sequential EFI system with coil-per-cylinder ignition. The cam sync plug installs in place of a traditional distributor, providing a half-effect cam sync signal needed for the EFI system to reference the #1 cylinder. For wet sump applications, the plug also drives the oil pump. MSD's cam syncs are plug and play with Holley EFI systems and can easily interface with most aftermarket EFI systems.

- Built-in L.E.D. makes set-up and indexing quick and easy
- Plug-and-play with Holley EFI and compatible with other aftermarket EFI systems requiring a cam sync signal
- Drives the oil pump in the absence of a traditional distributor
- CNC billet housing with black anodized cap provide good looks and excellent durability
- Chevrolet version is supplied with a cast Melonized distributor gear and adjustable slip collar for blocks with a non-standard deck height
- Ford 289-302 and 351W versions are supplied with a steel distributor gear
- Ford Big Block version is supplied with a bronze distributor gear

Description	Part No.
Cam Sync Plug, SB/BB Chev	MSD85141
Cam Sync Plug, SB Ford 289-302W	MSD85221
Cam Sync Plug, SB Ford 351W	MSD85061
Cam Sync Plug, Ford 302-351C & BBF 429-460 (MSD85211 with Bronze Gear Only)	MSD85211

CRANK TRIGGERS



FLYING MAGNET CRANK TRIGGER KITS

Most crank triggers have a wheel, with steel studs sticking out, bolted to the harmonic balancer. As the crankshaft turns the studs pass by a stationary magnetic pickup, triggering the ignition. This pickup can be triggered by other bolts, debris or even vibrations which will cause a loss of power or engine damage. The MSD Flying Magnet Crank Trigger uses four magnets secured in the aluminum trigger wheel that pass by a stationary non-magnetic pickup to trigger the ignition. This "flying magnet" design produces accurate trigger signals and the non-magnetic pickup cannot be false triggered. Each Flying Magnet Crank Trigger includes a two-piece mounting bracket for the non-magnetic pickup that in most cases will work on either the passenger side or driver's side of the engine (the SB Chrysler and SB Ford brackets mount on only one side). The CNC-machined aluminum bracket securely holds the pickup in place and is slotted to provide a wide range of timing adjustment. Spacers are included so you can mount the bracket on engines with standard motor mounts or engines with a .25" motor plate. These systems will trigger MSD

6, 7, 8 and 10 Series Ignitions and all MSD Timing Accessories.

RED KITS

SB Chevy, 6.25" Balancer	MSD8600
SB Chevy, 7" Balancer	MSD8610
SB Chevy, 7" Balancer (replacement wheel only)	MSD8611
SB Chevy, 8" Balancer	MSD8615
BB Chevy, 8" Balancer	MSD8620
SB Chrysler, 7.25" Balancer	MSD8633
BB Chrysler, 7.25" Balancer	MSD8636
SB Ford, 289, 302, 351W, 6.562" Balancer	MSD8640
BB Ford (except Cleveland block), 7.25" Balancer	MSD8644

BLACK KITS

SB Chevy, 6.25" Balancer - Black	MSD86003
SB Chevy, 7" Balancer - Black	MSD86103
SB Chevy, 8" Balancer - Black	MSD86153
BB Chevy, 8" Balancer - Black	MSD86203

CRANK TRIGGER EZ-ADJUST

Making small, precise timing changes with a crank trigger is simple with the new EZ-Adjust! This accessory installs to most MSD Flying Magnet Crank Trigger brackets. Adjustments are made by turning a bolt rather than loosening the entire pickup assembly and moving it. Once your adjustments are made the Adjuster locks in place.

MSD8605 Crank Trigger EZ-Adjust Kit
NOTE: Will not work with the Buick V6 Kit, the Chevy small block, 6.25" kit, MSD8600. Bracket not included.

UNIVERSAL CRANK TRIGGER KIT

Racers have always been inventive and willing to fabricate the parts they need if nothing is available. Building a crank trigger system is not an easy task but there has been an increasing number of unique front hub systems and distributorless ignitions that require one. MSD's Universal Flying Magnet Crank Trigger Kit will give you a head start in fabricating a custom kit for your application. This kit is supplied with everything you'll need to get you going in the right direction. A 7" billet aluminum wheel is supplied that has magnet positions for 4, 6, 8, 10 or even 12-cylinder engines. An oversized bracket arm is supplied that can be cut down to your specs and an "L" shaped holder is also supplied that can be machined for the 3/4" or 3/8" pickup.

MSD8655 Universal Crank Trigger Kit

NON-MAGNETIC PICKUP

MSD's Non-Magnetic pickups are engineered for extreme applications. In fact, this pickup was designed and tested on 300+ mph top fuel dragsters! To live up to MSD's demanding expectations in these extreme applications, we took it upon ourselves to design and build the pickups inhouse. This way we can control every aspect of their assembly and quality. Each pickup is hand wound on a special bobbin and terminated in our tinned conductor, teflon jacketed wiring. These wires are also routed through a strain relief for protection. This assembly is then installed into the precision housing and is potted with a fracture resistant epoxy compound. To ensure that the windings are entirely encased in epoxy the pickups undergo a vacuum procedure to remove any air inside the housing. All of these procedures are necessary to produce the strongest, most reliable non-magnetic pickup available.

MSD8276 Non-Magnetic Pickup for MSD Flying Magnet Crank Trigger Kits (3/4" X 16 X 2.25")

COMPACT NON-MAGNETIC PICKUPS

The Non-Magnetic Pickups are available in two housing sizes. The 3/4" model is used with MSD's flying magnet Crank Trigger Kits. The 3/8" diameter pickups are used with MSD's Sprint Car Crank Trigger systems as well as the professional racing kits from RCD and PSI.

MSD8159	36" Shielded Harness 3/8" X 24 X 1.5"
MSD 8154	32" Harness 3/8" X 24 X 1.5"

MAGNETIC PICKUP

This is a replacement pickup for older style crank trigger systems that require a magnetic pickup. This pickup is magnetic and must be used with a trigger wheel equipped with steel studs to create a signal. The pickup is 3/4"x16.Magnetic Pickup (for old style crank triggers only)

MSD8505

Holley



HOLLEY EFI Crank Trigger Kits

Holley's EFI Crank Trigger Kits are engineered to provide an accurate crank speed & position signal to Holley EFI systems in the most-demanding, high horsepower, racing applications. Crank position is measured every 10 degrees as opposed to every 45 degrees for a standard 4-Magnet, MSD "style" Crank trigger. It is designed for applications using a standard ATI or Fluidamper "style" balancer up to 7-1/4" in diameter.

Features:

- 8" diameter, 1/4" thick, billet steel, 36-1 tooth, crank wheel with Black Zinc Oxide finish for superior corrosion resistance & striking good looks.
- Crank wheel centers off of the balancer's hub, eliminating the need for a centering ring
- All billet, 6061-T6 aluminum sensor mounting brackets with "bright-dipped" black anodized finish & Laser etched Holley EFI logo
- Custom 3-wire, ferrous-target, Hall-effect sensor with M12X1mm threads for finer gap adjustment
- All Grade 8 & Mil. Spec mounting hardware

36-1 Tooth Crank Trigger System for:

Big Block Chevy	H0556-113
Small Block Chevy	H0556-116
Small Block Ford	H0556-115

TACH & FUEL ADAPTERS

DISTRIBUTORLESS TACH DRIVER

Ever wonder how you can install an aftermarket tachometer on a vehicle with no distributor and multiple coil packs?

MSD has the answer with the Distributorless Tach Driver! The compact Tach Driver measures only 1.5"x3.5"x2" and is potted with a polyurethane compound for vibration and water protection so it can easily be mounted under the hood. It wires inline on the coils' 12 volt supply wire where it senses the current going through this wire and converts this information into a 12 volt output signal that most aftermarket tachometers use as a trigger signal. It can be used on 4, 6 or 8-cylinder engines. Note: Not for use on odd-fire engines.

MSD8913

Distributorless Tach Driver

DUAL CHANNEL IGNITION ADAPTER

In some instances when you install an MSD Ignition, the factory ECU may not be able to distinguish when the coil fires. This is the signal that is also responsible for firing the injectors (or the tachometer), which may cause a no-run situation. The Dual Channel Ignition Adapter simulates the original coil trigger signal thus allowing the ECU to properly trigger both the tach and fuel injection with the MSD DIS Ignition installed. In most cases, the Adapter plugs directly into the MSD's Harness. For vehicles using an MSD DIS-2 Ignition, only one unit is required and for DIS-4 applications, two units are required.

MSD8912 Dual Ignition Adapter

MSD89121 Dual Ignition Adapter Ford CPC Systems

Universal DIS Cam Sync

The Universal DIS Cam Sync Generator will produce a sync signal for the following MSD Ignition components: Programmable DIS-2, PN 6212, Multi-Channel Controllers, MSD6562 and MSD6563.

This way you can take advantage of our individual cylinder timing feature on these controls. The Cam Sync Generator will produce a cam sync signal by detecting when the number one cylinder is under compression. This is done through its signal wire which is wrapped around the designated spark plug wire.

MSD8916 Universal DIS Cam Sync

MAGNETIC PICKUP

If you are using the magnetic pickup input (green and violet wires) to trigger your MSD Ignition, you will need the MSD8920 Tach Adapter. The MSD8920 will correct the operation of most voltage triggered tachometers that do not work directly off the tach output terminal of the MSD Control. This Adapter should also be used on current triggered tachs (hooked in series with the ignition switch).

MSD8920 Tach/Fuel Adapter (Magnetic Pickup)

POINTS OR AMPLIFIER (FACTORY IGNITION MODULE)

If you are triggering an MSD Blaster, 5, 6, SCI, or 7 Series Ignition with its white wire or points terminal, you will need the MSD8910 Tach Adapter.

The MSD8910 will correct the operation of most voltage triggered tachometers or fuel injection systems that do not work directly off the tach output terminal of the MSD Ignition Unit. MSD8910 is for use on non-current limiting ignitions, originally equipped with a ballast resistor and MSD8910-EIS is designed for current limiting ignition systems (non ballast resistor systems).

MSD8910

Tach/Fuel Adapter (Points)

MSD8910-EIS

Tach/Fuel Adapter (Electronic)



LSx Trigger Converter

The GM LS Series engines are being built for a lot of different performance and racing applications. You can see good ol' hot rodder ingenuity taking place as racers are running carburetors and even using distributors on these engines!

This device plugs into the factory crank sensor of an LS1/LS6 engine and converts the factory trigger signal into a 12-volt square wave signal to trigger an MSD Ignition Control such as a 6 or 7 Series Ignition Control. For racers that are incorporating a front mount distributor to their LS engines, this means you don't need to run an external crank trigger.

Note: A distributor is required, such as MSD's new Front Mount race distributor, MSD8712.

LSx Trigger Converter

MSD6301



ELECTRONIC TIMING & RPM CONTROLS

Start and Step Timing Control

This compact controller provides an adjustable start retard to help high compression engines crank over easily, plus has a single stage retard. The unit measures 2.75"x2.37"x1.25" and simply connects between the distributor and the MSD Ignition. Two rotary dials offer simple adjustments. Perfect for high compression nitrous cars.

MSD8987

START AND STEP TIMING CONTROL



Timing Twister

If you need to adjust and control the timing of your late-model GM or Ford, you need a Timing Twister! User friendly control plugs into the stock wiring harness and gives you the ability to adjust the engine's timing with the twist of a dial. The Timing Twister has four rotary dials that give you the ability to advance the timing curve, set up a step retard or even select a retard rate based on boost pressure. Control over the timing can help improve economy, improve performance and help tune the engine for other modifications. The Timing Twister does not modify ignition timing at idle, but becomes active above 1,800 rpm. Once above that rpm, the entire timing curve can be advanced up to 9° in 1° increments. There is another setting for a wire-activated step retard, primarily designed for use with nitrous oxide. Another great feature is for the forced induction crowd. When used with the optional MAP sensor, you can easily dial in a retard that is based on boost pressure. Twist in 1° - 1.9° of timing per pound of boost to retard the timing up to 30°. If you ever need to bypass the modified timing settings, there's a dial to twist and the factory curve will be used. How easy is that! Go ahead, give your timing a twist!

Timing twisters are available for:

GM LS1/LS6
GM LS2/LS7
Ford 4.6L, '96-'04

MSD8625
MSD86251
MSD86252



ADJUSTABLE TIMING CONTROL

The MSD Adjustable Timing Control puts you in control of your ignition timing from the driver's seat! A dash mounted control knob allows you to adjust the ignition timing to compensate for changes in altitude, low octane gas, or heavy loads. For cars driven every day but raced occasionally on the weekends, this control is perfect. Increased fuel mileage and performance are just some of the benefits as the ignition timing can be advanced or retarded to prevent engine detonation. The control knob mounts to the dash board for easy and accurate timing adjustments up to 15°. The Control can be used on 4, 6 and 8-cylinder engines and must be used with an MSD Ignition Control.

MSD8680 Adjustable Timing Control, MSD Ignition



BOOST TIMING MASTER FOR MSD IGNITIONS

The Boost Timing Masters allow you to adjust the amount of ignition retard from 1° per pound of boost to 3° per pound via a control knob that you mount on the dashboard.

This way you can make adjustments on the fly to prevent detonation as fuel quality or altitude and air quality changes up to a maximum of 15° retard. You can also set a boost pressure point to start the retard. There is a boost pressure port to connect to your manifold and the BTM wires easily to the MSD Ignition Control. NOTE: This unit must be used with an MSD 6, SCI, 7, 8 or 10 Series Ignition.

MSD8762 BTM for MSD Ignitions



STARTER SAVER WITH SIGNAL STABILIZER

When you install a crank trigger system, having locked out timing may put a strain on the starter and flywheel.

This compact controller provides a retard that automatically retards the timing during cranking to ease the pressure. The MSD Starter Saver measures only 1.5" X 3.5" X 2" and wires into your ignition system with only four wires. It can be programmed to retard the timing 10° or 20° during cranking only. The retard is activated when the engine begins cranking and is deactivated once the engine reaches over 800 rpm. (If the engine rpm drops below 500 rpm it will activate again.) The Starter Saver receives the trigger signal through an MSD Crank Trigger pickup or the Distributor's magnetic pickup.

MSD8984 Starter Saver with Signal Stabilizer

NOTE: The Starter Saver can only be used on V8 applications using an MSD Distributor or Crank Trigger



UNIVERSAL BOOST TIMING MASTER

The Universal Boost Timing Master allows you to adjust the ignition timing in relation to the boost pressure plus it has a built-in inductive ignition. You can adjust the dash mounted control knob to retard the timing 1° - 3° per pound of boost, up to 15°.

You can also set a boost pressure point to start the retard. The increased spark output of the BTM helps burn the fuel mixture more efficiently resulting in more power - a definite advantage when boost pressure is increasing. The Universal BTM is designed to work with most single coil factory or aftermarket ignition amplifiers and points type distributors.

MSD5462 Universal Boost Timing Master (non MSD Ignitions)



START/RETARD CONTROL

With the large number of engines running locked-out timing, racers wanted a simple way to retard the timing during cranking plus have a single stage of retard available for high rpm or nitrous.

The Start/Retard Control lets you choose either 10° or 25° of retard during cranking only. The timing will retard only while cranking and returns to the set mechanical timing once the engine starts and you release the key or until the engine reaches 1,300 rpm. Along with the start retard feature, this Control also has a single stage of retard. This retard can be activated in times of nitrous to prevent detonation or at high rpm to achieve a little more top end. The amount of retard is adjustable with plug-in modules and is activated by a single wire that can be connected directly to a nitrous solenoid or a micro switch on the shifter. The Start/Retard Control is supplied with 2°, 3° and 4° modules. It must be used with an MSD 6, SCI, 7, 8 or 10 Ignition Control. **Start/Retard Control MSD8982**



DIGITAL MULTI-RETARD

The Digital Multi-Retard provides four different stages of retard along with an adjustable start retard feature - all of this with no modules!

The MSD Multi-Retard uses a high speed RISC microcontroller to direct the timing functions. This controller can make extremely quick compensations to the timing while maintaining accuracy to within 1°. There is also an innovative Magnetic Pickup Compensation circuit built-in to allow for rock steady timing with a variety of different map pickups. There are four separate retard stages that can be activated independently or together for a total sum of retards. Each stage is adjustable from 0° - 9° and a maximum of 20° of retard can be pulled out. There is also an optional start retard circuit that can be programmed to retard the timing 5°, 10°, 15° or 20° during cranking. The Digital Multi-Retard can be used on 4, 6 or 8-cylinder engines and must be used with an MSD Ignition Control.

Digital Multi-Retard MSD8975



THREE STAGE RETARD CONTROL

The Three Stage Retard Control allows you to retard your ignition timing in three different stages. You can activate one retard for a nitrous stage and another at top end in high gear for more mph and still have another module left over for dual stage nitrous systems. When activated together, the retard amounts are cumulative so you get the total of the three. For example, if you pull 2°, then 4° on the second stage and another 2° at top end, the total retard is 8° (2+4+2=8). In addition to the individual retard stages, the Three Stage Retard Control has an optional start retard function that retards the timing 10° or 25° while cranking the engine. The Three Stage Retard Control connects easily to your MSD Ignition and can be triggered from points, electronic ignitions, crank triggers or magnetic pickup distributors. It is supplied with a 2°, 3° and 4° module and must be used with an MSD 6, SCI, 7, 8 or 10 Series Ignition.

Three Stage Retard Control

MSD8970



RETARD MODULES

MSD Retard Module Kits give you a full selection of retard modules to be used with your Timing Controls.

Retard Module Kits:

MSD8774 11°, 12°, 13°, 14°, 15°

MSD8775 16°, 17°, 18°, 19°, 20°

MSD8776 5°, 6°, 7°, 8°, 9°, 10°

MSD8777 1°, 2°, 3°, 4°, 5°

MSD8773 Zero Degree Module



RETARD MODULE SELECTOR

The Retard Module Selectors allow you to select between 12 retard amounts with the turn of a dial. The Selectors plug into the retard module receptacle of any MSD Timing Controls.

MSD8676 Retard Module Selector, 0°-11°



PROGRAMMABLE TURBO LAUNCH CONTROLLER

This stand alone microprocessor boost controller is exactly what-over-the-top turbo powered cars need. This Control uses an extremely fast microcontroller to control boost pressure via an electronically operated waste gate valve. Through easy to use Pro-Data+ software, you can control the amount of boost pressure used during the burnout and map a boost curve based on time for the launch and entire run. Control over the boost pressure is achieved through a PWM output that controls a three way electrically operated air valve that is installed between the turbo and the waste gate actuator. (This can also be programmed to your particular actuator.) To help in setting up and tuning the Controller, there is also an acquisition file that records the engine rpm, manifold pressure and the pulse width modulator output. After a pass you can save and download the file to review each pass.

Programmable Turbo Controller MSD7562



MSD MULTI-FUNCTION IGNITION CONTROLLERS

MSD engineers incorporated the favorite controls of the race proven Programmable Digital-7 Ignition into an accessory for racers already using an analog MSD Ignition Control with a rev limiter such as the MSD 6AL, SCI-L or 7AL-2. The Controllers are loaded with easy to program adjustments. The Controller lets you adjust the timing of every cylinder, map a complete timing curve, pull timing out during the launch, set rev limits, shift points, start retard and much more. Don't let all of these functions worry you. MSD developed two very easy ways to program the Controllers. For PC users, MSD offers the Pro-Data+ software or for the noncomputer racers, there is a hand-held Programmer Monitor. The Multi-Function Ignition Controllers can be triggered with a points/ECU trigger, magnetic pickup in a distributor or the non-magnetic pickup of a crank trigger. It must be used with an MSD Ignition Control and can be used on 4, 6 or 8-cylinder engines. Each is supplied with Pro-Data+ software disk, PC harness, vibration mounts, wiring and thorough instructions.

MSD8979 Multi-Function Ignition Controller

MSD8977 Multi-Function Ignition Controller with Boost Retard



SOFT TOUCH REV CONTROL - MSD 6T, 6TN, 6HVC

This rev limiter is designed exclusively for the MSD 6T, 6TN and 6-HVC Ignition Controls. It has a special 4-wire connector that plugs into the MSD Ignition. The Soft Touch is a very smooth rev limiting action that "holds" the engine at the selected rpm limit without backfires, extreme roughness or engine damage. The rpm limit is adjusted with plug-in modules and 6,000, 7,000 and 8,000 modules are supplied.

NOTE: Must only be used with an MSD 6T, 6TN or MSD 6 HVC Ignition and is adjustable for 4, 6 and 8-cylinder operation. Soft Touch Rev Control, MSD 6T/6TN,

MSD8738 MSD 6 HVC Ignition



SOFT TOUCH REV CONTROL™

For points and OEM Ignition systems. The Soft Touch Rev Control, MSD8728, is designed to be used on standard points ignition or inductive ignition systems. This means that the MSD8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition, any standard breaker points systems or even with an MSD 5 or Blaster Ignition (non-CD ignitions). The Soft Touch Rev Control is adjusted with plug-in modules and is supplied with 6,000, 7,000 and 8,000 rpm modules. When the engine reaches your set rpm, the Soft Touch circuitry kicks in and drops the spark to certain cylinders. This limiter produces very accurate and smooth, backfire free rev limits. Can be used on 4, 6 or 8-cylinder engines with inductive ignitions. NOTE: Not for use with CD Ignitions.

MSD8728 Soft Touch Rev Control, Non CD Ignitions



SOFT TOUCH MARINE REV CONTROL

The Marine Rev Control plugs directly into the 6M-2 Marine Ignition and will protect your engine from over-revving caused by broken drive components or when the boat's drive mechanism comes out of the water. Circuitry in the Soft Touch drops the spark from one cylinder at a time and then fires that cylinder on the next cycle for a smooth limiting action without backfires or roughness. The rpm that the limiting action occurs at is adjusted with plug-in modules and is supplied with modules for 4,000, 6,000 and 8,000 rpm.

MSD8768 Marine Rev Limiter, for MSD 6M-2 Ignition



Multi-Step RPM Selector, 2-Step Digital

These MSD 2-step rev controllers coupled with MSD's digital 6AL (msd6425) ignition box let you choose from two different rpm limits that can be activated at different times. For example, you can use a lower-rpm setting for staging and then automatically switch to a higher-rpm setting after you release your trans-brake or line lock. The 2-Step is also digitally controlled and connects to the Digital 6AL's gray tach output wire. There are two easy to read rotary dials that let you set the launch rpm in 100 rpm increments from 2,000-11,800 rpm. There is an activation wire that connects to the transbrake, a clutch switch or to the line-lock to activate the low rpm limit. When that switch is released, the low rpm limit is turned off and the car launches hard!

MSD8732 MSD TWO STEP MODULE SELECTOR DIGITAL



TWO AND THREE STEP MODULE SELECTORS

The MSD Module Selectors allow you to choose two or three different rpm limits that can be activated at different times. With this ability, the possibilities are endless. As an example, we'll use a drag car with a Three Step Module Selector plugged into the rpm socket of a 7AL-2 Ignition. The different rpm modules are activated when 12 volts is applied to a corresponding wire. By connecting one wire to the line-lock circuit, one module will be activated during the burnout. This helps keep tyre temperatures consistent and when the line-lock button is released, the limit turns off. When you're on the starting line, you can activate the second limit through the clutch or trans switch. This provides a steady and consistent rpm for firm holeshots every time. When no modules are selected, the remaining high limit is active to protect the engine in the event of driveline failure. The Two Step works the same, but only with two different limits. The Module Selectors can also be used with an MSD Timing Control. By plugging the Selector into a retard module socket, you can activate different retard amounts at select times. This is a great feature for engines being upgraded to a multi-stage nitrous system. With the addition of an RPM Activated Switch, you can use the Two Step to activate a shift light at different rpm. The Module Selectors must be used with an MSD Soft Touch Rev Control or a Timing Controller with a high speed retard module. No rpm or retard modules are supplied.

MSD8739 Two Step Module Selector
MSD8737 Three Step Module Selector



RPM ACTIVATED SWITCHES

MSD8950 RPM Activated Switch

MSD8956 RPM Activated Window Switch

MSD also offers an RPM Activated Switch to be used with Magnetos. A 12 volt source is required.



LS 2-Step

Launch Control

GM Performance fans will love this direct plug-in 2-Step Launch Control. The unit is easy to install with factory style connectors for a splice-free installation. When you're staged, you can hold the pedal to the floor while the rpm stays at a consistent level producing consistent launches.

2-Step for GM LS Series engines MSD8733

FORD COYOTE 5.0L

2-STEP 2011-ON

When activated, the rpm will be held at a steady rpm and once the green light comes on, release the clutch and take off - but be sure to hold on! The rpm is adjusted with two built-in rotary dials ranging from 1,800-9,900 rpm in 100 rpm increments. A handy LED shows when the launch rev limit is active.

- Easily set a launch rpm for consistent holeshots
- Connects to the factory coils for easy installation
- The best way to launch hard

Ford Coyote 5.0L 2-Step 2011-On MSD8731

TPS/RPM Activated Switch

MSD is making it easy to activate a nitrous system on late model engines with the new TPS/RPM Switch. This switch is easy to use with push button programming and works with mechanical switches or fly-by-wire systems. You can easily set an rpm on for precise activation in conjunction with a TPS setting. For high rpm protection you can select an rpm to deactivate the system. The universal switch can also handle up to 25 amps so in most cases a relay and extra wiring isn't needed.

TPS/RPM Activated Switch MSD8940

Manual Launch Control and Shift Light

This handy Controller lets you change the launch rpm setting of MSD's Programmable Controls for last second changes with the turn of a dial. This way, if you're in the staging lanes you can compensate for changing track conditions quickly. NOTE: For use with MSD Programmable Digital Controls.

Manual Launch Control MSD7551

LAUNCH CONTROL MODULE SELECTOR

To help drag racers achieve even more consistency, our engineers have incorporated an adjustable low rpm stage into a Three Step Module Selector! This allows you to make adjustments in 100 rpm increments from the driver's seat! The Launch Control Module features a shielded harness for increased protection against EMI so it can be mounted within easy reach of the driver. This way, as track conditions change while you're waiting in the staging lanes you can easily compensate the launch rpm. The Launch Control also features two other rpm limits; one for top end overrev protection and another to use during the burnout to achieve consistent tyre temperatures. These limits are adjustable with MSD's plug-in modules. No rpm modules are supplied.

MSD8735 Launch Control Module Selector, MSD 6 & 7 Series

DIGITAL RPM WINDOW SWITCH

Are you looking for an RPM Switch that will turn a circuit on, then off at a different rpm? How about one for your late model coil-per-cylinder ignition system? Or, something for your car with dual coil packs? Maybe one for a Viper or even a Harley Davidson? Look no further, our new Digital RPM Window Switch will do it all! This Switch will accept an input rpm signal from a coil negative terminal (for stock ignitions), a tach output from an ignition control, an ECU tach output or even a 5 volt tach signal. Another great feature is that no rpm modules are needed! The rpm activation points are programmed by simply scrolling through the LED display to your desired rpm amounts. The switch has two outputs; one Normally Open, the other is Normally Closed. It can be programmed from 200 rpm to 15,000 rpm in 100 rpm increments. It can be used with an input voltage of 9-18 volts.

MSD8969 Digital RPM Window Switch

RPM Module Kits

RPM module kits include five modules in 200 rpm increments. Each kit is within a 1,000 rpm range. For example, the MSD8745 is supplied with: 5,000, 5,200, 5,400, 5,600, 5,800 modules.

EVEN INCREMENTS

3,000-3,800: MSD8743	3,100-3,900: MSD87431
4,000-4,800: MSD8744	4,100-4,900: MSD87441
5,000-5,800: MSD8745	5,100-5,900: MSD87451
6,000-6,800: MSD8746	6,100-6,900: MSD87461
7,000-7,800: MSD8747	7,100-7,900: MSD87471
8,000-8,800: MSD8748	8,100-8,900: MSD87481
9,000-9,800: MSD8749	9,100-9,900: MSD87491
10,000-10,800: MSD8750	10,100-10,900: MSD87501
11,000-11,800: MSD8751	11,100-11,900: MSD87511
12,000-12,800: MSD8752	

ODD INCREMENTS

5,700	5,900
5,100	5,300
5,500	

MSD ADJUSTABLE LOW RPM MODULE

With this module, the user you can dial-in any rpm between 1,000 and 3,000 rpm by simply turning a potentiometer. Ideal for vehicles with automatic transmissions that are using the MSD Two Step Module Selector to leave the starting line below 3,000 rpm.

MSD8677 Adjustable Module, 1,000-3,000 RPM

MODULE HOLDER

The MSD Module Holders are exactly what you need to keep track of your MSD RPM or Retard Modules. Machined from a solid piece of aluminum or a new flexible plastic piece are available.

MSD8755 Module Holder

RPM MODULE SELECTORS

The RPM Module Selector plugs directly into the rpm module socket on all MSD Soft Touch Rev Controls & accessories that use plug-in modules. The user can then select between twelve different rpm limits by simply turning the knob. Six models are available to cover a range from 3,000 rpm to 12,800 rpm in 200 rpm increments.

MSD8670 Module Selector, 3,000-5,200

MSD8671 Module Selector, 4,600-6,800

MSD8672 Module Selector, 6,000-8,200

MSD8673 Module Selector, 7,600-9,800

MSD8674 Module Selector, 9,000-11,200

MSD8675 Module Selector, 10,600-12,800

DUAL TIME DELAY SWITCH

Do you need to activate a timing retard for a split second to get your small tyre drag car to hook up? Or what about activating a nitrous solenoid 0.8-seconds into a run? Our new Dual Time Delay Switch can accomplish both of these needs! The Dual Time Delay Switch allows you to provide a ground, or remove a ground to a circuit or control relay to two different circuits. The Switch can easily be programmed in 0.01-second increments using the touch screen and the LED read out.

MSD7563 Dual Time Delay Relay

Note: Max Drive is 2 amps per switch.

MSD8966 MSD Smart Switch

TACH SIGNAL GMR PICKUP

This little device simply attaches, no splicing or cutting, to a current carrying wire and turns that information into a 12-volt rpm signal. This signal can be used to activate a shift light, rpm activation switch or a tachometer. One example is to connect the GMR, which stands for Giant Magnetoresistive, to a diesel injector current wire. This will produce a signal that can be used to trigger a tachometer or a shift light! There's no easier way to connect an rpm device to a diesel engine! Another example is on a late model engine equipped with a coil-on-plug ignition system. One of the coil's primary current wires is simply routed into the pickup clip and GMR converts this pulsing into a 12-volt signal for a shift light!

MSD8918 GMR Pickup

STAND ALONE SOLID STATE RELAY

Clean up your wiring with an MSD Solid State Relay Block. This module takes the place of 4 standard relays and eliminates unsightly wiring. 4 independent channels can be activated using either power or ground. Each channel is capable of handling up to 20 Amps of continuous current providing up to 80 Amps of power. Controls electric fans, water pumps, nitrous solenoids, auxiliary lighting and any other electrical accessories that would normally require a relay. LED status indicators ensure proper wiring and operation of each channel. Should a problem arise, the relay block has built-in automatic over-temp, short circuit and overload protection. The 7564 can easily be mounted using the supplied hardware and mounting tabs that can be rotated 90° to accommodate various mounting locations. It's compact and clean design will make your wiring project a breeze.

- 4 Channels, 20 Amps each
- Clean, easy install with minimum wiring
- Over temp, short circuit and overload protection
- Diagnostic LED's
- Multiple mounting options
- Activate with power or ground
- Channels can be run in parallel for devices requiring more than 20A single-channel rating

MSD7564 Red Stand Alone Solid State Relay

MSD75643 Black Stand Alone Solid State Relay

Programmable Fuel

Pump Voltage Booster

The updated Fuel Pump Booster is an easy way to maintain the proper fuel pressure on your car after adding a power adder such as a turbo or supercharger. What is updated you say? The new model allows you to make your boost adjustments through a PC for improved control and accuracy. The Booster ensures that the engine receives the fuel it needs to make up for the increase in air being pumped into the intake manifold. It will increase the voltage to the factory fuel pump in proportion to manifold pressure in order to maintain the proper fuel delivery. The amount of increase is adjustable from a range of an additional 1.5 - 22 volts up to 30 psi which can all be set and adjusted from your PC with MSD's easy to use Windows based software. The MSD Booster will wire to the factory fuel pump relay or with a secondary booster pump.

MSD2351 Programmable Fuel Pump Voltage Booster

PROGRAMMABLE 5-STAGE DELAY TIMER

If you want certain circuits to be activated at a precise time during a run, the Programmable 5-Stage Delay is the answer. The Delay has five different outputs that can be timed in sequence to activate different circuits or solenoids. Each of the outputs can be programmed to activate or deactivate a circuit from 0.001 - 5.000 seconds. The outputs consist of individual Smart-FET drivers which are monitored by the microcontroller for overload or short circuits. In this event, an LED will show an alert. Each Delay also has an LED to show its activity. The Programmable 5-Stage Delay is a stand alone control and can be used with most any ignition system.

MSD7560 Programmable 5-Stage Delay

Programmable Multi-Step Shift Light Controller

If you want to program a different shift point for each gear, here's your answer! Through the Pro-Data+ software or optional Hand Held Monitor you can set a different rpm point to activate your shift light. Another great feature is an rpm launch window. This allows you to use the shift light to achieve your ideal launch rpm. By selecting a low and high rpm "window" the light will glow when the engine rpm is within this rpm range resulting in consistent holeshots.

Programmable Multi-Step

- Program different rpm shift points for each gear.
- Select an rpm setting to use as a launch rpm light.
- Wires with or without an MSD Ignition Control.
- Programmable in 100 rpm increments for transmissions from 2-6 gears.

MSD7549 Shift Light Controller Controller MSD7549

MAGNETOS

MSD 20 AMP GENERATORS

The 20 amp magneto is a favourite in alcohol slurping engines such as sportsman dragsters and quick-8 racers. The three different generators available, a band clamp design in cw and ccw rotation plus model built on a chevy distributor base. All three require the msd8106 electronic points box. The band clamp version are equipped with a large ford style cap while the chevy version uses a cap a 4-inch cap and both are topped with a heavy duty retainers.

MSD81392 MSD Chev pro mag 20 tall deck generator

MSD81502 MSD PRO MAG 20 generator cw dunn drive

MSD81602 MSD PRO MAG 20 generator ccw dunn drive



PRO MAG 44

The Pro Mag 44 is the King of all magnetos. With no points to replace, no magnets to recharge and by producing an amazing 44 amps of primary current, it's no wonder that the 44 is the only choice in nitro gulping top fuel racing! The 44 requires an external Electronic Points box to manage the primary current through the accurate triggering of the magnetic pickup. A special coil is required to handle this hit of current and pumps it up to 50,000 volts with over 1 Amp of energy firing across the plug gap. For racers with serious boost pressures and fuel, the Pro Mag 44 is the only way to go.

PRO MAG 44 GENERATOR RED

MSD8130	Pro Mag 44 Gen CW
MSD81305	Pro Mag 44 Gen CW w/ PRO CAP
MSD81394	Pro Mag 44 Gen Chevy Tall Deck std cap
MSD8140	Pro Mag 44 Gen CCW
MSD81405	Pro Mag 44 Gen CCW w/ PRO CAP
MSD8142	Pro Mag 44 Coil
MSD8143	Pro Mag 44 Extension Harness 2ft
MSD8145	Pro Mag 44 Points Box Standard
MSD8147	Pro Mag 44 Points Box w/ Rev Limiter

PRO MAG 44 GENERATOR BLACK

MSD81303	Pro Mag 44 Gen CW (Black)
MSD81307	Pro Mag 44 Gen CW w/ PRO CAP (Black)
MSD81423	Pro Mag 44 Coil (Black)
MSD81453	Pro Mag 44 Points Box Standard (Black)
MSD81473	Pro Mag 44 Points Box w/ Rev Limiter (Black)



PRO MAG 12LT

Designed with Sprint cars in mind, the Pro Mag 12LT offers light weight, and incredible power. The compact housing also sits an inch lower for improved clearance of the fuel injection plus features a band clamp mount for easier timing adjustments. The Electronic Points Box is the brain of the Pro Mag 12. It controls the spark duration and the unique full power firing sequence of the Pro Mag 12. The energy from the generator is controlled with Field Effect Transistor (FET) technology which is far superior to mags still using points as a trigger source. Each Pro Mag 12LT is supplied with a bronze gear, band clamp, cap and rotor.

MSD7910	Chrysler SB
MSD7915	Ford 351W
MSD7916	Ford 351C
MSD7908	Chevrolet
MSD8139	Chevrolet Tall Deck
MSD8149	Chevrolet Extra Tall Deck
MSD8150	Band Clamp Mount CW Rotation
MSD8160*	Band Clamp Mount CCW Rotation
MSD8106	Electronic Points Box
MSD8102	Quick Release mount for Points Box
MSD79082	Chevrolet Short (Black)
MSD79083	Chevrolet (Black)
MSD81063	Electronic Points Box (Black)

MSD PROGRAMMABLE PRO MAG CONTROLLER

This Programmer combines MSD's race proven Pro-Data+ programming technology with the incredible power of the Pro Mag. The easy-touse Windows based software makes plotting an ignition curve or altering the timing of individual cylinders simple. The result is accurate and consistent control over your Pro Mag's timing in ways never before possible!

TOTAL PRO MAG PROGRAMMING CONTROL

- Individual Cylinder Management allows up to 10° of retard per cylinder.
- Plot a time based retard curve in 0.05 second intervals and 0.1° increments.
- Program an ignition curve in relation to boost pressure up to 75 psia or psig.
- Activate and deactivate a circuit by engine boost pressure, rpm or in time down to 0.1 second.
- Program a timing curve down to 0.1° per 100 rpm increments up to 12,500 rpm.
- Set different rpm shift points for each gear shift and a retard for each gear.
- Select a timing curve for use on the holeshot to improve traction.
- Square wave tachometer output signal for acquisition equipment.
- Set three different stages of retard for independent activation.
- View the timing curves and retards in real time.

MSD8973 Programmable Pro Mag Controller

SIX SHOOTER

The Six Shooter allows you to retard the timing up to six different times and amounts to provide you with more control over the magneto's timing all the way down the track.

There are six retard stages available for each Pro Mag (dual systems) and each sequential stage has its own activation wire. The Shooter must be used with the Pro Mag Timing Control, PN 8168, and is designed to be mounted right below it so installation is simple. Each retard of the Shooter is separate and is activated when 12 volts are supplied to its corresponding activation wire.

Note: A 12 volt source is required. No retard modules are supplied.

Pro Mag Six Shooter



MSD8158



Programmable Controls

The all new Digital Retard Control and Interface offer up to 32 steps of retard for each magneto! What's better than 32 possible steps of retard? How about the fact that these can be programmed to be activated through time. This means that all of the pneumatic activation controls and complicated hoses and wiring can be replaced by one easy to install component! The battery powered Interface has an LCD touch screen for easy programming. Up to 30° of retard can be set in 0.5° increments down to 0.05-second intervals. The retard curve is interpolated creating a smooth, precise timing setting. The unit will store up to four different programs so changing from one to another is quick and easy. Other unique programs include a throttlelift alternate setting and an automatic pickup signal selector. This means that in the case of a pickup failure, the other processor will duplicate its retard program for the other channel. The Programmable Retard System can be used with the Pro Mag 12 and 44 systems.

Pro Mag Digital Retard Interface MSD7570

Pro Mag Digital Multi-Stage Retard Control ANDRA Approved

MSD 8971-BLUE

PRO MAG TIMING RETARD

Ignition timing is always a compromise of power because one setting will not produce optimum combustion throughout the entire rpm range of your engine. The Pro Mag Retard Control allows you to compensate for these changes by retarding the timing at exactly when you want, and how much you want. The Timing Retard features two separate channels so it can be used with single or dual Pro Mag systems. The amount of retard is set with MSD retard modules and up to 30° (with MSD Pro-Cap) can be removed. The retard is activated with two activation wires and can be controlled manually, through a timer or rpm activated switch. There is a built-in tach output terminal that can be used to trigger an rpm activated switch plus there's an LED that indicates when the retard for each channel is activated. The Pro Mag Timing Retard is supplied with retard modules for 1° - 10°, vibration mounts and shielded harnesses. Note: For use with all MSD Pro Mags and a 12 volt source is required.

Note: For maximum retard rates, the MSD Pro Cap must be used.

Pro Mag Timing Retard MSD 8168



TACH CONVERTER

The output signal that is used to trigger magnetos is different than a conventional electronic ignition. This compact device converts the Pro Mag's coil signal into a 12 volt square wave signal so common tachometers designed for electronic ignitions can be used with the Pro Mag. The Converter is less than three inches in length and its circuits are encased in epoxy for water and vibration resistance.

Pro Mag Tach Converter

MSD8132

Note: Requires a 12 volt source.

Also operates with Mallory and Vertex magnetos.



Timing Tape Pro 44 Magneto

Proper ignition timing is essential to your engine's performance. Get it right with a little help from MSD! MSD Pro Mag timing tape will assist in the initial setup of your Pro Mag's timing. Designed for use with Pro Mag 44 magnetos, this timing tape is placed on the generator housing. Then, by fashioning a pointer, you get a better idea of when to change the ignition timing by moving the housing.

MSD8126

Timing Tape Pro MAG 44

12LT CHEVY SLIP COLLAR AND CLAMP

The Chevrolet Pro Mag 12LT, part number MSD7908, features a unique Slip Collar and Anti-Rotation Clamp assembly. The Clamp features MSD's three point clamp design plus its straight edges match to the Slip Collar so it cannot rotate at all.

Anti-Rotation Clamp - Steel, 0.22lbs

MSD7905



BAND CLAMP

This extra strong, locking band clamp is required when using a Band Clamp magneto mount (12 or 44 versions). The stainless steel Clamp tightly locks and holds the generator to its drive housing.

Band Clamp

MSD8148



DUNN CROSS DRIVES

All of the MSD band clamp style Pro Mags are supplied with a standard "Dunn Cross Drive". The MSD Dunn Drive is CNC machined from 1018 steel then receives a corrosion resistant QPQ coating. The replacement drive mechanism is supplied with a new locknut for installation.

Cross Drive for Band Clamp, 0.900" tall

MSD 8107



12LT CAP-A-DAPT

If space permits, this Cap-A-Dapt is a great update for Pro Mag 12LT generators. A billet aluminium housing bolts in place on the top of the mag, followed by an adapter ring. The rotor drive is modified to accept a larger rotor for the increased diameter of the new cap. The kit comes complete with a rotor adapter, rotor, cap spacer, housing and cap.

Fits Tall Chev Only, MSD8139, MSD8149

MSD8123



PRO MAG SETUP TOOL

This special tool may look strange, but it will help you get your timing set before firing the engine. A special cap allows you to crank the engine without it firing so you can set the timing with a timing light. A cut-out in the cap also allows you to check the rotor phasing.

Pro Mag Setup Kit, Pro Cap



MSD7405

PRO-CAP

The MSD Pro-Cap is the largest and strongest cap and rotor available! There are two Pro-Cap kits available; One for use on most MSD Pro-Billet Distributors and another for MSD Pro Mags. The Cap has a big five inch diameter with two full inches between each terminal! This ensures accurate spark delivery and far less chance of spark scatter inside the cap. The entire assembly is injection molded from Dupont® Rynite™ material for incredible strength and high dielectric properties. The Rotor features a deep skirt and thick vanes to stir up the air to prevent ionization and the rotor screws are even overmolded with Rynite for increased spark isolation. The extra thick rotor tip can easily handle high heat and is indexed and firmly secured with two screws. The Pro-Cap is crowned with a screw-down retainer to keep all of the plug wires firmly attached to each terminal.

MSD7445 Pro-Cap for most MSD Distributors

MSD7455 Pro-Cap for MSD Pro Mag

MSD7411 Pro-Cap Rotor Rebuild Kit

MSD7408 Replacement Cap

MSD7409 Replacement Wire Retainer

MSD7424 Replacement Rotor for MSD7445

MSD7423 Replacement Rotor for MSD7455

MSD7456 Replacement Spacer for MSD7455

MSD74083 Replacement Cap (Black)

MSD74093 Replacement Wire Retainer (Black)

MSD74563 Replacement Spacer (Black)



CAP/WIRE RETAINER

Racing produces high winds and severe vibrations which can actually "whip" a plug wire causing it to fall off. With an MSD Wire Retainer this is impossible! These Retainers will securely hold the Pro Mag's cap in place while locking the spark plug wires to the terminals. **Band Clamp Pro Mags and MSD8123 Cap-A-Dapt MSD8121**



12 AMP MAG KILL SWITCHES

These heavy duty switches will stand up to the abuse of the racing world. The switches are rated to handle the power of the Pro Mag 12. The housing is designed to survive high impacts and features a molded-in elastomer seal between the toggle lever and bushing. The beefy aluminum housing provides a secure mount to withstand extreme racing conditions. Note: Not for use with the Pro Mag 44. **SPST Kill Switch, Single 12 Amp Mag Only MSD8111**



KILL SOLENOID

This heavy duty Solenoid is designed to handle the high current of the ProMag 44 as well as the vibrations and harsh conditions of Top Fuel racing. The Solenoid is Normally Closed and when you apply 12 volts to it, it opens the ground path and allows the engine to run. Once the 12 volts are removed the Solenoid closes to ground shutting off the magneto's power. **44 Amp Kill Solenoid MSD8134**



REPLACEMENT CAP AND ROTOR

This replacement cap and rotor are injection molded from Dupont Rynite material for high voltage isolation characteristics with heavy duty construction. Stainless terminals are used for resistance to corrosion caused by ozone in the cap. The rotor features a brass/stainless steel rotor tip plus has a lock screw for secure mounting to the Mag's shaft. **Replacement 4" Cap and Rotor MSD7919**
Replacement 4" Cap and Rotor (Black) MSD79193



REPLACEMENT PRO MAG 44 CAP AND ROTOR

This Cap and Rotor Kit is the replacement for the 44 Amp Pro Mags, or the 12 Amp Band Clamp models. The cap and rotor are molded from Dupont Rynite material with excellent high voltage isolation characteristics. The rotor features a brass/stainless steel rotor tip that is screwed into the rotor ensuring long life at high rpm. **Replacement Large Cap and Rotor MSD8119**
Replacement Rotor Only MSD7920



REPLACEMENT BLACK RING

Known simply as "the black ring" this is a replacement spacer that comes on full size band clamp Pro Mags (MSD8130, MSD8140, MSD8150, MSD8160 Generators) **Replacement Cap Ring MSD8120**



REPLACEMENT HARNESSSES

These replacement harnesses suit the MSD8168 Pro Mag Timing Retard Control. **Replacement Activation Harness MSD8163**
Replacement Shielded Mag Pickup Harness MSD8164



PRO MAG BAGS

This heavy duty nylon bag will protect your Pro Mag from water and mud during post-race cleanup or even on the track. Each bag is made from a durable nylon with a polyurethane backing to repel water and has a thick draw cord with a quick release barrel lock. **Mag Bag, Pro Mag 12LT Generator MSD8166**



Magneto Hold Downs

RCD's magneto hold-down provides the ultimate clamping ability which prevents movement of the magneto base. An adjustable aluminium post allows height to be changed so clamp is normal to the hold-down stud. **Magneto Hold-Down 481X Titanium RCD301811-0005**
Magneto Hold-Down 481X Steel RCD301811-0006
Magneto Hold-Down 426 Titanium RCD301811-0010
Magneto Hold-Down 426 Steel RCD301811-0011



Magneto & Fuel Pump Clamps

These unique three piece holding clamps provide the ultimate means of clamping a magneto or fuel pump to the drive base. Unlike band clamps, this billet, three piece clamp retains its proper shape for the maximum holding power. Clamps are machined from 7075-T6 aluminium. **Billet Magneto Clamp RCD RCD301806-0001**
Billet Magneto Clamp Dunn RCD301806-0002
Billet Fuel Pump Clamp RCD300707-0002
Fuel Pump Clamp Adapter RCD300705-01



Magneto Supports

These magneto supports clamp around the magneto body. The dual support clamps between the two magnetos and the single supports use a strut mounted to the engine. **Single Magneto Support 4.37" Long RCD301821-0037**
Single Magneto Support 7.00" Long RCD301821-0038
Dual Magneto Support RCD301821-0004



Offset Magneto Drive

Offset Magneto Drive clamps to our Fuel Pump Extensions, extending the fuel pump out 2.45" while providing a drive for a magneto or 426 style dry sump oil pump. The second drive is parallel to the fuel pump drive and offset 6.60". Input drive shaft is machined from heat treated chrome-moly steel with ball bearing on both sides of drive sprocket. A flexible coupler between the magneto and drive minimizes impact loading on the magneto. A 3/8-16 tapped hole is provided on the back of magneto side to brace the housing. **Offset Magneto Drive Short Shaft RCD302000-0003**
Offset Magneto Drive Long Shaft RCD302000-0005



Dual Magneto Drive

Dual Magneto Drive is used in conjunction with the Angled Magneto Drive. The 10" offset of the Angled Magneto Drive moves the magnetos away from the right cylinder head while keeping the drive tucked in close to minimize interference with the blower belt. The first magneto is driven directly from the angled drive, while the second magneto is driven by a 1/2" wide, 8mm GT belt. A rod end and brace are provided to support the end of the drive. The drive is easily removed with the angled drive remaining in the block allowing it to be quickly installed on a spare engine that has the angled drive installed and timed. **Dual Magneto Drive RCD302000-0015**



BILLET FRONT OFFSET DRIVE w/ SUPPORT BRACE

The RCD drive can be mounted directly to the cam cover for unblown applications, or if the blower drive is already extended. **• Drive and Mag can be clocked anywhere in 360 degrees**
• Standard rotation for S/B & B/B Chevy
• Oil feed port
• 3 bolt magneto clamp **RCD-302500-0010**



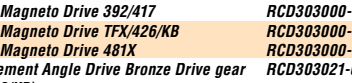
Angled Magneto Drive

This unique RCD part, angles the magneto 10° to clear cylinder heads, blower and manifold. It features a one piece housing machined from billet 2024-T3 aluminium and input shaft/oil pump drive machined from heat treated and ground 300M steel, a universal joint mounted in ball bearings and a flexible coupler between the magneto and drive to minimise impact loading on the magneto. **Angled Magneto Drive 392/417 RCD303000-0010**
Angled Magneto Drive TFX/426/KB RCD303000-0015
Angled Magneto Drive 481X RCD303000-0020
Replacement Angle Drive Bronze Drive gear (TFX/426/KB) RCD303021-09



Triangle Drive

The RCD triangle drive was designed for engines with limited drive options and will attach to any marmon clamp style fuel pump extension. The RCD triangle drive is constructed of billet 2024 aircraft grade aluminium. The 8mm Gates Poly Chain GT drive belt is completely enclosed to keep out debris. Any of the three drive locations can be used for magneto, 426 style oil pump or fuel pump by simply changing mounting flanges. All drive locations are coupled with hytel spiders to help dampen engine harmonics. There are three threaded holes on the back of the drive if extra bracing is needed. The triangle drive comes with everything you need to drive two magnetos and a fuel pump. Billet clamps are recommended with this drive because of the horizontal mounting style. Clamps are sold separately. 426 style wet or dry sump oil pump adapter is also sold separately. **Triangle Drive RCD303500-0001**



IGNITION LEADS



XPPO UNIVERSAL LEAD SETS

Aeroflow's Universal spark plug wire sets come with the spark plug terminal and boots fitted with the other end open. Distributor cap boots and terminals for both late model type (HEI male terminals style) and early style (female terminals) are included so you can cut to the preferred length. The kit is supplied with a mini crimper. It is a 8 cylinder kit supplied with three 32" 812.80 mm, two 48" 1219.20mm, two 50" 1270mm and two 56" 1422mm

Part No Colour Description

Universal Plug Wire Kits

AF4030-31193	Black	Multi-angle, standard & HEI cap ends
AF4530-31199	Red	Multi-angle, standard & HEI cap ends
AF4030-31233	Black	90°, standard & HEI cap ends
AF4530-31239	Red	90°, standard & HEI cap ends

Direct Fit Plug Wire Sets

AF4030-32813	Black	LS1 early ignition lead set
AF4530-32819	Red	LS1 early ignition lead set
AF4030-32823	Black	LS2 ignition lead set
AF4530-32829	Red	LS2 ignition lead set



XPPO IGNITION LEADS

- Spiral Wound
- Low Resistance (40-50 ohms per foot)
- High EMI Suppression
- Durable Silicon Sleeve
- Available in Red or Black Outer Cover

BLACK IGNITION LEAD

AF4030-0001	1 metre
AF4030-0005	5 metres
AF4030-0010	10 metres
AF4030-0100	100 metres

RED IGNITION LEAD

AF4530-0001	1 metre
AF4530-0005	5 metres
AF4530-0010	10 metres
AF4530-0100	100 metres





MSD 8.5mm Super Conductor Wire Available in RED or BLACK

The MSD 8.5mm Super Conductor Wire is the ultimate performance plug wire. The wire's extremely low resistance with high Electro Magnetic Interference suppression is a combination that defies the common laws of physics. Less resistance means more energy is delivered to the plugs which helps burn the fuel mixture completely and complete combustion means more power. With less than 50 ohms per foot, the 8.5mm wire is capable of delivering 30 times more spark energy to the plug over most OEM wires! This low resistance is produced due to a special copper alloy conductor. The copper-alloy material has excellent voltage carrying capabilities as well as strength. This conductor is then tightly wound around a ferro-magnetic impregnated center core. So tightly in fact, that for every single foot of wire there is 40 feet of conductor windings! This combination is responsible for suppressing EMI noise to the equivalent of a 1,500 ohm per foot wire. The outer sleeve of the Super Conductor is just as impressive as the conductor. The tough sleeve also provides a solid foundation to crimp the terminals, delivering the highest terminal pull-off strength of any other performance wire. Many different custom length sets are available as well as universal sets that you custom tailor to match your application. Available in Red and Black.

V8 Heli-Core & Superconductor Lead Sets

Application	Terminal Style	Super Conductor	
		Black	Red
Chev & Holden LS1 with 8" Leads (Cars)	LS1	MSD32813	MSD32819
Chev & Holden LS1 with 12" Leads (Trucks)	LS1	MSD32823	MSD32829
Chrysler Big Block 383-440, 1973-On	HEI	MSD32733	
Ford 302-351 Windsor, 1977-1993	HEI		MSD31329
Ford 302-351 Cleveland & 400M	HEI	MSD35383	
Ford 429-460 Big Block	HEI	MSD35383	
Ford 390-428 FE Big Block	HEI	MSD35383	

Sport Compact Super Conductor Lead Sets

Application	Year	Red
Honda Civic 1.5L SOHC 8V	1992-95	MSD32319
Honda Civic 1.6L SOHC 16V	1990-91	MSD32319
Honda Civic 1.6L DOHC 16V	1994-00	MSD32349
Honda CRV LX, EX	1997-01	MSD32329
Honda CRX 1.5-1.6L	1988-91	MSD32319
Honda Integra GSR 1.7-1.8L	1992-95	MSD32329
Honda Integra GSR & Type-R	1996-01	MSD32349
Honda Prelude 2.2L VTEC	1993-01	MSD32389
Mazda MX-5 1.6L & 1.8L	1989-09	MSD32599
Mazda RX-7 Turbo	1993-97	MSD32319
Mitsubishi Lancer VR4 4G63	1994-On	MSD32279
Mitsubishi Lancer EVO 4G63	1995-99	MSD32719

MSD Streetfire Lead Sets

The Street Fire Spark Plug Wires feature a low resistance conductor that's wrapped in a sleek and durable black sleeve. The terminals are covered in black boots that protect the conductor from engine heat to ensure spark delivery.

- Helically wound conductor suppresses electro and radio noise
- Kevlar core combination for great strength and durability
- Heavy duty terminals for secure connection
- 8mm silicone and synthetic jacket resists heat and abrasion
- 500 Ohms per foot resistance for improved spark delivery and power
- Silicone boots protect against high exhaust temps
- Made In USA



Chevrolet

Small Block, 318-360, Points Style	MSD5530
Big Block, 383-440 Points Style	MSD5531
LS1/LS6	MSD5572
LS2/LS3	MSD5574
Small Block 350 HEI Distributor	MSD5554
Small Block, Points Style, Over Valve Cover	MSD5565
Big Block HEI Distributor 1974-76	MSD5560
Big Block Points Style Distributor	MSD5561
Big Block, HEI 1975-ON	MSD5567
Big Block 454, 1988-ON	MSD5569
Big Block EFI, Chev Pick-up 1990-97	MSD5571

Chrysler

Small Block, 318-360, Points Style	MSD5530
Big Block, 383-440 Points Style	MSD5531

Ford

302-351 Cleveland & 429-460, Points Style	MSD5542
289-302 Windsor, Points Style	MSD5543
5.0L EFI Windsor, 1994-ON	MSD5544

Universal

Multi Angle Plug, Points & HEI Style Caps	MSD5551
90° Plug Boots, Points & HEI Style Caps	MSD5553

XPRO IGNITION LEAD BOOTS (boots & terminals)

BLACK Boots (2 Pack)

AF4030-3301	Multi-angle (2 Pack)
AF4030-3320	90° (2 Pack) (male terminal with retainer)
AF4030-3321	90° (2 Pack) (suits female terminals)
AF4030-3311	90° (2 Pack) (suits male terminals)
AF4030-3304	45° for LS Chevy coil (2 Pack)

BLACK Boots (9 Pack)

AF4030-8849	90° (9 Pack) (male terminal with retainer)
AF4030-8851	90° (9 Pack) (suits female terminals)
AF4030-8850	90° (9 Pack) (suits male terminals)

GREY Boots (2 Pack)

AF4530-3301	Multi-angle boots and terminals (2 Pack)
AF4530-3320	90° (2 Pack) (male terminal with retainer)
AF4530-3321	90° (2 Pack) (suits female terminals)
AF4530-3311	90° (2 Pack) (suits male terminals)
AF4530-3304	45° for LS Chevy coil (2 Pack)

GREY Boots (9 Pack)

AF4530-8849	90° (9 Pack) (male terminal with retainer)
AF4530-8851	90° (9 Pack) (suits female terminals)
AF4530-8850	90° (9 Pack) (suits male terminals)

LEAD ASSEMBLY TOOL

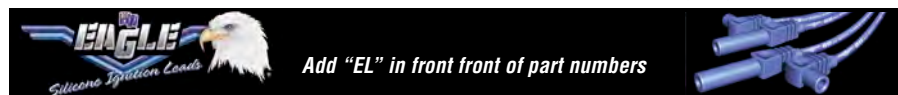
AF4030-3053 X-Pro Lead assembly tool for 8mm and 8.5mm wires



LEAD CRIMP TOOL

The AeroFlow ignition lead crimp tool is perfect for helping you make professional quality crimps when assembling your ignition leads. Standard jaws suit 8.5mm (11/32") leads. Optional jaws are available to suit insulated and non insulated

Part No	Description
AF98-2070	Crimp tool with 8.5mm (11/32") lead jaws
AF98-2071	Crimp jaws suit insulated electrical terminals
AF98-2072	Crimp jaws suit NON-insulated electrical terminals for auto electrical applications.



8.0mm Heavy Duty Street

Available in blue only

10.5mm Eliminator Series II

Available in blue only.

11.0mm Ultimate Series

Available in black only.

These leads are custom made & are Non-returnable

9.0mm Eliminator Series I

Are blue, other colours by special order.

11.0mm Eliminator Series III

Available in black with gold print only.

Vehicle Make & Model	Eng Cap	Dist Cap	8.0mm Heavy Duty Street	9.0mm Eliminator Series I	10.5mm Eliminator Series II	11.0mm Eliminator Series III	11.0mm Ultimate Series
Chevrolet - 8 Cyl.							
Small Block Over Rocker Cover							
Straight Distributor & 90° Spark Plug Boots	283-400	STD	8813HD	E9813	E105813	E11813	11813
90° Distributor & 90° Spark Plug Boots	283-400	STD	8814HD	E9814	E105814	E11814	11814
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8835HD	E9835	E105835	E11835	11835
Small Block Under Exhaust Manifold							
Straight Distributor & 90° Spark Plug Boots	283-400	STD	8811HD	E9811	E105811	E11811	11811
90° Distributor & 90° Spark Plug Boots	283-400	STD	8812HD	E9812	E105812	E11812	11812
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8834HD	E9834	E105834	E11834	11834
No Distributor Boots & 90° Spark Plug Boots							
OAC Vertex® Magneto usage (Internal Coil)	283-400	MAG	-	-	-	-	118006
90° Magneto & 90° Spark Plug Boots							
OXC Vertex® Magneto Usage (External Coil)	283-400	MAG/HEI	-	-	-	E118118	118118
90° Magneto & 90° Spark Plug Boots (MSD® Magneto Usage)							
	283-400	MAG/HEI	-	-	-	E118116	-
Small Block Around Rocker Cover (Suits SK-481 & SK-483 Separator Kits Only)							
90° Distributor & 90° Spark Plug Boots	283-400	STD	8848HD	E9848	E105848	E11848	11848
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8849HD	E9849	E105849	E11849	11849
Block Over Rocker Cover							
Straight Distributor & 145° Spark Plug Boots	396-454	STD	8850HD	E9850	E105850	E11850	11850
Straight Distributor & 180° Spark Plug Boots	396-454	STD	8851HD	E9851	E105851	E11851	11851
90° Distributor & 145° Spark Plug Boots	396-454	STD	8852HD	E9852	E105852	E11852	11852
90° Distributor & 180° Spark Plug Boots	396-454	STD	8827HD	E9827	E105827	E11827	11827
90° Distributor & 145° Spark Plug Boots	396-454	HEI	8853HD	E9853	E105853	E11853	11853
90° Distributor & 180° Spark Plug Boots	396-454	HEI	8836HD	E9836	E105836	E11836	11836
Big Block Under Exhaust Manifold							
Straight Distributor & 90° Spark Plug Boots	396-454	STD	8854HD	E9854	E105854	E11854	11854
90° Distributor & 90° Spark Plug Boots	396-454	STD	8828HD	E9828	E105828	E11828	11828
90° Distributor & 90° Spark Plug Boots	396-454	HEI	8837HD	E9837	E105837	E11837	11837
No Distributor Boots & 90° Spark Plug Boots							
OAC Vertex® Magneto Usage (Internal Coil)	396-454	MAG	-	-	-	-	118007

Eagle Leads Continued	Eng Cap	Dist Cap	8.0mm Heavy Duty Street	9.0mm Eliminator Series I	10.5mm Eliminator Series II	11.0mm Eliminator Series III	11.0mm Ultimate Series Big
Vehicle Make & Model							
Chevrolet - 8 Cyl. Continued							
90° Magneto & 90° Spark Plug Boots							
OXC Vertex® Magneto Usage (External Coil)	396-454	MAG/HEI	-	-	-	E118120	118120
90° Magneto & 90° Spark Plug Boots							
MSD® Magneto Usage	396-454	MAG/HEI	-	-	-	E118121	-
Big Block Around Rocker Cover (Suits SK-480 & SK-482 Separator Kits Only)							
90° Distributor & 145° Spark Plug Boots	396-454	STD	8855HD	E9855	E105855	E11855	11855
90° Distributor & 145° Spark Plug Boots	396-454	HEI	8856HD	E9856	E105856	E11856	11856

Chevrolet/Corvette - 8 Cyl.

Small Block

Corvette, Carb models (>1974)	327-350	STD	8857HD	E9857	E105857	E11857	11857
Corvette, Carb models (1975-82)	5.0/5.8	HEI	8858HD	E9858	E105858	E11858	11858
Corvette, Crossfire & Tunedport Inj. (1982>)	5.8L	HEI	8859HD	E9859	E105859	E11859	11859

Big Block

Corvette, Carb models (>1974)	396-454	STD	8860HD	E9860	E105860	E11860	11860
Corvette, Carb models (1975>)	396-454	HEI	8861HD	E9861	E105861	E11861	11861

Chrysler

180° Distributor & 90°/145° Spark Plug Boots	383-440	STD	88190HD	E98190	E1058190	E118190	118190
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Chrysler/Keith Black® - 8 Cyl.

Around Supercharger (Mallory® Super-Mag)

Keith Black/JP Dual Plug Race motors. Front Plug Lead Set -	MAG/HEI	-	-	-	-	E118134	118134
Keith Black/JP Dual Plug Race motors. Rear Plug Lead Set -	MAG/HEI	-	-	-	-	E118135	118135

Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Front Plug Lead Set	MAG/HEI	-	-	-	-	E118132	118132
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Rear Plug Lead Set	-	MAG/HEI	-	-	-	E118133	118133
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Keith Black JP Single Plug Race Motors

(Please specify Coil Lead requirements)	-	MAG/HEI	-	-	-	E11863	11863
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Chrysler/Keith Black - 8 Cyl. Around Supercharger (MSD® Magneto)

Keith Black/JP Dual Plug Race motors. Front Plug Lead Set -	MAG/HEI	-	-	-	-	E118117	-
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Keith Black/JP Dual Plug Race motors. Rear Plug Lead Set -	MAG/HEI	-	-	-	-	E118118	-
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Front Plug Lead Set	-	MAG/HEI	-	-	-	E118136	-
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Rear Plug Lead Set	-	MAG/HEI	-	-	-	E118137	-
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Keith Black JP Single Plug Race Motors

-	MAG/HEI	-	-	-	-	E118119	-
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Ford - 8 Cyl.

Over Rocker Covers

No Distributor Boots & 180° Spark Plug Boots							
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OAC Vertex® Magneto Usage (Internal Coil)	302-351C	MAG	-	-	-	-	118008
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No Distributor Boots & 180° Spark Plug Boots							
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OAC Vertex® Magneto Usage (Internal Coil)	289-302W	MAG	-	-	-	-	118009
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90° Magento & 180° Spark Plug Boots							
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OXC Vertex® Magneto Usage (External Coil)	302-351C	MAG/HEI	-	-	-	E118120	118120
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90° Magento & 180° Spark Plug Boots							
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OXC Vertex® Magneto Usage (External Coil)	289-302W	MAG/HEI	-	-	-	E118121	118121
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Falcon EB-EL XR8 & GT				E9838			
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90° Distributor & 180° Spark Plug Boots	302-351C	HEI	88123HD	E98123	E1058123	E118123	118123
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90° Distributor & 180° Spark Plug Boots	289-302W	HEI	88124HD	E98124	E1058124	E118124	118124
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90° Distributor & 180° Spark Plug Boots	302-351C	STD	8801HD	E9801	E105801	E11801	11801
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90° Distributor & 180° Spark Plug Boots	289-302W	STD	8810HD	E9810	E105810	E11810	11810
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90° Distributor & 180° Spark Plug Boots	429-460	STD	88138HD	E98138	E1058138	E118138	118138
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90° Distributor & 180° Spark Plug Boots	429-460	HEI	88139HD	E98139	E1058139	E118139	118139
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Around Rocker Covers (Suits SK-480 & SK-482 Separator kits only)

90° Distributor & 180° Spark Plug Boots	302-351C	STD	-	E9864	E105864	E11864	11864
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90° Distributor & 180° Spark Plug Boots	289-302W	STD	-	E9865	E105865	E11865	11865
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90° Distributor & 180° Spark Plug Boots	302-351C	HEI	-	E98125	E1058125	E118125	118125
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90° Distributor & 180° Spark Plug Boots	289-302W	HEI	-	E98126	E1058126	E118126	118126
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90° Distributor & 180° Spark Plug Boots	429-460	STD	88140HD	E98140	E1058140	E118140	118140
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90° Distributor & 180° Spark Plug Boots	429-460	HEI	88141HD	E98141	E1058141	E118141	118141
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Holden - V6

Commodore VN up to 10/91				E96108			
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Commodore VS-VT Series 1				E96193			
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Holden - 8 Cyl.

Around Rocker Covers (Suits SK-481 & SK-483 Separator kits only)							
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90° Distributor & 180° Spark Plug Boots (Red Mtr) 253-308	STD	-	E9875	E105875	E11875	11875	
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90° Distributor & 180° Spark Plug Boots (Blue Mtr) 4.2-5.0	HEI	-	E9876	E105876	E11876	11876	
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Commodore 5.0L EFI Lead Set	5.0	STD	88101HD	E98101	-	-	-
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Commodore LS1 Lead Set	5.7	HEI	E88591	-	E1058591	-	-
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Commodore LS2 Lead set	6.0	HEI	E88766	-	E1058766	-	-
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Nissan - 4 Cyl.

FJ20 DOHC Turbo (Import Motors)	2.0L	STD	E84547	-	E1054547	E114547	-
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Toyota - 4 Cyl.							
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2TG DOHC (Import Motors)	1.6L	STD	E84169	-	E1054169	E114169	-
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18RG, RGR, RGU DOHC (Import Motors)	2.0L	STD	E84168	-	E1054168	E114169	-
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3T-GEV DOHC (Import Motors)	2.0L	STD	E84548	-	E1054548	E114548	-
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Universal - 4 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8400HD	E9400	E105400	E11400	11400
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90° Distributor & Straight Spark Plug Boots	-	STD	84001HD	E94001	E1054001	E114001	114001
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90° Distributor & Straight Spark Plug Boots	-	HEI	84002HD	E94002	E1054002	E114002	114002
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Straight Distributor & 90° Spark Plug Boots	-	STD	84003HD	E94003	E1054003	E114003	114003
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90° Distributor & 90° Spark Plug Boots	-	STD	84004HD	E94004	E1054004	E114004	114004
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90° Distributor & 90° Spark Plug Boots	-	HEI	84005HD	E94005	E1054005	E114005	114005
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Universal - 6 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8600HD	E9600	E105600	E11600	11600
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90° Distributor & Straight Spark Plug Boots	-	STD	86001HD	E96001	E1056001	E116001	116001
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90° Distributor & Straight Spark Plug Boots	-	HEI	86002HD	E96002	E1056002	E116002	116002
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Straight Distributor & 90° Spark Plug Boots	-	STD	86003HD	E96003	E1056003	E116003	116003
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90° Distributor & 90° Spark Plug Boots	-	STD	86004HD	E96004	E1056004	E116004	116004
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90° Distributor & 90° Spark Plug Boots	-	HEI	86005HD	E96005	E1056005	E116005	116005
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Universal - 8 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8800HD	E9800	E105800	E11800	11800
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90° Distributor & Straight Spark Plug Boots	-	STD	88001HD	E98001	E1058001	E118001	118001
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90° Distributor & Straight Spark Plug Boots	-	HEI	88002HD	E98002	E1058002	E118002	118002
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Straight Distributor & 90° Spark Plug Boots	-	STD	88003HD	E98003	E1058003	E118003	118003
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90° Distributor & 90° Spark Plug Boots	-	STD	88004HD	E98004	E1058004	E118004	118004
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90° Distributor & 90° Spark Plug Boots	-	HEI	88005HD	E98005	E1058005	E118005	118005
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90° Distributor & 135° Spark Plug Boots	-	STD	88135HD	E98135	E1058135	E118135	118135
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90° Distributor & 135° Spark Plug Boots	-	HEI	88136HD	E98136	E1058136	E118136	118136
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Note: All universal kits are supplied with Eagle factory fitted spark plug boots. Distributor/Coil boots, terminals and instruction sheet are supplied with kit.



Yellow Leads with Mooneyes Logo

MNMPA2442	90 deg ends YELLOW LEADS Black ends STD
MNMPA2444	Straight ends YELLOW LEADS Black ends HEI



Black Leads with Moon Equipped Logo

MNMQA2442	90 deg ends Black LEADS Black ends STD
MNMQA2444	Straight ends Black LEADS Black ends HEI



CRIMPING TOOLS PRO-CRIMP TOOL

If you make numbers of plug wires or do a lot of custom wiring, the Pro-Crimp Tool is a must for your toolbox. The Pro-Crimp features interchangeable jaws allowing for a variety of different style crimps with one heavy duty tool. The Pro-Crimp features a hardened steel frame with comfortable molded hand grips. The slick ratchet action provides secure, factory quality crimps every time. The Tool is supplied with precision crimping/ stripping jaws for MSD's spark plug wire terminals.

MSD35051	Pro-Crimp Tool II
MSD3503	Mini-Stripper-Crimper

PRO-CRIMP DIES

MSD3506	Amp Pin Terminal Dies
MSD3507	Amp Lug Terminal Dies
MSD3508	Plug Wire Terminal Dies
MSD3509	Weathertight Terminal Dies
MSD3510	Deutsch Terminal Dies



MSD BULK SUPER CONDUCTOR 8.5mm WIRE

MSD offers both the Heli-Core and 8.5mm Super Conductor Wire in bulk. Sets are sold in 6', 25' and 300' lengths.

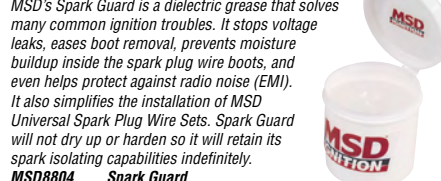
Length	8.5mm Red	8.5mm Black
1 foot	MSD34059-1	MSD34053-1
100 feet	MSD34049	MSD34043
300 feet	MSD34059	MSD34053

Note: 1 foot length is NON RETURNABLE cut to order.



COIL WIRE REPLACEMENT

MSD84039	Coil Wire Replacement, HEI boots
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SPARK GUARD

MSD's Spark Guard is a dielectric grease that solves many common ignition troubles. It stops voltage leaks, eases boot removal, prevents moisture buildup inside the spark plug wire boots, and even helps protect against radio noise (EMI). It also simplifies the installation of MSD Universal Spark Plug Wire Sets. Spark Guard will not dry up or harden so it will retain its spark isolating capabilities indefinitely.

MSD8804 Spark Guard



MSD SPARK PLUG WIRES UNIVERSAL SETS

Routing spark plug wires is an art form. It takes patience and time to route your wires away from the headers, through separators and to the distributor cap. Some wire sets fit perfect, but a lot of people want to build their own so they can route them exactly how they see fit. MSD's Universal wire sets come with the spark plug terminal and boot installed with the other end open. Distributor cap boots and terminals are included so you can cut the wire to the desired length, then install the terminal with the supplied Mini-Stripper-Crimper. It's a little more work, but in the end it will be worth it!



D. For engines with late model type (HEI "spark plug top") distributor caps. Multi-angle boots and terminals installed on one end. 90° distributor boots and terminals included.
8-Cylinder Engine MSD31183, MSD31189



E. For engines with late model type (HEI "spark plug top") distributor caps (Ford Duraspark or MSD Cap-A-Dapt). 90° spark plug boots installed with 90° distributor boots and terminals included.
8-Cylinder Engine MSD3122, MSD31223, MSD31229



G. For late model GM LT-1 Engines, this set comes with the LT-1 Boots and Terminals installed and 90° spark plug boots and terminals loose.
8-Cylinder, Straight LT-1 Boot MSD32129
8-Cylinder, 90° LT-1 Boot MSD32139



H. For race Hemi engines, this kit is supplied with MSD's Hemi tubes and HEI style boots and terminals for the distributor cap.
8-Hemi Single plug set, Red Tubes MSD31529
8-Hemi Single plug set, Black with Black tubes MSD31523
16-Hemi Dual plug set MSD31559



I. For GM Gen III engines such as the LS-1 or LS-6, these wires are perfect when you relocate the coils. Both 90° and MA boots supplied.
LS-1/LS-6 Engines MSD32079

J. For Ford fans, these wires are designed for DOHC Modular engines
Ford Modular, 4.6/5.4L DOHC MSD31889



TWO-IN-ONE UNIVERSAL WIRE SETS

To cover all your bases, these wire sets are supplied with both the boot and terminals that fit older, socket style distributors caps, as well as the ones for spark plug style terminals.

J. Set includes terminals for engines with early type (socket) and late type (HEI "spark plug top") distributor caps. Multiangle boots and terminals factory installed on one end.

Superconductor

	Black	Red
4-Cylinder Engine	MSD31153	MSD31159
6-Cylinder Engine	MSD31179	
8-Cylinder Engine	MSD31193	MSD31199

K. Set includes terminals for engines with early type (socket) and late type (HEI "spark plug top") distributor caps. 90° boots and terminals factory installed on one end.
8-Cylinder Engine MSD31233, MSD31239

TECH TIP:
RACE TAILORED & CUSTOM FIT SPARK PLUG SETS
The MSD Race Tailored Heli-Core and 8.5mm Super Conductor Wire Sets are designed specifically to fit race engines equipped with headers or an MSD Distributor. Model specific sets available for 4cyl, 6cyl and 8 cyl engines. Please call ROCKET for more information or consult manufacturers catalogue.

PROFESSIONAL RACING BOOTS

These new spark plug boots are designed for extreme racing applications. Using a proprietary blend of materials, the boots can handle much higher temperatures over an increased amount of time. Three designs are available; straight, 115° and a 90° boot are supplied with MSD durable Dual Crimp Terminals.

	2 per Pack	Pack of 8
90° Pro Temp Boots	MSD3325	MSD8852
115° Pro Race Boots	MSD3326	MSD8853
Straight Boots	MSD3327	MSD8854



REPLACEMENT BOOTS AND TERMINALS

MSD boots are designed with longevity in mind. Each boot provides excellent heat resistance as well as maximum protection against spark loss.

A. Multi-Angle Boots and Terminals, 2/Card		MSD3301
B. 90° MSD Boots and Terminals, 2/Card		MSD3311
C. HEI Style 90° Boots and Terminals, 2/Card		MSD3320
D. 90° Socket Boots and Terminals, 2/Card		MSD3321
F. Blaster 2 Coil Boot and Terminal, 1/Card		MSD3331
G. 90° Non-Logo Boots and Terminals, 2/Card		MSD3323
H. LS1 Style 45° Boots and Terminals, 2/Card		MSD3304

REPLACEMENT BOOTS AND TERMINALS KITS

These MSD replacement plug wire boot and terminal kits are perfect for enthusiasts who build their own wire sets or need to replace damaged boots. The boots are made from a high temperature silicone compound and feature a gray finish. The terminals have large crimp tabs to grasp the wire, and wide contacts to grip the distributor cap receptacle.

MSD8849 Distributor boots 90deg & terminals hei w/wire retainer set of 9
MSD8850 Spark plug boots 90deg terminals set of 9
MSD8851 Distributor boots 90 deg & terminals non-hei set of 9



PRO STOCK HEMI TUBES

MSD has new ignition accessories for Ford and Chrysler Hemi Pro Stock engines. These engines' heads have a long, skinny tube machined in the head to access the spark plug. This narrow passage makes it considerably difficult to install spark plug wires. MSD answers with a new injection molded spark plug wire boot that reaches down to securely connect the wire to the spark plug. The set of eight includes the tubes and components to assemble the wire for an easy installation.

MSD3476 (Set of 8)



MSD HEMI TUBES

MSD's new Hemi Tubes are molded from Rynite for incredible strength and high spark isolation properties. For easy assembly and disassembly we incorporated a new twist-lock cap at the base. The redesigned tubes meet NHRA's requirements. The Tubes are available in a set of 16 with eight red and eight black.

MSD3475 MSD Hemi Tubes, Set of 16
MSD3467 MSD Boots for Hemi Tubes, Set of 50
MSD3467-1 MSD Boot for Hemi Tubes, Each

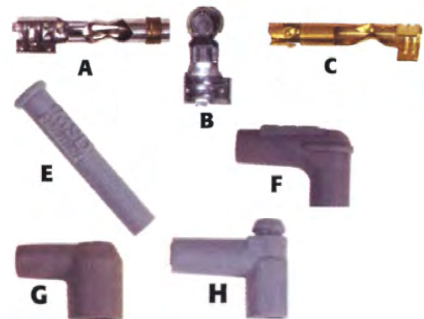
Hemi Tube Ends Replacements

MSD22603 Hemi tube top housing 90deg upper black
MSD22604 Hemi tube top housing 90deg lower tubes, black
MSDCW17208 Hemi screws for hemi boots
MSD21137 Hemi tubes
MSD3467-1 Hemi spark plug boot

REPLACEMENT HEMI WIRE KIT

Always a good thing to have in the trailer! This wire is 72" long and is supplied with a Hemi boot installed along with an Insulator tube and 90° terminal and MSD boot that you install on the other end.

Replacement Red Wire w/Red Hemi Tube	MSD34209
Replacement Red Wire, w/Black Hemi Tube	MSD34219



BULK BOOTS AND TERMINALS

If you plan on building a lot of custom sets of wires for special applications, you can now get MSD Boots and Terminals in bulk sets of 100.

100 Terminals

A. Multi-Angle Dual Crimp Terminals	MSD34605
B. 90° Plug Style Dual Crimp Terminals	MSD34615
C. 90° Socket Cap Terminals	MSD34635
E. Multi-Angle	MSD34565
F. 90° Spark Plug Style	MSD34515
G. 90° Socket Cap	MSD34525
H. HEI Style w/ Nipple	MSD34555

LEAD SEPARATORS



PRO-CLAMP SEPARATORS

MSD8843
Pro-Clamp Separators

WIRE SEPARATORS

MSD8841 Dual Plug Wire Separators, 8-8.5mm Wires, Set of 16



Eagle Lead Separators & Brackets

ELESK-471BL 8-9mm Separators 2x2, 2x3 & 2x4 Hole - Blue
ELESK-471BK 8-9mm Separators 2x2, 2x3 & 2x4 Hole - Black
ELESK-471R 8-9mm Separators 2x2, 2x3 & 2x4 Hole - Red
ELESK-472BL 8-9mm Separators 2x2, 2x3 & 4x4 Hole - Blue
ELESK-472BK 8-9mm Separators 2x2, 2x3 & 4x4 Hole - Black
ELESK-472R 8-9mm Separators 2x2, 2x3 & 4x4 Hole - Red
ELESK-474BL 10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Blue
ELESK-474BK 10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Black
ELESK-474R 10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Red

Horizontal Mounting Brackets

ELESFK-1BL 6 x Horizontal Mounting Brackets - Blue
ELESFK-1BK 6 x Horizontal Mounting Brackets - Black
ELESFK-1R 6 x Horizontal Mounting Brackets - Red
ELESFK-2BL 4 x Horizontal Mounting Brackets - Blue
ELESFK-2BK 4 x Horizontal Mounting Brackets - Black
ELESFK-2R 4 x Horizontal Mounting Brackets - Red

Vertical Mounting Brackets

ELESFK-3BL 6 x Vertical Mounting Brackets - Blue
ELESFK-3BK 6 x Vertical Mounting Brackets - Black
ELESFK-3R 6 x Vertical Mounting Brackets - Red
ELESFK-4BL 4 x Vertical Mounting Brackets - Blue
ELESFK-4BK 4 x Vertical Mounting Brackets - Black
ELESFK-4R 4 x Vertical Mounting Brackets - Red



Pro Style Wire Separator Set

For 8mm to 9mm wire
Set includes
2 x 2 hole, 2 x 3 hole, 2 x 4 hole
RPCR9576 Chrome
RPCR9577 Black

Pro Style Hose or Wire Clamps

1 hole clamps hold various hose/wire sizes set of 4. Aluminum
RPCR6085 3/16" 4.5 mm
RPCR6086 1/4" 6 mm
RPCR6087 5/16" 7.7 mm
RPCR6088 3/8" 9.5 mm





AF49-6000

LEAD SEPARATORS

Keep that jumble of ignition wires under control with AeroFlow's great 8, 9 mm universal lead separators. 2 x 2, 2 x 3 and 4 x 4 hold separators with stainless steel hardware. Can also be used with AF49-6001 anodised black universal separator fitting kit which has 6 brackets with stainless steel hardware.

Part No	Description
AF49-6000	Bakerlite lead separator kit (4x4, 2x3, 2x2) suits up to 9mm leads
AF49-6001	Aluminium horizontal lead separator mounting kit suits AF49-6000



BILLET LEAD SEPARATORS

AeroFlow billet 8.5mm (11/32") lead separators keep your leads spaced nicely, keeping them away from exhaust and routed correctly. Available in polished or black anodised aluminium finish. These mount using the rocker cover bolts, extended fasteners are included. Sold in pairs.

Bolt Down Separator

Part No	Description
AF64-9702	Polished 2 wire lead separators
AF64-9702BLK	Black 2 wire lead separators
AF64-9703	Polished 3 wire lead separators
AF64-9703BLK	Black 3 wire lead separators
AF64-9704	Polished 4 wire lead separators
AF64-9704BLK	Black 4 wire lead separators

Floating Separator

Part No	Description
AF64-9752	Polished 2 wire lead separators
AF64-9752BLK	Black 2 wire lead separators
AF64-9753	Polished 3 wire lead separators
AF64-9753BLK	Black 3 wire lead separators
AF64-9754	Polished 4 wire lead separators
AF64-9754BLK	Black 4 wire lead separators



UNIVERSAL LOOM KITS

Includes four 2-hole looms, two 3-hole looms, and four chrome plated brackets which secure to valve cover bolts

M072150	Blue, 7-9mm
M072151	Red, 7-9mm
M072153	Black, 7-9mm

SHOW CAR LOOM KITS

Includes eight 2-hole looms, two 4-hole separators, and four chrome plated brackets which secure to valve cover bolts

M072170	Blue, 7-9mm
M072168	Red, 7-9mm
M072167	Black, 7-9mm

BIG BLOCK

CHEVY LOOM KITS

Includes four right-side and four left-side chrome plated brackets, two 1-hole looms, two 2-hole looms, two 3-hole looms, two 4-hole looms, two 4-hole separators, and two 2-hole separators

M072175	Blue, 7-9mm
M072176	Red, 7-9mm
M072178	Black, 7-9mm

SMALL BLOCK

CHEVY CENTERBOLT LOOM KITS

Includes two right-side and two left-side chrome plated brackets mount to engine, two 4-hole wire looms, six 2-hole looms, two 4-hole wire separators, and two 2-hole separators

M072140	Blue, 7-9mm
M072141	Red, 7-9mm
M072143	Black, 7-9mm

FORD SMALL

BLOCK LOOM KITS

Includes: three 4-hole wire looms, one 3-hole wire loom, one 2-hole wire loom, one 1-hole wire loom, two 4-hole wire separators, one 3-hole wire separator, one 2-hole wire separator, and six chrome plated brackets

M072130	Blue, 7-9mm
M072131	Red, 7-9mm
M072133	Black, 7-9mm



SUPER MAX™ LOOM KIT

Includes six chrome plated brackets and mounting bolts with related looms and separators to route plug wires from the distributor in the order to each cylinder without crossing over.

M072190 Blue, 7-9mm

HIGH-TEMP UNDER HEADER LOOM KIT

Designed for routing wires under headers on old and new style Small Block Chevy engines. Includes four chrome plated brackets, two 4-hole looms, two 2-hole looms, two 4-hole separators, two 3-hole separators, two 2-hole separators and mounting bolts

M072195 Black, 7-9mm



SPARK PLUG WIRE SEPARATORS

Protect against heat damage by preventing contact with hot engine components. Prevent crossfiring by firmly holding plug wires away from one another. Can be used for routing wires over valve covers or under headers. Wires "snap" into place with slight pressure. Sets include two 2-hole separators, two 3-hole separators and two 4-hole separators. Available in Blue, Red, Yellow and Black

M072160	Blue, 7-9mm
M072161	Red, 7-9mm
M072162	Yellow, 7-9mm
M072163	Black, 7-9mm



Linear Wire Looms

Using the valve cover mounting bolts, to hold the wires in a neat parallel arrangement. For clearance reasons, the manifold must not be much higher than the valve cover mounting flanges.

PR141-638	S/B V8, 1959-86
PR141-639	B/B, 1965-91

Bowtie Wire Looms

The Chevrolet and Bowtie Emblem are moulded in red onto the black nylon head of each wire loom, mounted on chrome stems. Fits Chevrolet small-block V8 1958-'86 and Chevrolet big-block V8 1965-'91. 4-wire looms, 2 per package.

PR141-636 Chev Bowtie Wire Looms

Ford Wire Looms and Dividers

Keep that mess of ignition wires under control with wire looms and dividers. 6 wire dividers per package (2 each of 2, 3 & 4 wire). Wire looms sold in pairs and fit 289-302-351W engines, 5/16" bolt hole.

PR302-636	Ford Racing Wire Looms - Blue
PR302-640	Ford Racing Wire Looms - Black
PR302-637	Ford Oval Wire Dividers - Blue
PR302-641	Ford Oval Wire Dividers - Black

Slotlok Wire Separators

Includes 2 each of 2, 3, and 4-Wire Separators. Chrome plated or anodized to resist fading. Exclusive interlocking design with nylon wedge. For 7 & 8 mm spark plug wires.

PR66214 Slotlok Wire Separators - Chrome



CHROME WIRE LOOM

HOLDER

Chrome steel wire loom set 3-3/4 tall 4 hole, grommets inc. RPC4009



ALUMINUM WIRE LOOM

Universal Application. Suits up to 9.5mm Ignition Leads. Mounting Hardware Included

Ball Milled

RPCR6038	Polished
RPCR6038C	Chrome
Plain	
RPCR6039	Polished
Flamed	
RPCR6038X	Polished
Finned	
RPCR6238	Polished

RACE CARE WIRE LOOM SET

Includes eight 2-hole looms, two 4-hole separators and four chrome plated brackets which mount to the valve cover bolts. RPCR9378 Race Car Wire Loom Set



Universal Wire Looms

Our unique two-piece design fits all big block and small block Chevrolet® and Ford engines. The wire looms mount to the base of the valve cover with adjustable tabs. For center bolt applications, use our late model bracket kit (sold separately). For use with 8mm wires.

Product Features

- Precision machined from 6061-T6 billet aluminum
- Industry leading mirror finish polish
- Stainless steel hardware

BS69529	PLAIN	BS69600
BS69523	BOWTIE	
BS69520	BALL MILLED	
BS69600	Late model bracket kit, for use on Centre Bolt Rocker Covers	



BS69601	Floating Mount - 4-Wire (Pair)
BS69602	Floating Mount - 2-Wire (Pair)
BS69604	Polished Cylinder Head Mount 4-Wire (Pair)
BS69702	Polished Valve Cover Mount - 2-Wire (Pair)
BS69703	Polished Valve Cover Mount - 3-Wire (Pair)
BS69704	Polished Valve Cover Mount stand-up - 4-Wire (Pair)
BS69701	Polished Valve Cover Mount - 1-Wire Mount (Pair)
BS69781	Black Valve Cover Mount - 1-Wire Mount (Pair)
BS69782	Black Valve Cover Mount - 2-Wire Mount (Pair)
BS69783	Black Valve Cover Mount - 3-Wire Mount (Pair)
BS69784	Black Valve Cover Mount - 4-Wire Mount (Pair)

LEAD ACCESSORIES



HEAT GUARD

SPARK PLUG BOOTS

AeroFlow's spark plug boot and ignition wire insulator is the perfect solution for tight headers and turbo manifolds, also act as a dual purpose spark insulator to reduce misfires, extend plug wire and boot life and will not react to petroleum products. Universal size fits most boot sizes and can easily flex for angled boot applications. Easy to install and most importantly non-flammable. Sold as 4 packs. Dimensions: 155mm (6-7/64") long, 25.4mm (1") diameter.

AF91-6050	Black 1100°C (2000°F) radiant, 260°C (500°F) direct
AF91-6051	Titanium 1650°C (3000°F) radiant, 1100°C (2000°F) direct



INSULATED WIRE SLEEVE

- Available in Black, Blue, Red and Ultra 40 in Blue
- Closely woven fiberglass impregnated with high voltage, leak resistant silicone which adds up to 8,000 volts of extra insulation
- Extend spark plug wire life by adding insulation against exhaust header heat
- For best results, we recommend that the sleeve cover the full length of wire from spark plug boot to distributor boot and sealed with Shrink Sleeve No. 72030 or No. 72031
- Nos. 72000, 72002, 72004 fits 7 & 8mm wire; No. 72011 fits 8.65mm wire
- Packaged in 25' lengths
- Developed for Moroso by racing legend Smokey Yunick

M072002 Insulated Spark Plug Wire Sleeve, Red
M072004 Insulated Spark Plug Wire Sleeve, Black
M072011 Ultra 40 Insulated Spark Plug Wire Sleeve, Blue



SHRINK SLEEVING

MSD3409 No-Split Shrink Sleeve, Set of 10
MSD3407 Shrink Sleeve for Pro Heat Guard, Set of 18



SPARK PLUG INDEXING WASHERS

Designed for use on all 14mm spark plugs with 5/8" hex. With three thicknesses in each package, one will correct the electrode placement on any plug and simplify the time consuming task of spark plug indexing. The washers are precision stamped from copper for perfect sealing and heat transfer. 30 per pack, 10 of each size.

Description	Part No.
Indexing Washers, Tapered Seat, .010", .021", .032"	M071900
Indexing Washers, Flat Seat, .040", .050", .064"	M071910



SHRINK SLEEVE WITH NUMBERS

MSD3415 Numbered Shrink Sleeve



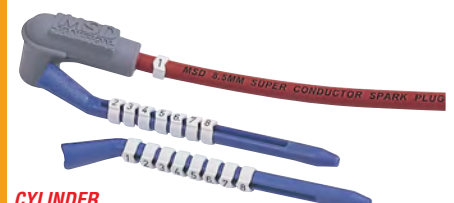
PRO-HEAT GUARD

MSD3411 Pro-Heat Guard, Roll of 25 feet



PRO-BOOT GUARD

MSD3412 Pro-Boot Guard, Roll of 6 feet


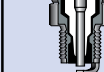


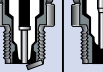
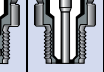
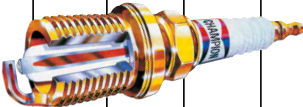


CYLINDER MARKERS

MSD3413 Cylinder Markers, 8mm Wire
MSD3414 Cylinder Markers, 8.5mm

SPARK PLUGS

HEAT RANGE CHART – RACING SPARK PLUGS

CHAMPION										
SERIES		J-GAP Projected	J-GAP Non-Projected	FINE WIRE J-GAP Projected	FINE WIRE J-GAP Non-Projected	CUT BACK GROUND Projected	CUT BACK GROUND Non-Projected	ANGLED GROUND FINE	RETRACTED GAP	SURFACE GAP
G SERIES	HOT ↑ COLD ↓		654/G59C 653/G57C 652/G55C						657/G55R	709/G54V
A SERIES	HOT ↑ COLD ↓		662/A59C 1006/RA59GC 661/A57C	8819/8819 ² 8815/8815 ² 8810/8810 ² 8812/8812 ² 8809/8809 ²					667/A57R	299/QA55V
J SERIES	HOT ↑ COLD ↓	10/J12YC	841/J8C 823/J6C 825/J4C 835/UJ81C	266/J63Y	264/J61					
L SERIES	HOT ↑ COLD ↓	328/L82YC 936/L72YC	811/L82C	8814/8814 ² 8883/8883 ²	828/OL77JC4 678/OL57 677/OL55 676/OL53					833/L78V 831/UL77V 827/L76V
V SERIES	HOT ↑ COLD ↓	400/RV9YC 672/V59YC 671/V57YC	802/V63C	265/V63Y	263/V61					
S SERIES	HOT ↑ COLD ↓	304/RS9Y 281/S63YC 250/S61YC 685/S59YC 671/S57YC	286/S61C 283/S59C 282/S57C 281/S55C							
C SERIES	HOT ↑ COLD ↓	284/C65YC 796/C63YC 794/C61YC 792/C59YC 791/C57YC	785/C61C	279/C63Y 278/C61Y 277/C59Y 276/C57Y	688/C61 687/C59 686/C57 683/C55	1003/C61HCX ¹ 1004/C59HCX ¹ 1005/C57HCX ¹	298/C63CX 298/C61CX 298/C59CX 298/C57CX 298/C55CX 298/C53CX	256/C59A 255/C57A 254/C55A	695/C55R	694/C53VC
N SERIES	HOT ↑ COLD ↓	1002/N1032Y ¹ 290/N59YDR	673/N59DR 723/N57DR	8415/8415 ² 8332/8332 ² 8339/8339 ² 8904/8904 ² 8902/8902 ²	915/QN86					

¹HXC types feature .030" projection. N1032Y has .120" projection (all other projection .060"). ²8000 series plugs are PowerSport designs.
³No heat range for surface gap plugs. ⁴Fine wire designs may run slightly hotter than standard centre electrode



Accel Header Spark Plugs

The overall length of these plugs has been reduced 1/4" to 3/8" (depending on the specific spark plug) to gain critical air gap space between the spark plug boot and the exhaust manifold or header tube. This helps eliminate burning the spark plug boot or dimpling the header tube. The shorter spark plug length also can make it easier to install and remove the spark plugs in certain applications where there is not a lot of room to fit a socket or move a wrench around.

- Short Body For Header Clearance
- Projected Tip Style
- Supplied In Packs Of 8 Plugs

Part Number	Thread Diameter	Thread Reach	Socket Size	Seat Type	Cross Ref. NGK / Champ.
AC8197	14mm	3/8"	13/16"	Gasket	BP4 / J12YC
AC8198	14mm	.460"	5/8"	Taper	BP6FS / BL9Y
AC8199	14mm	.460"	5/8"	Taper	BP5FS / BL13Y



CHAMPION PLUGS for Flathead engines

Spark Plugs (ea) Suit Ford Flathead and cars 1938 to 1954

BD7RA-12405-C

TUNING, LOGGERS & DASHES



FAST-FLASH™ POWER PROGRAMMER, 98-05' GM GASOLINE ENGINES

FAST-FLASH™ Power Programmers give your vehicle a 15 minute tune-up that unlocks hidden performance potential, yielding maximum horsepower and torque. The process is simple – just plug the programmer into your vehicle's under-dash OBDII port, and answer a few questions. Select from three distinct modes (performance, towing or economy), and FAST-FLASH™ automatically reprograms your vehicle's computer for idle quality and optimized air/fuel ratios. It also re-calibrates the ignition timing, transmission shift points and the speedometer for gear and tire changes

- Select from performance, towing or economy mode
- Optimize engine parameters for performance camshafts
- Modify/remove stock speed limiter setting
- Calibrate fuel octane level for various fuels
- Adjust the spark curve for the fine tuning of ignition timing
- Read live streaming engine data
- Modify air/fuel ratio at wide-open throttle
- Change engine idle speed and cooling fan activation temperature
- Check and clear diagnostic trouble codes
- Adjust the transmission shift points & firmness

FAST170382



Racing Spark Plugs

We realize race teams push their vehicles to the edge. Knowing this we design every NGK Spark Plug to withstand severe mechanical and thermal shock associated with these high-revving, high-compression race engines. As a result of our superior quality, you'll have confidence knowing you have the World Leader in spark plug technology firing your way to victory.

HEAT RANGE HOTTER 5 6 7 8 9 10 11 COOLER

NGK-R5671A-7
NGKR5671A-8 Notes:
NGK-R5671A-9 V Power, 3/4" Reach,
NGK-R5671A-10 5/8" Hex, Solid Gasket.
NGK-R5671A-11
NGK-R5672A-9 As above with Projected Electrode
NGK-R6061-9 13/16 Hex HEMI Style
NGK-R6061-10 13/16 Hex HEMI Style
NGK-R6061-11 13/16 Hex HEMI Style
NGK-BR10EG 14mm, 3/4" Reach, 13/16" Hex, Nickle Electrode
NGK-R6725-105 14mm, .846" Reach, 13/16" Hex, Fine Wire Platinum Electrode
NGK-R6725-115 14mm, .846" Reach, 13/16" Hex, Fine Wire Platinum Electrode

Wide-Band Air/Fuel Gauge Kit

The FAST Wide-Band Air/Fuel Gauge Kit combines an economical and accurate 2 1/16" gauge, Bosch wide-band oxygen sensor and stand alone sensor control unit that mounts easily in the interior of any vehicle. Back-lit for easy night viewing and wired so it is powered up whenever the engine is running, this kit is not only for serious power tuning but also ideal for monitoring the overall fuel tune of the engine when daily driving or making passes at the track. Kit includes gauge, module, harness, sensor and bung.

Description

Wide-Band Air/Fuel Gauge Kit

Part No.

FAST170634



Wide Band Digital Air/Fuel Meters

With no laptop required, FAST has developed three simple, easy-to-use air/fuel meters for gasoline, diesel and ethanol/methanol (E85) fuels. Available in single or dual sensor units, these meters give tuners the power to read two wide-band O2 sensors individually or average them together for maximum accuracy of the engine's air/fuel ratio reading. The FAST Air/Fuel Meters include several enhanced capabilities, including the built-in data logging capability that plays back recorded information on a lighted, full graphical display screen rather than using a laptop computer. Additional features include outputs for external data loggers, digital gauges, as well as a narrowband simulator function that allows you to feed your engine's computer a factory signal while using the wide-band sensor for air/fuel measurement.

- Ideal for carburetted and EFI engines
- Available in single or dual sensor units
- Built-in data logging; no laptop required
- Meters for gasoline, diesel & E85 fuels
- PC-based software analysis tool
- RPM-based option

Description

Gasoline Air/Fuel Meter (Single Sensor)

Part No.

FAST170401

Gasoline Air/Fuel Meter (Dual Sensor)

FAST170402

Dyno Gasoline Air/Fuel Meter (Single Sensor)

FAST170601

Dyno Gasoline Air/Fuel Meter (Dual Sensor)

FAST170602

Ethanol/Methanol Air/Fuel Meter (Single Sensor)

FAST170590

Ethanol/Methanol Air/Fuel Meter (Dual Sensor)

FAST170608

Master Tuner Dual Sensor Air/Fuel Meter Kit

FAST170614

Replacement Wideband O2 Sensor

FAST170408

Digital Air/Fuel Meter RPM Module

Compatible with all FAST Digital Air/Fuel Meters, the FAST Air/Fuel Meter RPM Module monitors and records engine rpm data that can be overlaid with air/fuel ratio readings. It can be calibrated with the touch of a button and the module plugs in-line with your existing O2 sensor harness. The FAST Air/Fuel Meter RPM Module comes with everything you need, including the installation CD, communications cable, USB cable adapter, power source, rpm module, clip-on inductive pick-up and full instructions to get you up and running in no time.

Description

Digital Air/Fuel Meter RPM Module

Part No.

FAST170536



Universal O2 Sensor Processor Kits

FAST engineers have developed a kit that makes it easy for anyone to measure an engine's air/fuel ratio. This plug and play universal O2 sensor processing kit allows your data acquisition system or dyno software to record and display air/fuel ratios. Since it uses fully automatic sensor calibration, there's no need for manual "free-air" calibration that competitive units require. Additionally, each sensor kit is a standalone unit, so using multiple kits for measuring all your engine's cylinders is easy. Compatible with FAST Digital Air/Fuel Meters.

Description

Universal O2 Sensor Processor Kit

Part No.

FAST170579

XFI Wide-Band

Auxiliary O2 Sensor Processor Kit

FAST170577

Digital Air/Fuel Meter

Interior Mount Kit

When hot-rodging down the street, it's hard to safely read air/fuel data if the meter is sliding around. For easy viewing and safety, the FAST Air/Fuel Meter Interior Mount Kit allows you to attach your FAST Digital Air/Fuel Meter to the windshield with a removable suction cup system. The suction cup mounts to the meter through adhesive tape; no drilling or glueing required.

Digital Air/Fuel Meter

Interior Mount Kit

FAST170493



XFI Touch Screen Dash/Data Logger

This unit functions as both an electronic dashboard and a data logger for vehicles running the FAST XFI Fuel Injection System. The XFI Touch Screen Dash/Data Logger features a 6-inch, fully programmable LCD touch screen display and has the ability to display its data in a multitude of scales, units and gauge configurations. Its backlit display can be user-customized to a wide variety of configurations at the touch of a finger or stylus. Engineered to work with any level of vehicle modification from stock to all-out race, the XFI Touch Screen Dash/Data Logger is able to monitor and display output from a variety of different input sources, including frequency (rpm, wheel speed etc.), analog input and sources that require programmable input parameters such as MAP and MAF. As a data logger, the unit has a 2 MB memory module that will store up to one hour of data.

- Allows for fine tuning of the ECU without a laptop
- Simultaneous monitoring & logging of up to 25 separate channels • 8 analog inputs, 2 speed inputs, and programmable input parameters • Logged data is viewable on screen or downloadable via USB • 2 PWM outputs to drive shift lights, nitrous & boost solenoids, etc. • High resolution, backlit 320 X 240 touch-programmable display • Over 1 hour of data logging time with std 2 MB memory module

XFI Touch Screen Dash/Data Logger

FAST301417

Clamp-On Tailpipe

Sensor Mount Kit

Made of stainless steel and convenient for quick oxygen sensor tests, this easy-to-use FAST kit slides into the tail pipe to eliminate welding. The actual O2 sensor screws into the kit, which includes a rubber cover to prevent damage to polished exhaust tips.

Clamp-On Tailpipe Wide-Band Sensor Mount Kit

FAST170620



LM-2 Air/Fuel Ratio Meter

The LM-2 combines an air/fuel ratio meter, a full-function 32-channel datalogger, and powerful software to deliver a complete tuning workshop for less than the cost of one dyno day. Whether you have a piggy-back fuel controller, race carb, aftermarket ECU, OBD-II tuning software, or a flash/chip programmer, an LM-2 is the tool you need to dial in maximum HP. The meter's digital signal processing technology provides data on exactly how rich or lean an engine is running at any load. The LM-2's self-calibrating circuitry also compensates for changes in temperature, altitude, and sensor condition.

- Patented "Direct Digital" Wideband Technology
- Wideband O2 Compatible with ALL fuel types
- Single or Dual Channel Version Available
- OBD-II Scan tool- read/clear DTCs and log up to 16 channels of CAN OBD-II Data • Log directly to SD card (included)
- Playback log data on screen and/or with powerful LogWorks software (included) • Large high-contrast graphics LCD
- Built-in RPM converter (direct frequency or with optional inductive clamp) • 4 fully-differential analog inputs
- 2 configurable linear analog outputs
- Positive lock connectors for all connections
- Innovate MTS serial IN and OUT • USB connection to your PC

LM-2 Kit with Single Wideband O2 Sensor

IM3806

LM-2 Kit with Dual Wideband O2 Sensors

IM3807



LM-2 Window Mount

"Window Mount" will allow you to have the LM-2 mounted to your windshield.

This will help provide a better view of the display while tuning.

Innovate LM-2 Window / Dash Mount Suction Cap IM3814

The LM-2 DUAL BASIC

The LM-2 basic kit is a lower cost option for users who want to display AFR on the meter and/or on a PC.

To log RPM, or to Output the wideband signal to an external device you'll need the LM-2 Analog IN/OUT Cable optional accessory. For OBD-II features you'll need the LM-2 OBD-II Cable optional accessory. To record internally to your LM-2 you'll need the SD Card optional accessory. This unit also comes in a cardboard box, the black hard case is an optional accessory LM-2 Carrying Case.

Part Number: IM3894

LM-2 Basic Kit

The LM-2 Basic Kit includes the LM-2 meter, Bosch wide-band oxygen sensor, 8 ft sensor cable, cigarette-lighter power adapter, USB cable for PC connection, weld-in bung and plug, LogWorks software CD, and quick-start guide. This kit only includes accessories to display your Air/Fuel Ratio either on the meter and/or on your PC. To log RPM, or to Output the wideband signal to an external device you'll need the LM-2 Analogue IN/OUT Cable optional accessory. For OBD-II features you'll need the LM-2 OBD-II Cable optional accessory. To record internally to your LM-2 you'll need the SD Card optional accessory. This unit also comes in a cardboard box, the black hard case is an optional accessory.

LM-2 Basic Kit (Air/Fuel Only)

IM3837

ECF-1: (FUEL) Ethanol

Content & Air/Fuel Ratio Gauge

(Four-in-one, ethanol content %, fuel temp., fuel press., and wideband O2)

ECF-1: (FUEL) Ethanol Advanced Gauge Complete Kit, includes Ethanol Sensor, Fuel Pressure Sensor, Fuel Line Fitting (3/8" M to 3/8" F w/1/8" NPT Side Port, O2 Sensor, & Bung

Part Number: IM3903



MTX-D: Ethanol Content %

& Fuel Temp.

DISPLAY RANGE

Ethanol Content %: 0-100%
Temp: -40-257 °F (-40-125°C)

KEY FEATURES

- Ethanol Content
- Error reporting for ethanol content sensor (Digital Display)
- Fuel Temp
- Change exterior LED as a fill bar or light a single indicating LED
- Programmable exterior LED ranges vs. color
- Programmable unit of measure as °F or °C
- Programmable fuel temperature warning (outer LED)
- 2-Configurable analog outputs
- Ethanol Content: 0v = 0%, 5v = 100%
- Fuel Temp: 0v = -40 °F, 5v = 257 °F (-40-125°C)

MTX-D: Ethanol Content Percentage & Fuel Temp Gauge Kit, includes: Gauge (Black Faceplate, Black Bezel), Silver Bezel & White Faceplate, Harness, Program Cable (Serial), Ethanol Content Sensor, Quick Start Installation Guide. Part Number: IM3904



ECB-1: (BOOST) Ethanol Content

& Air/Fuel Ratio Gauge

(Four-in-one, ethanol content %, fuel temp., vacuum/boost press., and wideband O2)

ECB-1: (BOOST) Ethanol Advanced Gauge Complete Kit, includes Ethanol Sensor, 4 BAR MAP Sensor, O2 Sensor, & Bung

Part Number: IM3906



G2 Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features traditional looks, 2-1/16" face, high speed stepper motor, through dial back-lighting and an illuminated pointer. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Includes LC-1 & Sensor
- Extremely Accurate
- Wide-Band Technology
- G2 Air/Fuel Ratio Gauge Kit (Includes LC-1 & Sensor)

IM3801





Standalone Wideband Controller Cable

The LC-1 is a complete wideband controller built in to a sealed cable. It features the same award-winning patented digital measurement principal found in the LM-1, and includes digital input, output, and 2 programmable analog outputs. The LC-1 can interface directly with most dynos, ECU's and data recorders on the market. The LC-1 can also log directly into LogWorks via the Innovate MTS data bus. This enables laptop or PC-based logging directly from one or more LC-1 controllers. Since the LC-1 can be channeled, users can now affordably tune individual cylinders for precision power balancing.

LC-1 Wideband Controller Cable (with Bosch O2 sensor) IM3877

G3 Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features traditional looks, 2-1/16" face, high speed stepper motor, through dial back-lighting and an illuminated pointer which is blacked out when powered off. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Extremely Accurate Wide-Band Technology
- Includes LC-1 & Sensor

G2 Air/Fuel Ratio Gauge Kit (Includes LC-1 & Sensor) IM3802

G3 Air/Fuel Ratio Gauge Only (Requires LC-1 & Sensor) IM3804

DB Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features a 2-1/16" face and digital LED display available in blue or red. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Extremely Accurate Wide-Band Technology
- Includes LC-1 & Sensor

G2 Air/Fuel Ratio Gauge Kit (Blue LED) IM3795

G2 Air/Fuel Ratio Gauge Kit (Red LED) IM3796

MTX-AL: Wideband Air/Fuel Ratio Gauge

DISPLAY RANGE
Wideband Air/Fuel Ratio
8 AFR to 18 AFR

KEY FEATURES

Patented DirectDigital™ wideband sensor control, the only 100% digital wideband air/fuel ratio technology!

Bosch LSU 4.9 wideband O2 sensor
Ability to calibrate O2 sensor for maximum accuracy

Part Number: IM3855

SCG-1 BOOST CONTROL WITH WIDEBAND SENSOR

The Innovate Motorsports SCG-1 is a revolutionary approach to boost control that integrates an advanced standalone boost controller with Innovate's industry leading DirectDigital™ wideband air fuel ratio technology. When we decided to build a boost controller, we knew we had to offer more capabilities than other products available today, while still maintaining the user friendly functionality demanded by our customers. Instead of repackaging the same boost control technology that has been used for decades, we choose to pair our advanced O2 sensor control technology with our all-new, proprietary solenoid control that provides superior boost control accuracy, response and safety. We also added a user programmable shift light and housed the entire package in a compact gauge body for ease of installation and use

Description
SCG-1: Solenoid Boost Controller w/Wideband Gauge Kit

Part No

IM3882

DLG-1: DUAL LAMBDA (AFR) GAUGE KIT

Gauge Kit - includes the DLG-1 gauge, (2) Wideband oxygen O2 sensors, (2) 8 ft sensor cables, LC-2 Wideband Controller, (2) O2 sensor weld-on bungs, Black/Silver bezel, Black/White faceplate, Serial program cable, & Installation manual.

IM3891

PSB-1: POWERSAFE BOOST & AIR/FUEL RATIO GAUGE KIT

Gauge Kit - includes the PSB-1 gauge, Wideband oxygen O2 sensor, 8 ft sensor cable, 4-Bar MAP Sensor, Relay, O2 sensor weld-on bung, Black/Silver bezel, Black/White faceplate, Serial program cable, & Installation manual.

IM3892

MTX DIGITAL SERIES EXHAUST GAS TEMPERATURE (EGT) GAUGE

This 2 1/16" (52mm) gauge features a water resistant casing, interchangeable faceplates and bezels, locking connectors for simplified installation, and MTS serial connections used to connect with other Innovate devices for logging.

KEY FEATURES

- Change from EGT to CHT range. CHT range allows greater resolution
- Display in either °F or °C
- Change exterior LED as a fill bar or light a single indicating LED
- Program exterior LED ranges vs Color
- Program EGT Warning.

KIT INCLUDES:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- EGT K-Type Probe (Stainless Steel)
- EGT Mounting Hardware with Bung (Optional Clamp-on Style Available P/N: 3869, no included)
- Quick Start Installation Guide (Full manual on CD)
- Software CD (LogWorks & LM Programmer)

Description

MTX Digital Series Exhaust Gas Temperature (EGT) Gauge

Part No
IM3854

MTX DIGITAL SERIES OIL PRESSURE & TEMPERATURE GAUGE KIT

MTX Digital Series "Dual Function" Oil Pressure & Temperature. One gauge, TWO functions! In addition, the 2 1/16" (52mm) gauge features a water resistant casing, interchangeable faceplates and bezels, locking connectors for simplified installation, and MTS serial connections used to connect with other Innovate devices.

Pressure Key Features

- Display in either PSI or BAR (seven-segment)
 - Program Low Oil Pressure Warning (seven-segment)
- #### Temperature Features
- Change exterior LED as a fill bar or light a single indicating LED
 - Program exterior LED ranges vs. Colour
 - Program unit of measure as °F or °C
 - Program Oil Temperature Warning (outer LEDs)

Kit Includes:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- Thermistor
- Electronic Pressure Sensor 0-145 PSI (10 Bar)
- Cable for Pressure Sensor
- Quick Start Installation Guide

MTX Digital Series Oil Pressure & Temperature Gauge Kit IM3913

MTX-L PLUS: DIGITAL AIR/FUEL RATIO GAUGE

The New MTX-L PLUS wideband gauge features our patented Direct Digital technology and all-new Advanced Sensor Control which receives feedback from the sensor more frequently and optimizes heater control.

The combination of these technologies makes the MTX-L

Plus our fastest, most durable and accurate air/fuel ratio gauge ever!

- FASTER Sensor Frequency for faster O2 sensor feedback
- FASTER Analog Output Speed helps ensure that your ECU sees changes in air/fuel ratio as they happen
- ENHANCED Heater Control for superior sensor performance in forced induction and other high performance applications
- Large digital readout and programmable "Digital Needle" provides the functionality of a needle gauge with the pinpoint accuracy of a digital display

• Digital display in AFR or Lambda 52mm (2 1/16") diameter gauge body with included interchangeable faceplates and bezels Bosch™ LSU 4.9 wideband O2 sensor Patented 100% digital wideband air/fuel ratio technology!

- Ability to calibrate O2 sensor for maximum accuracy
- Wideband O2 compatible with several fuel types
- Innovate MTS serial in/out (for use with MTS enabled devices to add additional logging channels)
- Datalog using powerful LogWorks software on your PC

MTX-L PLUS: Digital Air/Fuel Ratio Gauge Kit (8 Ft. Cable) IM3918

MTX-D: DIGITAL SERIES FUEL PRESSURE GAUGE

KEY FEATURES:

- Range 0-145 PSI (10 Bar)
- Industrial grade electronic pressure sensor
- Display in either PSI or BAR (seven-segment)
- Program Low Oil Pressure Warning

KIT INCLUDES:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- Electronic Pressure Sensor 0-145 PSI (10 Bar)
- Cable for Pressure Sensor
- Quick Start Installation Guide

MTX-D: Digital Series Fuel Pressure Gauge Kit IM3917

MTX-A: 30 PSI Vacuum / Boost Gauge

DISPLAY RANGE

Pressure Range
-29 inHG to 30 PSI

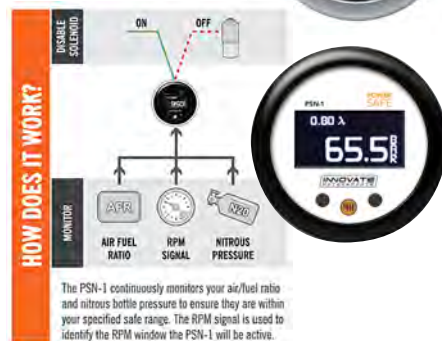
Part Number: IM3908

MTX-A: Water / Oil (Fluid) Temperature Gauge

DISPLAY RANGE

Oil / Water Temperature
120-280 °F

Part Number: IM3861



Innovate PSN-1 Nitrous Bottle Pressure & Air Fuel Ratio

The PSN-1 is a nitrous bottle pressure gauge and wideband air fuel ratio gauge with a built in RPM window switch. It features Powersafe technology which monitors nitrous bottle pressure, engine RPM and air fuel ratio and can disable the nitrous solenoid when these parameters are not within range.

Part Number: IM3893

LM2 CARRY CASE

- Foam insert fits LM-2 for better protection
 - Innovate Motorsports Logo printed on Case
 - Room to store all cables needed for the kit
- IM3836**

TC-4 4-Channel Thermocouple Amplifier IM3784

The TC-4 is a 4-channel thermocouple amplifier with two temperature ranges for exhaust gas temperature (EGT) or cylinder head temperature (CHT). For use with LogWorks2, DL-32, LC-1, LMA-3, and XD-16. Includes: TC-4, Program Cable, Patch Cable (to daisy chain with other MTS compatible devices), and Mounting hardware.

TC-4 4-Channel Thermocouple Amplifier IM3784

TC-4 PLUS

The TC-4 PLUS includes the TC-4 PLUS, Serial Program Cable, Molex to Molex Patch Cable (to daisy chain with other MTS compatible devices), and manual.

The TC-4 PLUS is 4 channel type-K thermocouple amplifier device that can be used a standalone system or as part of a MTS (Modular Tuning System). The TC-4 PLUS includes a digital input/output, 4 full-programmable analogue outputs, and is ideal for applications such as dynamometers, data acquisition systems, or standalone ECUs.

- K-Type thermocouple amplifier that adds 4 temperature inputs to an MTS Log Chain
- Temperature range 32-1999 deg F, 0- 1093 deg C
- 4-Configurable linear 0-5V analog outputs (one per input)
- The TC-4 PLUS can be used to measure other temperature metrics such as intercooler inlet, outlet temperature and catalytic converter

TC-4 PLUS (4-Channel Thermocouple Amplifier) IM3915



SSI-4 PLUS

The SSI-4 PLUS includes the SSI-4 PLUS, Serial Program Cable, Molex to Molex Patch Cable (to daisy chain with other MTS compatible devices), and manual. P/N 3914. The SSI-4 PLUS will allow the capture of data from 4 external sensors. These sensors can be frequencies such as engine RPM and speed sensors or 0-5V references like MAP sensors and pressure transducers. The SSI-4 PLUS may be used as a stand-alone system or integrated with other Innovate Motorsports MTS products to create a log chain.

- Simple sensor device that adds 4-inputs to an MTS Log Chain
- Channel 1 and 2 inputs can be configured for RPM, Speed (VSS), Frequency, and 0-5 volt. In addition to the above, the channel 2 input can be used for duty cycle or dwell.
- Channel 3 and 4 inputs can be used for 0-5 volt
- 5 volt output to power external sensors

SSI-4 PLUS (4 Channel Simple Sensor Interface)
IM3914

RPM Converter (LMA-2)

Includes an integrated circuit for converting a tach or inductive clamp output to a clean analog signal that can be logged by the LM-1. The cable can be calibrated to the characteristics of your engine through a simple setup routine.

****Inductive Clamp Not Included****
IM3726



Inductive Pickup

Inductive Clamp Accessory for LM-2, DL-32, LMA-3, and RPM Converter. Simply clamp on to one spark plug wire to log RPM. Cable is 6 feet in length. LM-2 kit includes inductive pickup and adapter needed for connection to LM-2.

Inductive Pickup with LM-2 Adapter **IM3834**

18-ft. Sensor Cable

To Minimize the effects of noise coupling with the extended-length sensor cable, Innovate recommends minimizing the length of the power-supply cable. 2' is ideal. Noise coupling may be present if the bar graph is flickering. Excessive coupling will result in sensor errors.

LM-2 Extended Sensor Cable **IM3828**

LM-2 Sensor Cable

Replacement 8ft Sensor Cable. Included in LM-2 kits

LM-2 OBD-II Cable

OBD-II / CAN Interface Accessory Cable for LM-2.

LM-2 Serial Patch Cable

LM-2 Serial Patch Cable makes the LM-2 MTS Compatible (LC-1, LMA-3, DL-32, SSI-4, TC-4). Four pin Molex to serial 2.5. Not included with LM-2 kit.

Terminator Plug

Terminator Plug for use with XD-1, LMA-3, LC-1, and ST-12

Sensor Cable

10-ft. long, for direct connection of LM-1 to Bosch/VW plug on LSU4.2

IM3738

Heat-Sink Bung Extender (HBX-1)

The Bosch LSU4.2 wide-band O2 sensor (shipped as part of the LM-1 kit) is rated to operate at an exhaust gas temperature of 1300 degrees (F), and a sensor housing temperature of 900 degrees (measured at the bung) for maximum accuracy and control. When either of these operating temperature ranges is exceeded, the sensor can no longer be accurately controlled. Further, operating at or over these temperatures for any length of time can significantly reduce the lifetime of the sensor. **The LM-1 is designed to display an error message under these conditions (currently 08- Sensor Timing Error) rather than provide inaccurate readings. For some turbo vehicles, rotary engines, and other setups, this error message can be encountered with annoying frequency.**

Bosch Oxygen Sensor

IM3737
Bosch LSU4.2 5-wire, wide-band O2 sensor



Exhaust Clamp

Patent-pending, Venturi-effect, tapped exhaust clamp for obtaining accurate lambda measurements in non-cat autos or other engines.

IM3728



Power Cable, Cigarette lighter

10-ft. long, for direct connection on LM-1 or LM-2 to cigarette lighter or accessory plug.

LM-1 Power Cable **IM3740**
LM-2 Power Cable **IM3808**

Power Cable, clip

10-ft. long, for direct connection on LM-1 to auto or motorcycle battery

IM3734



REMOTE PUSH BUTTON

Accessory cable used to trigger the start and stop of a record session remotely on a PL-1.

IM3901

MTS Carrying Case

The MTS (Modular Tuning System) carrying case is a durable plastic case, designed to hold the LM-1 and all accessories included in any configuration of the MTS kits.

IM3754



V300SD Data Recorder

The affordable V300SD series data recorder is our newest data recorder. In base configuration, the V300 monitors six parameters, but it can be expanded to monitor up to 67 channels of data to meet the needs of most users. The V300SD can sample data as quickly as 1000 times per second.

Uploading recorded data to your computer is done via a SD memory card, which provides you with hours of recording time and the ability to store many runs prior to uploading the data. The V300SD also has multiple methods of displaying monitored data in real time. When linked by serial cable to your PC you can view all recorded functions in either graph format or on 8 virtual gauges while the vehicle is running. Any monitored function can also be displayed in real time on Racepak's optional Intelli-Gauges, Ultra Dash or IQ3 display dash.

- Engine & Driveline RPM
- Engine/Driveline RPM differential
- Battery voltage
- Acceleration G-force
- Lateral G-force

V300SD with Datalink Lite **R200-KT-V300SDL**

V300SD with Datalink Standard **R200-KT-V300SDS**



SPORTSMAN Data Recorder

The Sportsman Data logger is an economical solution that utilizes the same hardware and software as our professional series data recorders. The base kit includes a driveshaft sensor and collar so you can start maximizing your runs sooner.

Features:

- 21 total channels
- 8 EGT Sensor outputs available
- (EGT's not included)
- 7 internal and external
- 6 V-Net

Specifications:

- V-Net: up to 100 per second

Monitors:

- Engine RPM
- Driveline RPM
- Battery voltage
- Acceleration G-Force
- Lateral G-Force
- 12 Volt event

Part No: R610-KT-SPRTMM



Split Collar and Magnet Assemblies

>-magnet collars. Perfect for automatic-equipped vehicles, to assist in picking up driveshaft RPM sooner than a conventional 2-magnet collar.

Description

8 Magnet Collar Suit 2.125" Shaft
8 Magnet Collar Suit 2.187" Shaft

Part No

R800-CL-8M-2125
R800-CL-8M-2187

IQ3 Logger Dash

The IQ3 dash represents an entirely new concept in data logging dashes. By placing the 32 channel data logger, 512 MB memory card, GPS board and 3 axis G meter inside the dash, every feature of the data system is now located in one central location. And, when that 32 channel data logger is one of Racepak's exclusive smart sensor type, that means that only one small cable will transmit the data from all the sensors to the rear of the dash.

- 32 Channels • Internally Mounted GPS • Internal 3 Axis G Meter
- 512MB microSD Memory Card • Programmable Shift Lights
- Programmable Warning Lights With On Screen Warning
- 24 Programmable Sensor Inputs On 4 Pages
- Programmable 5 Character Channel Name • Gear Indicator
- Predictive Lap Time • Prop Slip and Prop Speed for Boats
- Speed, Lap Time, Lap No. From GPS
- Metric / Imperial Configurable

IQ3 Logger Dash

R250-DS-IQ3LD

IQ3 Display Dash

The IQ3 Display Dash is designed for use with any of Racepak's current series of Vnet data loggers. This includes the G2X (red housing version), G2X Pro, V300SD and V500 data loggers. This model does not include the internal data logger, GPS, 3 axis G meter or 512MB memory card. Rather, this data is supplied by the external data logger (depending on the Vnet data logger utilized) but still provides all the display and programming features of the data logger dash.

- Programmable Shift Lights • Metric / Imperial Configurable
- Programmable Warning Lights With On Screen Warning
- 24 Programmable Sensor Inputs On 4 Pages
- Programmable 5 Character Channel Name • Gear Indicator

IQ3 Display Dash

R250-DS-IQ3

RACEPAK V-NET CABLES & ACCESSORIES

V-Net Cable 12" (1 FT)

R280-CA-VM-012

V-Net Cable 24" (1.5 FT)

R280-CA-VM-024

V-Net Cable 36" (3 FT)

R280-CA-VM-036

V-Net Cable 48" (4 FT)

R280-CA-VM-048

V-Net Cable 60" (5 FT)

R280-CA-VM-060

V-Net Cable 72" (6 FT)

R280-CA-VM-072

V-Net Tee Cable 36" (3 FT)

R280-CA-VM-T036

V-Net Terminator Cap Female

R280-CA-VM-TCAPF

V-Net Terminator Cap Male

R280-CA-VM-TCAPM

Racepak Sensors

Description

Wide Band A/F Sensor

Part No

R220-VM-AF1

V-Net Boost Sensor 0-75 PSI

R220-VP-PT-BST75

V-Net Oil Press Sensor 0-150

R220-VP-PT-OP150

V-Net Fuel Press Sensor 0-75

R220-VP-PT-PP075

V-Net W/Temp Sensor 0-300°F

R220-VP-TR-WATER

V-Net Nitrous Bottle Pressure Sensor 0-1500 PSI

R220-VP-PT-N1

V-Net Vacuum Pump Sensor 0-30 IN/HG

R220-VP-PT-PVAC



IQ3 DRAG DASH

The IQ3D is designed for the sportsman drag racer looking for a compact, all-in-one solution. It combines the look and feel of our popular IQ3 dash with a robust, built-in data logger. Information is displayed on four user-definable pages and recorded data is stored on a microSD memory card located on the face of the dash for easy access. The IQ3D has built-in support for over 20 of the most popular EFI systems.

- Wiring harness (includes 2 programming buttons)
- Driveshaft Sensor (Please note: Drive Shaft collar sold separately)
- Oil Pressure Sensor
- Water Temperature Sensor
- USB programming cable
- Racepak Datalink II software
- MicroSD card & reader

R250-DS-IQ3D

GPS MODULE

Add GPS speed to any non-gps equipped Racepak V-Net data recorder through the use of Racepak's GPS V-Net module. Utilizing a standard V-Net tee connector, the module is installed and "read" into the DatalinkII software, providing a speed data channel for analytical, display and odometer information. Samples at 10hz.

R220-VM-GPS



IQ3S STREET DASH

The IQ3S is a complete dash cluster replacement, providing all standard road functions in a compact, simple to use unit. Standard data, such as speed, odometer, turn signals, hi/low beam and parking brake indicators are displayed, along with programmable shift and warning lights. It is an ideal complete instrumentation package for vehicles with modern engine swaps or aftermarket EFI systems.

- IQ3S Dash
- Wiring harness (includes 2 programming buttons)
- 1 – Oil Pressure Sensor
- 2 – Fluid Temperature Sensors (Coolant & Transmission)
- USB programming cable
- Racepak Datalink II software

R250-DS-IQ3S

IQ3SL STREET LOGGER DASH

The IQ3SL Street Logger Dash adds data logging to the popular IQ3S Street Display Dash. It's an ideal solution for any vehicle that needs full road instrumentation and the ability to record data, putting both into one easy to use unit. Standard data, such as speed, odometer, turn signals, hi/low beam and parking brake indicators are displayed, along with programmable shift and warning lights. Plus, it features internal processing to read data from OBDII and most aftermarket ECU and EFI systems, making it ideal for modern cars, or vehicles with modern EFI engine swaps. In addition to data provided from OBDII, ECU or EFI (if connected), the IQ3SL records engine RPM, speed, gear, coolant and oil temp, oil pressure, and up to six additional V-Net channels. The display features four user-definable pages of information, and data is collected on a front-mounted MicroSD card for convenience.

- IQ3S Dash
- Wiring harness (includes 2 programming buttons)
- 1 – Oil Pressure Sensor
- 2 – Fluid Temperature Sensors (Coolant & Transmission)
- USB programming cable
- Micro SD Card
- USB SD Card adapter
- Racepak Datalink II software

RP250-DS-IQ3SL

V-NET BLUETOOTH MODULE

This module allows your system to communicate with Racepak's Virtual Dash App, which allows you to turn your wireless device into a virtual IQ3 dash.

R230-VM-DASHAPP



AUTOMETER LCD COMPETITION DASH

The AutoMeter Competition LCD Display is the next evolution of driver communication and data acquisition. Designed specifically for the harshest of environments, the carbon composite housing is IP65 sealed against water and dust intrusion and will easily withstand 20g of continuous vibration and 50g of shock. Our 7" LCD panel ensures easy visibility under all circumstances with a retina level pixel density, unmatched brightness and an optically bonded lens for extreme glare suppression. The display layout is fully configurable to your individual specifications.

The system will accommodate four programmable data bus channels (2 CAN and 2 serial) in conjunction with a nearly limitless amount of discrete analogue sensors and its integrated 3 Axis Accelerometer. Data collection can occur at up to 1 kHz and the internal memory allows for practically infinite recording time. User definable warnings take advantage of super bright, multicolour LEDs placed around the perimeter of the chassis to alert the driver to critical onscreen information.

- Optically Bonded, Super Bright 7" Display Provides Unmatched Day and Night Time Visibility.

- 16 Integrated Multi-Colour Configurable Indicator Lights for Pre-Programmed Warnings and Shift Points.
- Single High Density Motorsport Connector and Starter Harness
- Analog and Digital Combination Offers Optimized Precision for Both Accurate Values and Rate of Change.
- Surface Mounted and Remote Mounted Button Interface For Driver Input and Menu Navigation
- Optional Configurable Pro-Control Outputs
- Configurable CAN Input for PCM Connections, Up to 12 Discrete Sensor Inputs with Internal 3-axis Accelerometer and Voltage.
- IP65 Sealed For Protection Against Dust and Moisture.
- Continuous Vibration Up to 20g and Shock Up to 50g.
- Custom carbon composite injection moulded housings with ultrasonic welded brass inserts and built-in heat sink.
- High quality graphics unmatched by any other aftermarket instrument panel.

AU6021 LCD Competition Dash



HOLLEY 7" STAND ALONE DIGITAL DASH KIT

Have you been looking for a dash solution for your vehicle, but just cannot find anything you like or that is cost effective? No need to look any further as Holley has created a full colour touch screen dash that includes sensors for monitoring basic engine parameters as well as a GPS speedometer all in a cost effective package! Holley's stand-alone digital dash has great features such as; a weather resistant aluminium housing for durability, multiple gauge and indicator type selections, customizable screen and gauge layouts and a virtual switch panel just to name a few. With the integrated 3 axis accelerometer and data-logging, the dash is ideal for anything from a JR dragster to Sportsman racing. It is also equally at home in a daily driver, or a show winning roadster.

- Features:**
- Compact, customizable dash for use in a variety of applications
 - 7" low glare, high brightness, high contrast, full colour touch screen for easy viewing even in full sun
 - 800x480 resolution with auto brightness and dimming
 - Operating voltage min 8V - 20V
 - Includes USB GPS for Speedometer display with a magnetic base for a quick and clean install
 - Weather resistant aluminium housing with flexible mounting options
 - Completely customizable layouts, with multiple default configurations to get you running in no time!
 - Multiple gauge & indicator types with limitless customization options
 - Quickly toggle between multiple active screens (tune, warm-up, race, drive, etc.)
 - Virtual Switch Panel (replaces the need for physical switches)
 - Retains the same gauge customization flexibility as the EFI dash, but now allows use with any vehicle
 - Powerful data log software provides in-depth analysis (10 samples/sec) of all inputs and outputs, including the integrated 3 axis accelerometer and USB GPS-no need for separate data logging boxes
 - Built in Data logging playback allows you to view your last run on the fly
 - A variety of additional sensors are available for use with the dash, including fuel pressure, nitrous pressure, boost, with more to come!
 - Pair with a Holley EFI LED Light Bar (PN 553-107) for a truly customizable solution!
 - User definable warnings for any input
 - Configurable progressive shift lights and light bar
 - Expandable internal storage on micro SD card
 - Free Software and Firmware upgrades, providing a future proof display solution
 - Included parts: Standalone digital dash kit with I/O adapter, USB memory stick, terminated vehicle harness, oil pressure sensor, CTS sensor, MAT sensor, USB GPS

Part No: H0553-109

DIAL IN BOARDS



Lokar Dial-in Board Cage Mount & Universal Adjustable Angle Mount Brackets

Cage and Universal Adjustable Angle Mount Dial-In Board and Brackets are manufactured with 6061 aluminum featuring a ball-milled design. Mounts onto cage without interfering with roll-bar padding. No drilling required for mounting to the cage. Bracket available for 1 1/2" cages and 1 5/8" cages. Offered in polished, black anodized and clear anodized finishes.

- Features:**
- 6061 aluminum
 - No interference w/roll-bar padding
 - No welding or drilling required
 - Adjustable arm for leveling
 - Bracket available for 1 1/2" and 1 5/8" cages
 - Reversible Dial-In Board
 - Universal Adjustable Angle Mount style available (Can mount on flat or angled surface)
 - Polished, Black and Clear anodized

Part Number	Description
LK-1110104	1 1/2" Polished Dial-In Board, Cage Mount
LK-1110107	1 1/2" Black Anodized Dial-In Board, Cage Mount
LK-1110108	1 1/2" Clear Anodized Dial-In Board, Cage Mount
LK-1110114	1 5/8" Polished Dial-In Board, Cage Mount
LK-1110117	1 5/8" Black Anodized Dial-In Board, Cage Mount
LK-1110118	1 5/8" Clear Anodized Dial-In Board, Cage Mount
LK-1110124	Polished - Universal Adjustable Angle Mount
LK-1110127	Black Anodized- Universal Adjustable Angle Mount
LK-1110128	Clear Anodized - Universal Adjustable Angle Mount

DELAY BOXES & ELECTRONICS

DEDENBEAR PRODUCTS, INC.

Reaction Time Delay

The standard of the industry from the company that invented delay boxes - and hold the U.S patent on the whole theory!

Engineered for use with either 12 or 16 volt electrical systems, model RTD7 splices into your existing transbrake and/or roll control circuits. The box can be mounted in any position, even upside down (for overhead locations). No special wiring or batteries are required. Dedenbear's exclusive ignition noise filters permit use with solid core plug wires and all types of ignition systems, including magnetos. The RTD's 30 amp capability will easily handle any transbrake manufactured. Dedenbear's quartz crystal timer ensures optimum accuracy under all conditions. Four push button thumb wheels let you quickly select and delay up to 9.999 seconds. Of course, "early release" protection has always been standard.

Dedenbear's is the only design that puts a full 12 volts to the transbrake, with no voltage drop through the delay box. A complete wiring diagram and delay setting tips are included with the detailed directions.

- 30 amp capability easily handles any transbrake manufactured
- Quartz crystal timer ensures optimum accuracy under all conditions
- Accidental Release Protection (A.R.P.)
- Four pushbutton thumbwheels let you quickly select any delay up to 9.999 seconds
- Virtually no voltage drop through box
- State-of-the-art electronic noise protection circuits
- Simple and quick to set • 12 and 16 volt compatible

Reaction Time Delay



DE-RTD7

Lightning & Lightning Plus Delay Boxes

Dedenbear introduces the smallest delay box with throttle stop timers available. Wrapped in an attractive billet enclosure, the Lightning has the same reliability you've come to expect from Dedenbear.

Loaded with features, the Lightning offers incredible value, the best bang for your buck. The Lightning Plus has all the same features as the Lightning but with a 250% larger display making it the easiest to read delay box Dedenbear manufactures.

- Billet aluminium enclosure. • DE-L1 Face size is only 6" x 3"
- DE-L2 Face size is only 7.5" x 3"
- 4 different delay modes: "Cross Talk", "Crossover", "Interface", and "Run Delay" • Adjustable transbrake lockout, Crossover Compensation and Trip Protection
- Independent line lock output
- Two 4-stage timers, adjustable to the thousandth
- Starting line control output with adjustable time release
- "Super Start" automatic starting line control for activating a throttle stop prior to staging
- Remote display output for LED dial-in board
- Compatible with all cylinder engines and all ignitions, even magnetos • 12 & 16 volt compatible

Lightning Delay Box



DE-L1



Command Center Model DE-CC3

Packed with even more features than the original, the Command Center 3 provides all the electronics needed to run today's most sophisticated race cars. This compact unit has the most independent outputs of any multi-function delay box ever.

Check out all these features:

- Lighted LCD display in easy to understand words
- Lighted keypad with raised number and scroll buttons
- 4 different types of delay boxes built right in: Standard 4 digit, Crossover, 2 hit interface (once off their top, once off your top) and Twice-Your-Tree (your top and your bottom)
- Exclusive "Last Chance" feature in case you missed the tree
- "Skip Up/Skip Down" feature lets you hit a second button to add or subtract delay time.
- Two separate 4 stage timers adjustable to the thousandth of a second for controlling throttle stops, nitrous oxide or timed shifts
- Separate "Starting Line Control" has an adjustable release time to bring your throttle up just before launch
- "Super Start" control for activating a linkage stop prior to staging
- RPM activated switch for controlling CQ2 or electric shifters can also be used as a third 4stage controller
- Built in digital tachometer for checking tach input
- "Pro/Full" feature saves two groups of settings for running multiple classes
- Remote display output to control a lighted dial-in board
- Exclusive safety features such as our patented "Trip Protection", and a programmable

transbrake lockout for down track anti-reengagement So quit trouble-shooting your wiring hoping all your separate boxes are wired and set correctly, and get yourself a Command Center 3 and start winning races. With all these features this is truly an "Everything-In-One" Delay box.

Thunder Delay Box

Perfect for the avid bracket racer, Dedenbear's new Thunder super crossover delay box has all the latest delay box features without the throttle stop timers or RPM switches. The Thunder is easy to use and has great looks.

- Billet aluminium enclosure
- 4 delay modes: "Cross-Talk", "Crossover", "Interface", and "Delay"
- Independent line lock output
- Adjustable transbrake lockout • 12 & 16 Volt compatible
- Crossover Compensation and Trip Protection
- Pro/Full feature allows saving two groups of settings
- Small size, only 6-7/8" by 4" face size and 1-1/2" thick

Thunder Delay Box

DE-T1

RPM SWITCH

Model No DE-RPM2 (Switch Module Only)

Dedenbear's unique RPM switch runs any RPM activated device, including shift lights and all other brands of automatic shifters. The switch uses an MSD, Mallory, Crane or other electronic ignition system to sense RPM and handles up to a 10 amp output. Pushbutton thumbwheels let you quickly select any shift point in 100 RPM increments, from 100 to 9900 RPM. A built in delay feature eliminates the possibility of "false" shifts due to tire spin or converter flash on the launch. Fixed at approximately .5 second, this delay circuit is wired into your transbrake or roll control. Even if your car spins it's tires, the RPM2 deactivates your automatic shifter until the preset time period expires. RPM switch modules are included with every Dedenbear shifter package if ordered as a kit. RPM switches are also available separately. Set for standard 8 cylinder, custom applications are available by special order.

SHIFT TIMER

Model No DE-ST1 (Switch Module Only)

This Shift Timer has a single stage timer that can be used to shift your CO2 or electric shifter by time instead of RPM. An adjustable timer from 0-9.99 seconds. Selectable +12 volt pulse output. Short .5 second pulse for shifting, long 17.0 second pulse for single nitrous oxide, throttle stops, timing retards, or shifting and holding Lencos. Output terminals are Normally Closed (normally "on") and Normally Open (normally "off") to either apply or remove +12 volt power. Release of the transbrake or line lock solenoid starts the timer at the beginning of the run. Small box design allows mounting anywhere inside the vehicle.

The Shift Timer has all of Dedenbear's legendary noise filtering and noise resistance, ensuring accurate timing and excellent repeatability

Bear Stop - Electric Throttle Stop

As veteran racers, Dedenbear engineers understand that racing carburetors like to run wide open. Since the Bear Stop uses its own set of secondary butterflies to regulate air/fuel flow, your carburetor operates at full throttle throughout the run. Weather changes can be compensated for and fuel metering always remains correct. An optional Primary Butterfly Kit is available with a second set of butterflies and linkage. The Bear Stop is typically used either with a throttle stop timer or by running a fixed setting for the entire run. The throttle stop timer allows a racer to turn the throttle stop off and on as the car goes down the track. In either method the throttle stop can be overridden allowing you to "run a guy down" on the top end by manually pushing an override switch. Adjusting the Bear Stop is simple; An indexed stop bolt lets you easily make precise and repeatable settings. Using a throttle stop controller to activate the stop results in even more accurate E.T. adjustments.

Bear Stop Electric Throttle Stop

Optional Primary Butterfly Kit

Replacement Solenoid

DE-PK1

DE-SOLT5

Two Stage Throttle Stop Controller

Designed as an engineered package with Dedenbear's throttle stops, the TSC2A can also be used to provide control over a variety of other devices, including automated shifters, timed ignition retard, nitrous systems and lean out solenoids. When being used on a throttle stop, the dual stage control lets you launch at wide open throttle (for lowest reaction time), reduce power at mid track (for any duration desired) then resume wide open throttle (for the top end charge).

Two Stage Throttle Stop Controller

DE-TSC2A

TRANSBRAKE SWITCHES

Model No DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.



DELAY BOX INSTALLATION KIT

Model No DE-1K

Designed as an engineered system for the RTD7, CO2, SC01, SCC1, and CC3, this complete kit can be used to easily and correctly install any type of delay box. The package includes a heavy duty, quick acting, precision release transbrake switch with bracket and adjusting lock nut; heavy duty, 14 gauge stretch cord; 10 foot lengths of 14 gauge wire; 15 foot length of 12 gauge wire; fuse with in line holder; wiring connectors; terminals; mounting screws; 25 nylon wire ties; and a detailed wiring diagram. Note: SCC1 and CC3 owners may need some extra wire & connectors for the additional features in these units.



MULTIPLE RELAY CENTER

Electronic devices are becoming more common in race cars today and these devices typically require lots of wiring to connect everything. This is especially true with cars using multiple stages of Nitrous Oxide. It is so versatile, that it can be used to power anything in a car that needs high power levels, not just nitrous systems.

- Use for high powered Nitrous solenoids or other high power devices such as fuel pumps, water pumps, throttle stops, fans, etc.
- Four relays pre-wired and ganged together to power up to four stages of NOS solenoids
- One separate relay with inputs and outputs completely isolated to allow wiring in any configuration
- Relay inputs can be "negative" or "positive"
- Relay outputs can be "negative" or "positive"
- Indicator LEDs for relay coils and outputs make troubleshooting a snap
- Easy access replaceable fuses for each relay
- Incredibly simplifies wiring and improves reliability

Multiple Relay Center

DE-MRC1

HEADLIGHTS & ACCESSORIES



SO-CAL Early Ford Headlights Sold in pairs

These American-made 7-inch Arrow headlights have been reworked by SO-CAL to snugly fit the cups of all early Fords from '28 Model A through '36, as well as the SO-CAL cast stainless steel headlight mounts. They come with black buckets and chrome or black rings. The best hot rod headlights you can buy—heck, we use them on everything. NOTE: The cups shown are not included.

S0001-62003 Headlights chrome rings—pair

1928/29 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps licenced by Ford Motor Company as an official licenced restoration product. These headlamps feature 8-1/2" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt halogen bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1928/29 with early fluted Model A Lenses

VIAR-13000-AQS

Quartz halogen 12volt

VIAR-13000-AQSTS

Quartz halogen 12volt with turn signal installed



1928/29 with regular Model A Lenses

VIA-13000-AQS

Quartz halogen 12volt

VIA-13000-AQSTS

Quartz halogen 12volt with turn signal installed

1930-31 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Licenced by Ford Motor Company as an official Licenced restoration Product. These headlamps feature 8-1/2" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete pairs. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1930-31 Head Lamps

VIA-13000-BQS

Quartz halogen 12 volt

VIA-13000-BQSTS

Quartz halogen 12 volt with turn signal installed

1932 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licenced by Ford Motor Company as an official licensed restoration product. These headlamps feature 9-1/4" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1932 Head Lamps

VIB-13000-QS

Quartz halogen 12 volt

VIB-13000-QSTS

Quartz halogen

12 volt with turn signal installed

1932 Original Style Headlights

Highly polished stainless steel, with Drake's Super Halogen Reflector System. Sold as pairs.

1932 Original Style

Headlights (Pair)

BDB-13000



1933/34 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licenced by Ford Motor Company as an official licensed restoration product. These headlamps feature 8-7/8" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1933/34 Headlamps

VI40-13000-QS

Quartz halogen 12 volt

VI40-13000-QSTS

Quartz halogen 12 volt with turn signal installed

1933/34 COMMERCIAL PAINTED (STEEL) HEADLAMPS

Show quality primed steel head lamp with polished stainless steel rims. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licensed by Ford Motor Company as an official licensed restoration product. These headlamps feature 8-7/8" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer. The rim, lens, gaskets, lens clips and wiring are all the same as the VI40-13000

1933/34 Commercial & Street Rod Headlamps

VI46-13000-QS
Quartz halogen 12 volt

VI46-13000-QSTS
Quartz halogen 12 volt with turn signal installed

QUARTZ HALOGEN HEADLIGHTS;**FITS - 1933-34 CAR**

The Brightest, safest lights available for modern driving. These polished stainless beauties include all the original exterior details with Drake's 12-volt halogen reflector kits pre-installed. Sold as pair.

BD40-13000**1940 Deluxe****Headlight Rim**

Sealed beam and parking light lens NOT Included. Mounting screws separate. Chrome Plated, sold in pairs.

VI01A-13045-B 1940 Deluxe,
1940 Mercury & 1940/41 Commercial

Headlight Rim Mounting Screws

2 Stainless screws that hold the rim to the bucket.

VI01A-13026-S 1937-40 passenger car & 1940/41 Pickup

1940 Deluxe Headlight Lens

Cast glass with Ford oval logo as original.
VI78-13060-S 1937-38 & 39 Standard
VI91A-13060-S 1939 Deluxe

7" Kingbee Style Headlights

For hot rods and 1932-34 cars and trucks, supplied with 3 prong wire plug.

UPA5023 Chrome with replaceable H4 unit
UPA5024HBS Stainless Steel H6024 halogen sealed beam
UPA5024 Stainless Steel H4 replacement unit

7" Chrome Dietz Style Headlights

7" diameter x 6-1/4" deep x 8" high, for 1928 - 34 cars & trucks
Stainless steel rim & housing

UPA5022A with replaceable H4 unit
UPA5022HBS H4 halogen sealed beam

7" BLACK DEITZ HEAD LIGHT

Gloss black powder coated head light - with chrome rim.
UPA5022BHS H6024 Halogen bulb.

Black "Guide 682-C" Style Hot Rod Headlights

Gloss Black Steel "Guide" Style headlight with Chrome Rim
Gloss Black ready to Use. Can be painted to match vehicle.
Variety of headlight Bulbs available.

Part#	Description
UP31552	Clear lens with 6014 Sealed Beam
UP31554	Amber lens with H6024 Sealed Beam
UP31555	Clear lens with H6024 Sealed Beam

Polished Stainless "Guide 682-C" Style Hot Rod Headlights

Polished Stainless Steel "Guide" Style headlight
Variety of headlight Bulbs available.

Part#	Description
UP31523	Amber lens with 6014 Sealed Beam
UP31524	Clear lens with 6014 Sealed Beam
UP31526	Amber lens with H6024 Sealed Beam
UP31529	Amber lens with H4 Halogen

HEAD LAMP LENSES

Cast glass with Ford oval logo as original. Official licensed product of the Ford motor company.

VI8-13060-S	1932 pass & pickup
VI40-13060-S	1933/34 pass & pickup
VI48-13060-S	1935 passenger car 1935/39 pickup
VI68-13060-S	1936 passenger car

1935-39 Headlight Rims

Each pair features beautiful quality with a superb polish for a brilliant, factory-new shine. All are made of high grade stainless steel formed for a perfect look and fit. Includes 6 lens clips.

BD48-13045	1935 Car, 1935-39 Pickup & Commercial
BD68-13045	1936 Car

1935-39 Headlight Lens Gaskets

Rubber headlight lens gaskets for 1935 cars and 1935-39 pickups and commercials.

BD48-13066-A 1935 Car, 1935-39 Pickup & Commercial

Replacement Head Lights with Bulb

Replacement head lights with multi reflex headlight bulb. Converts from sealed beams to replaceable halogen globes. The 5-3/4" assemblies use HB5 globes and the 7" assemblies use H4 globes.

Size	Style	Part No.
5-3/4"	Clear	RPCR7402
5-3/4"	Tri-Bar with Blue Dot	RPCR7403
7"	Clear	RPCR7404
7"	Tri-Bar with Blue Dot	RPCR7405

HEADLIGHT INSERT

7" Crystal Headlight Bulb - with 34 Auxiliary LED
- Reinforced Multi-Surfaced, Aluminium Reflector, Anti-Vibration Design.

UP31378

7" Dia. Crystal Headlight Bulb with 34 Auxiliary LED - Amber LED/Clear lens.

RPC 7" H4 HEADLIGHT WITH TURN SIGNAL

Amber turn signal with 9 LED lights

RPCR7420**1932-48 Ford Cars & 32-47 Quartz Halogen Kit 12V**

Each style features our modern reflectors, carefully designed by our optical engineers to correctly project modern Halogen candle power through original-style glass lenses. This produces a super bright light beam that shines where you need it without sacrificing the original headlight appearance. These kits offer the brightest, safest lighting ever available. Comes complete with everything you need for both headlights including reflectors, bulbs (Hi & Lo-Beams), wiring, lens gaskets, hardware and instructions. Reflector outside diameter: 6 7/8in.

VI78-13027-QK12**1932 Quartz H4 Adapter Kit**

This kit gives you everything in the picture. It comes with bulbs, sockets, reflectors, and gaskets for both headlights. Installs easily in any model A headlight.

VI8-13027-QK12**QUARTZ HALOGEN REFLECTOR KIT**

Die stamped brass, chrome plated. Available with and without turn signal.

VI4813027QK12

1935/36 pass & 35/39 pickup

VI4813027QK12TS

1935/36 pass & 35/39 pickup with turn signal bulb

HEADLAMP TURN SIGNAL KIT

These kits will install a turn signal bulb inside the headlamp lens. Kit includes 2 x turn signal sockets with wires, 2 x amber 12 volt turn signal bulbs & instructions.

VI8-13026-TS12

1928/39 pass & pickup drill reflector mount

Customer must drill or punch 3/4" dia hole in reflector to mount these sockets.

VI78-13026-TS12

1937/40 pass & 40/41 pickup

Upper headlamp bucket mount.

Amber Bulb for Turn Signal

12 volt duo filament for turn signal
VI11A-13465-A12V

HEADLIGHT LENS RETAINER CLIPS

Fits 1935-36 Car & 1935-39 Pickup (Set of 6)

VI48-13061-S**COWL LAMPS****1933/34 Deluxe Cowl Lamps**

Show quality cowl lamps complete with stainless steel housings and rims, die cast chrome arms, correct glass lens, reflectors, bulbs, wiring and nuts. 12volt bulbs are installed.

VI40-13302**VI40-13302-TS****1932 Deluxe****Cowl Lamps**

Show quality cowl lamps complete with stainless steel housings and rims, die cast chrome arms, correct glass lens, reflectors, bulbs, wiring and nuts. 12 volt bulbs are installed. 6 volt bulbs may be ordered separately.

VI8-13302**VI8-13302-TS**

Original reflectors installed
Turn Signal kit installed

Dummy Spotlight

Well proportioned spot light features a sleek design and has a fully adjustable head. Complete with mounting brackets. 5" lens. Fits lefthand or righthand side of car
UP30648 Chrome plated dummy spotlight



HEAD LIGHT LOOMS



Anchor-tight® headlight Braid

for "U-Cut-to-Fit", non-kinking stainless steel headlight braid. Designed with threaded steel stud, insuring that you won't experience any of the typical separation between braid and fitting that shows unsightly wires out in the open. Pull, tug or bump your headlight braid and it will stay in place, leaving you with protected wires and a clean set up. Kit complete with two 12" flexible braided stainless steel Teflon lined housings, threaded STEEL studs, aluminum fittings, aluminum grill shell washers and headlight wire.

LK-HL-1900 Anchor-Tight Stainless Steel Headlight Braid
LK-XHL-1900 Black Anchor-Tight Stainless Steel Headlight Braid



Headlight Conduit Set

Set contains 2 pcs of stainless steel head light conduit with retaining ferrules.

UPA4053 1928-32

HEAD LIGHT COVERS & SHIELDS

Head Light Visors

UP10468 Flexible stainless steel to fit 7" or 5-3/4" headlights
UP10531 Extended visor
UP10445 With Blue dot



"Cats Eyes" Head Light Covers

Fit 7" headlight or single head light system
UP10461 Fits 5-3/4" dia. headlights or dual round headlight system
UP10466 Fits 7" dia. headlight or single round headlight system



"Half Moon" Head Light Shields

UP21476 7" Chrome
UP21477 5-3/4" Stainless Steel



Tri Bar Ring Covers

Chrome plated tri bar ring covers with bullet nose. Sold as pairs.

MNAA137L Siut 7" Headlight
MNAA137 Siut 5.5" Headlight



Yellow Head

Light Covers

Yellow head light covers with Moon eyeballs. Padded to protect headlight with elastic for easy fitting. Sold as pairs.

MNMP005-6 Yellow Covers for 6" Headlights (Pair)
MNMP005-7 Yellow Covers for 7" Headlights (Pair)
MNMP005-8 Yellow Covers for 8" Headlights (Pair)
MNMP005-9 Yellow Covers for 9" Headlights (Pair)



HEAD LIGHT MOUNTING



Headlight Mounts

Patterned after the hot rod-style of the late-'40s and made from high-quality, investment-cast, polished stainless steel, SO-CAL's headlight mounts are now available to fit '34 commercial headlights (5/8-hole) as well as regular early Ford and SO-CAL headlamps (9/16-hole).

S0001-60500 Early Ford and SO-CAL Headlamps (9/16-hole)—pair
S0001-60501 '34 commercial headlamp mounts (5/8-hole)—pair



SHOCK & HEADLIGHT MOUNT COMBO

SO-CAL Speed Shop has breathed new life into a classic early style hot rod part. And added a headlight mount as well! These fully polished S/S mounts can be used with most styles of lower mounts and match perfectly with those on the SO-CAL batwing (00160805) Comes with chassis weld bungs all necessary hardware and instructions.

Polished S/S Shock & Headlight Mount
S0001-60561



HIBOY HEADLIGHT STAND SET

- Cast Polished Stainless Steel
- Stainless Mounting Bolts with Smooth Polished Head
- Mounting Pads with Edge Bead Detail

UPS1101



1932 Dropped Headlight Bar

All Stainless Steel. Includes stainless steel bolts & rubber pads
BDB-13114-S 1932 Dropped Headlight Bar



1932-37 Headlight Pads

Fits between fender and headlight stand. Moulded rubber with bead, not a flat die cut style.

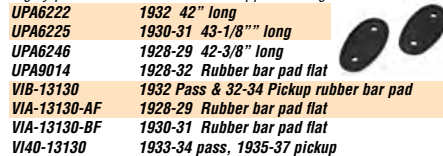
BDB-13130 1932 Passenger, 1932-34 Pickup
BD40-13130 1933-34 Passenger, 1935-37 Pickup
BD48-13130 1935 Passenger
BD68-13130 1936 Passenger



Stainless Dropped Headlight Bars

Highly polished stainless steel 4" dropped headlight bars.

UPA6222 1932 42" long
UPA6225 1930-31 43-1/8" long
UPA6246 1928-29 42-3/8" long
UPA9014 1928-32 Rubber bar pad flat
VIB-13130 1932 Pass & 32-34 Pickup rubber bar pad
VIA-13130-AF 1928-29 Rubber bar pad flat
VIA-13130-BF 1930-31 Rubber bar pad flat
V140-13130 1933-34 pass, 1935-37 pickup



SO-CAL Headlight Bar

Hand crafted in the style of traditional headlight bars using high-quality, investment cast polished stainless steel mounts and a tubular stainless cross-bar. Can be used for mounting club insignia, V8 badge, etc.

NOTE: Bars are fabricated for specific chassis, specify width when ordering. Widths are measured between centers of the mounting flanges.

S0001-62081 Pinched-nose frame headlight bar (21")
S0001-62091 A-V8 frame headlight bar (20-3/4")
S0001-62100 Stock width frame headlight bar (22-1/2")
S0001-62142 Model A headlight bar (24")



V8 Headlight Bar Emblem

Die cast chrome plated V8 emblem. Includes stainless mounting screws.

V18-13122 1932 V8 emblem



Stainless Head Light Bar Mounting Bolts

Special made mounting bolt with polished head. Also available as a kit with nut & washer.

UPA6229 1928-31 SS Mounting Bolt Only (Each)
VIA-13130-MBSS 1928-31 SS Mounting Bolt Kit (4 Pack)
VIB-13119-SS 1932 Pass & 32-34 Pickup SS Bolt Kit (Each)
V140-13119-SSNH 1933-34 Pass & 35-37 Pickup SS Bolt Kit (Each)



1933-34

Chopped Headlight Stands

Deep draw steel stamping. Fits 1933-34 passenger car.
VICHP-13125/G-C 1933-34 Chopped Chrome Plated stands
VICHP-13125-B-B 1933-34 Chopped Black finish stands



1936 Ford Car Headlight Mounts

Die stamped steel. Necessary for correctly mounting and adjusting the headlights. Fits between headlight buckets and fenders. Finished in black EDP coating, ready to mount.

BD68-13125-A 1936 Ford Car Headlight Mounts

HiBoy

Headlight Stands

Polished forged stainless steel. Designed to mount on the upper shock bolt. Will mount on all vintique headlamps including dietz type & King Bees. Includes special polished stainless steel shock bolts and polished stainless ny-lock nuts.

VIHR-13125/G-SS



TAIL LIGHTS & INDICATORS

Chrome Small Turn Signal

Single filament bulb (1-3/4" wide x 1-1/8" high x 1-5/8" deep)
RPCR31-581



Chrome Medium Turn Signal Light with Amber Lens

Dual filament bulb (2-3/8" wide x 1-3/4" high x 2" deep)
RPCR31-582



AUXILIARY TURN SIGNAL

3 LED Dual Function Mini Auxiliary/Utility Light with Stainless Steel Bezel Requires a 3/4" Opening. Mounts with Enclosed Rubber Grommet.

UP37967

3 LED Mini Auxiliary Light W/Bezel - Dual Function - Amber LED/Amber Lens.



CHROME TURN SIGNAL

Single Mini Auxiliary Light with Chrome Housing and Stainless Steel Visor.

- 1 Wire (Self Grounding).
UP30092P Mini amber turn signal chrome bullet style.



Utility / Indicating Lights

These 1-1/4" diameter round 12 volt lights feature a chrome plated bezel and heat resistant lens.

UP31403 Amber



9 LED Dual Function Mini Bullet Light - Amber LED/ Amber Lens

UPC36859



Lokar Chromed Billet Oval LED Taillights

Chrome plated for ultimate shine and easy detailing. CNC machined from 6061-T6 Billet Aluminum. Bright LED lights for safety and function. Integrated design with 3 functions: tail, turn & brakes. Extremely bright, generate virtually no heat, use little power & have long life. Oval style with smooth recessed lens and internal prism

- 1-1/4" total thickness
- Requires a mere 1-1/2" behind body panel for mounting
- Protrudes less than 3/16" from outside of body panel

LK-TL-1910 Standard Chromed Billet Oval LED Taillights (pair)
 Outer bezel measures 2-3/4" x 5-1/2"
LK-TL-1911 XL Chromed Billet Oval LED Taillights (pair)
 Outer bezel measures 3" x 6-1/2"

Billet Taillights

Billet Specialties billet taillights

offer a custom look and safety for the back end of your hot rod.

Functions include brake/turn signal and running light. Sold in pairs.

Product Features: Precision machined bezels from 6061-T6 billet aluminium- 3-3/4" deep steel housing- Industry leading mirror finish polish- Dual element 1157 bulb

BS61220 Open Bezel

BS61000-900

Taillight Lenses(Pair)



TAILLIGHT BRACKET STAINLESS STEEL;

FITS - 1932 CAR

Bob's '32 taillight brackets the choice of rodders. Highly polished stainless steel make them great looking and they have round mounting holes just like the originals, not slotted.

BDB-13470-SS RH

BDB-13471-SS LH

1928-31 TAIL

LIGHT LENSE "STOP"

UPA1007 Glass "stop" red polished lens.



Tail lamp Bracket Rubber Mounting Pad fits 1928-31 Model A Ford
1A13520

28-31 Stainless Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires or nylon wires.

UPA1001-12VL 12V Amber/Red Left Hand
UPA1002-12VR 12V Amber/Red Right Hand
UPA1001-12VRL 12V All Red Left Hand
UPA1002-12VRR 12V All Red Right Hand

1932 Stainless Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires or nylon wires.

Red Class lenses and 12 Volt bulbs.

UPA1021 Right Hand
UPA1022 Left Hand (with #Plate Light)



1928-31 FORD LED TAIL LIGHT ASSEMBLY

Right Hand Side **UPFTL2831RA-AR**

• 12 Amber + 7 Red LED

• With Amber/Red Lens

Left Hand Side **UPFTL2831RA-AL**

• 12 Amber LED + 7 Red LED + 4 White LED License Light

• With Amber/Red/Clear Lens

• Complete with Polished Stainless Steel Housings

• Epoxy Coated, Fully Sealed Electronics

• Solid State Circuit Boards are Available in 12V

1933-36 Stainless

Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires.

UPA1033 Right Hand Plain lens

UPA1034 Left Hand Plain lens

UPA1033BD Right Hand with Blue Dot

UPA1034BD Left Hand with Blue Dot



1935-36 Passenger Car, 1935-48 Sedan Delivery,

1946-52 Pickup & 1946-48 Station wagon Tail Lights.

Gloss black powder coated housing, polished stainless steel rim, green and black nylon or cloth braided wires, 12volt 115 tail light bulb, all red glass lenses.

UPA1025 Right Hand Plain lens

UPA1026 Left Hand Plain lens

UPA1025BD Right Hand with Blue Dot

UPA1026BD Left Hand with Blue Dot



1938-39 ZEPHYR

TAIL LIGHT

UPAFTL383905ZR

Red/Amber LED tail light.



1938-39

TAIL LIGHT ASSEMBLY

Black powder coated housing, stainless steel rim, 12v 1157 bulb, green & black nylon wires all red glass lens.

UPA1060 - Red glass lens.

UPA1060BD Red glass lens with blue dot.

1939 Tail Light with Red lens

Fits Ford 1938-39 (2-3/4" x 5-1/2")

Whole taillight assembly

with options Sold each

RPCR9978 Plain Lens

RPCR9977 with Blue Dot

RPCR9960 with LED Kit

RPCR9960X LED Bulb only



Blue Dot Tail Light Insert

Requires 15/16" hole installation. Pack of 2

RPCR9472 Plastic with Chrome Bezel

Glass Blue Dots

Glass Blue Dots mount into the tail light lenses with the included chrome trim ring. Give your car an instant 50's feel.

Glass Blue Dots (Pair) **VIBD-13450-G**



LED Teardrop Tail Lights

Universal Flush Mount teardrop tail light assembly with chrome plastic bezel and 39 Super bright LEDs.

Same dimensions as stock 1938-39 Ford tail light (3-11/16" wide x 7-7/8" long).

UP38804

UP38805 Red Lens with Red LEDs

UP38806 Amber Lens with Amber LEDs

UP38807 Clear Lens with Red LEDs



1938-1939 Ford LED Tail Light with Housing

39 Super bright Red LEDs

Epoxy coated, Fully

sealed Electronics

Stainless steel rim

with Black housing

Replaces Original

taillight housing.

UPF383901

UPF383902 Red Clear



1938-1939 Flush Mount Ford LED Tail Light with Chrome Bezel

39 Super bright Red LEDs Epoxy coated, Fully sealed Electronics, 1157 Plug. Solid State Circuit Boards are designed for 7.7 - 14.0 VDC

UPFLT383903 Red

UPFLT383904 Clear



KOOKIE drops steel buckets tail light frenching kit.

Made from 20 gauge cold rolled steel. All taillight mounting holes located for precision fit. Easy installation and minimal welding required. Sufficient material to allow builder to individualise the depth of the french. 3" width x 5-3/4" length x 2" depth.

MNGTP239



Tail Light Lens Gaskets

UPA1060-1

UPA1060-1F

1938-39 Cars Cork Material

1938-39 Cars Black Foam



Elliptical Taillights

Billet Specialties

elliptical taillights are

available in two sizes. Extra bright lenses

make them as functional as they are cool.

Functions include brake/turn signal and running light. Sold in pairs.

Product Features

• Precision machined housing and bezel from 6061-T6 billet aluminium

• Extra Bright lenses for safety

• Industry leading mirror finish polish

• Dual element 1157 bulb

BS61420 Large Elliptical Taillights

6"W x 2-1/8"H x 4"D

BS61520 Small Elliptical Taillights

4"W x 1-3/4"H x 4"D



Super Bright LED Third Brake Light

9-5/8 x 5/8"

RPCR9975



69 CAMARO TAILLIGHT

BEZEL - SEGMENTED

Billet specialties

custom billet Camaro

Taillights

Features:

• Precision 3D Machined • Stainless Hardware

• 1 pc. Cast Acrylic Lens • 6061-T6 Billet Aluminium

• Made in the USA

BS317



69 CAMARO TAILLIGHT

BEZEL - SLOTTED

Billet specialties

custom billet Camaro

Taillights Features:

• Precision 3D Machined

• Stainless Hardware

• 1 pc. Cast Acrylic Lens

• 6061-T6 Billet Aluminium

• Made in the USA

BS61732



3rd Brake Lights - Elliptical

Billet Specialties elliptical

third brake light is engineered

to be located on the body and

keeps those behind you alert.

Product Features

• Precision machined from 6061-T6 billet aluminium

• Industry leading mirror finish polish

• Extra bright lens for safety

Dimensions: 4"W x 1-3/4"H x 2"D



3rd Brake Light - Oval

Protect your assets with

Billet Specialties oval

3rd brake light.

Mounts easily to your

rear deck and provides ample warning to those behind you.

Product Features

• Precision machined from 6061-T6 billet aluminium

• Industry leading mirror finish polish

• Swivel base for proper angle adjustment

Dimensions: 7"W x 1-3/4"H x 1"D

BS62220 Oval Third Brake Light

BSRP6211 Replacement Lens





VI78-13402-DR

VI78-13402-DL

1937 Passenger Deluxe Tail Lamps

Gloss black powdercoated housing, polished stainless steel rim, cloth braided wires, wire loom, stainless steel screws, 12 Volt bulb, glass red lens.

VI78-13402-DR Right hand with red lens
VI78-13403-DL Left hand with red lens

1950's Pontiac Style LED Tail Light

-41 Super Bright Red LEDs 3-5/16" Diameter
Epoxy coated, Fully sealed Electronics,
Fits Pontiac style tail light rim
Solid state circuit boards are designed
for 7.7 - 14.0 VDC

UPSTL1006LED Red
UPSTL1007LED Clear



1950 PONTIAC STANDARD TAILLIGHTS

4-1/4" taillight. Features include a glass lens, chrome bezel and rubber gasket. Accepts one 1157 dual filament bulb. The 1950 Pontiac taillight measures 4-1/4" O.D. The back of the light is not flat, so a hole approximately 2-1/2" I.D. is needed for mounting. Glass lens. Also available with Blue dot lens.

VIHR-13405 Plain Red Lens
VIHR-13405-BD with blue dot installed



1950 PONTIAC STYLE TAIL LAMP ASSEMBLY W/ SPIDER OVERLAY

- Chrome Spider Lens Overlay
- Styled After the 1936 Chrysler Airflow Tail Lamp Lens
- 41 Super Bright LEDs
- Complete with Red Polycarbonate Lens
- Assembly Fits Left and Right Hand Side
- Dual Function with Tail Light & Bright Turn Signal
- Epoxy Coated, Fully Sealed Electronics
- Die Cast Chrome Plated Bezel
- Mounts to Flat Surface with 2 Small Studs
- Rubber Mounting Pad Sold Separately Item # S1005-1
- S1004 Overlay Fits United Pacific LED Pontiac Tail Light Only (Not For Glass Lens)

UPSTL1004LED



1940 Passenger Deluxe Tail Lights.

Gloss black powder coated housing, highly polished stainless steel rim, modern nylon wires with cloth braided loom, 12volt 115 tail light bulb, red glass lens.

UPF4004 Plain Red lens
UPF4004BD Red lens with Blue Dot



1941-48 Tail Light Assemblies

With 304 high grade polished stainless steel bezel. Red glass lens with "Guide" script. Black powder coated steel housing.

UPC4003R Plain Lens Right Hand
UPC4003L Plain Lens Left Hand
UPC4003RBD Red Lens with Blue Dot Right Hand
UPC4003LBD Red Lens with Blue Dot Left Hand

1942-48 Passenger Deluxe Tail Lights

Gloss black powder coated housing
polished stainless steel rim, cloth braided
wire loom, stainless steel screws,
12 volt bulb. glass red lens.

VI21A-13405-D Red Lens



1963-65 Chevy LED

stop / tail light conversion kit.

Includes two LED arrays,
electrical harnesses,
connectors, necessary
brackets, and attaching
hardware. Impala
requires
two kits
TN6007



1959 Cadillac Tail Light Assemblies

Custom made tail light assembly with chrome ring, base and pig tail included.

UPC8007 Red Lens
UPC8008 Clear Lens
UPC8010 Amber Lens

1959 Cadillac Tail Light Lenses

Plastic lenses in different colours.

UPC8000 Red Lens



1959 CADILAC TAIL LIGHT ASSEMBLIES

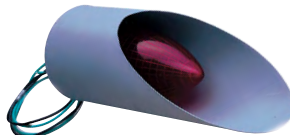
UPC8007LED Red LED.
UPC8010LED Amber LED.



Recessed 59 Cadillac taillight Buckets

Made from 20 gauge cold rolled steel. Laser cut for precision and fit. Tapered tube for stream line look. Dimensions 9-1/2" length, 3-5/8" diameter.

MNGTP59



BRAKE ATTENTION

MODULE.

Upon Applying the Brakes, This Electronic Device Rapidly Flashes the Third Brake Light (Or Both Brake Lights) for a Second or Two to Gain the Attention of the Driver Behind You. Easy Hook-up, Instruction Included, 12 Volt

UP90655 Brake Attention Module.



LED TAIL LIGHT CONVERSIONS

1930-36 Ford LED stop / taillight conversion kit.

Includes two LED arrays, electrical harnesses, connectors, necessary brackets, and attaching hardware. Does NOT provide illumination for license plate.

TN6029



1969 Chevy Camaro LED stop / taillight conversion kit.

Includes two LED arrays, electrical harnesses, connectors, necessary brackets, and attaching hardware.

TN6015



1938-1948 Passenger Car Complete LED Tail/Stop Lamps

1938-39 Zepher TN6059



LED KITS are also available for:

Chevy

1957 Chevy
1955 Chevy Brake
1955 Chevy Turn
1956 Chevy
1963-65 Impala
1967-68 Camaro
1967-68 Camaro Turn
1967 Chevelle
1969 Camaro
1970 Chevelle
1969 Chevelle
1971 Chevelle
1968 Chevelle
1966-67 Chevy II
1968-69 Chevy II
1970-72 Monte Carlo
1970-72 Nova
1957 Chevy Park

Ford

1964 Mustang
1967-68 Mustang
1969 Mustang
1955 Ford
1956 Ford
1957 Ford
1949-50 Ford
1951 Ford
1953-54 Ford
Plymouth
1946-48 Plymouth
Plymouth 3rd(sedan)
Plymouth 3rd(coupe)

TAIL LIGHT MOUNTS



1928-31 Tail Light Brackets

UPA1043 1928-31 Cars Chrome Plated Left Hand
UPA1044 1928-31 Cars Chrome Plated Right Hand
UPA1045 1928-31 Cars Black Painted Left Hand
UPA1046 1928-31 Cars Black Painted Right Hand
VIA-13474-SS Stainless Steel Bolt kit for above



1932 Tail Light Brackets

VIB-13470 1932 pass. right hand side Painted Black
VIB-13470-C 1932 pass. right hand side Chrome Plated
VIB-13471 1932 pass. left hand side Painted Black
VIB-13471-C 1932 pass. left hand side Chrome Plated

TAILLIGHT BRACKET; FITS - 1932-37 PICKUP

Cast iron. Bolts on underside of bed
BDB-13470-B
VIB-13470-B



1933-34 Ford Taillight Brackets

1933-34 Ford taillight brackets. Chrome plated or Black reproductions. Choose left or right.
NOTE: Right hand has a hole for mounting a rumble step.

VI40-13470
VI40-13470-C
VI40-13471
VI40-13471-C

Black Right Hand with hole
Chrome Right Hand with hole
Black Left or Right Hand without hole
Chrome Left or Right Hand without hole



1936 FORD

TAILLIGHT BRACKET

A show-quality reproduction of the rare, hard to find original. Comes painted black.

Application

1936 Ford Car Taillight Bracket, Without Step, RH



Part No.

BD68-13470-A

NUMBER PLATE LIGHTS & MOUNTING

Lighted Bullet Nut Style - LED

Chrome body with super bright LED. 1 per packet
UP10863 Amber
UP10864 Blue
UP10867 Red
UP10862 White



Lighted Bullet Nut Style - Econ

Chrome body with plastic coloured lens and 12V miniature bulb. 2 per packet
UP10868 Amber
UP10869 Blue
UP10870 Green
UP10871 Purple
UP10872 Red



S/S NUMBER PLATE BOLTS WITH LIGHT

Part No
AF49-2005

Description

Number plate bolts with built in LED lights



SO-CAL Speed Shop Art

Deco License Plate Light

The SO-CAL Art Deco License Plate Light is fashioned after automotive designs of the late 30's and 40's. It's beautifully die-cast and features luxurious chrome plating. The flush design requires two 3/16" dia. mounting holes and a 7/8" dia. hole for the light receptacle. Includes: light bulb, pig-tail socket, mounting hardware and neoprene gasket.

SO001-62726



License Plate Lights

Rectangular license light with chrome housing.

Available in different colours

2wires (hard wired)

UP30362P White lens



License Plate Light & Bracket

Stamped stainless steel, molded lens, bracket, molded rubber pad, stainless screws and 12 volt bulb.

BDHR-13550

Skull Style Plate Bolts

Chrome plated zinc die cast skull style licence plate bolts with red jewelled eyes.

Pack of 2.

UP70315

Chrome Plated Skull Bolts



Bullet Nut Style

Chrome Bullet style licence plate bolts.

Pack of 4

UP10888 Gold Colour

UP10889 Chrome Plated



Chrome 3 Wing Bullet Nut Style

Chrome Bullet style with 3 wings licence plate bolts.

Pack of 4

UP10887 Chrome Plated



LICENSE PLATE

BRACKET (SS);

FITS - 1932-64 PICKUP



At 65 miles an hour (or more) a lot of pressure is exerted on these brackets as there is nothing aerodynamic about a license plate. That's why we stamp ours from heavy gauge steel. They're built tough and can take a 65 mph breeze with gusts up to 100 mph. Dimensionally they are identical to original and are ready to bolt on. You are guaranteed a high-quality, and long lasting product. Polished Stainless Steel.

BDA-13406-SS

VIB-5034-SS

VIB-13406-SS

1932 Ford License Plate Brackets

Polished stainless steel front and rear licence plate brackets for 1932 Ford.

1932 Front Licence Plate Bracket

1932 Rear Licence Plate Bracket

VIB-5034-SS

VIB-13406-SS



Spreader Bar License Plate Brackets

These polished aluminium rear spreader bar license plate brackets come ready to install with hardware. Hardware included: 2-3/8" nutserts, 2- 1/4-20 countersunk allen

Description

Spreader Bar License Plate Bracket

Part No

AHRP62730

AIR CLEANERS

NOTE: WARRANTY VOID UNLESS SERVICED WITH AEROFLOW CLEANING KIT AF2000-5050



AIR FILTERS

Stand out from the crowd with a magnificent looking Aeroflow air cleaner.

These air cleaners are stamped from high quality steel. Available in many different great finishes and styles for that custom look you are after. Chrome-plated or black finish with reusable/washable or paper elements.

Aeroflow's air filter assemblies work with all popular 5-1/8" (130mm) diameter carburetors. The 14" (355.60mm) air filter assemblies come with a drop base that sits 1-1/8" (28mm) below the carburettor.

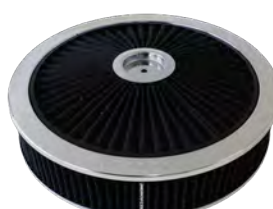
AIR FILTER ASSEMBLIES.



AF2251-3040

14" X 3" (355.6mm X 76.2mm) Black Full Flow Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-1650



AF2851-3040

14" X 3" (355.6mm X 76.2mm) Chrome Full Flow Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

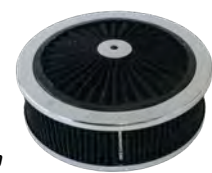
Replacement element AF2041-1650



AF2251-3150

9" x 2-3/4" (228.6mm x 76mm) Black Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element

Replacement element AF2041-3530



AF2851-3150

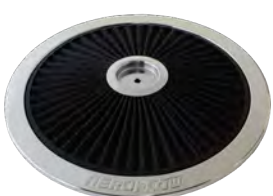
9" x 2-3/4" (228.6mm x 76mm) Chrome Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element

Replacement element AF2041-3530



AF2251-1401

14" Black Full Flow Lid Top with black reusable/washable media.



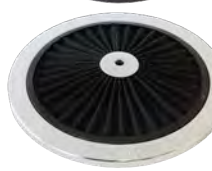
AF2851-1401

14" Chrome Full Flow Lid Top with black reusable/washable media.



AF2251-0901

9" Black Full Flow Lid Top with black reusable/washable media.



AF2851-0901

9" Chrome Full Flow Lid Top with black reusable/washable media.



AF2251-1290

14" X 4" (355.6mm X 101.6mm) Black Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3750



AF2851-1290

14" X 4" (355.6mm X 101.6mm) Chrome Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3750



AF2251-1110

9" x 2" (228.6mm x 50.8mm) Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3527



AF2851-1110

9" x 2" (228.6mm x 50.8mm) Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3527



AF2251-1280

14" X 3" (355.6mm X 76.2mm) Black Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-1650



AF2851-1280

14" X 3" (355.6mm X 76.2mm) Chrome Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-1650



AF2251-1331

6-3/8" x 2-1/2" (161.4mm x 63.8mm) Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-2116



AF2851-1331

6-3/8" x 2-1/2" (161.4mm x 63.8mm) Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

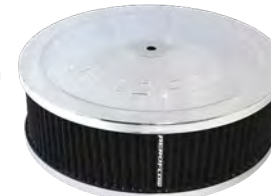
Replacement element AF2041-2116



AF2251-1120

9" x 2-3/4" (228.6mm x 76mm) Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3530



AF2851-1120

9" x 2-3/4" (228.6mm x 76mm) Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.

Replacement element AF2041-3530



AIR FILTER CLEANING PRODUCTS

Aeroflow's air filter cleaning products are specifically formulated for cleaning and re-oiling all Aeroflow reusable/washable filters and all types of oil-based air filters.

Part No	Description
AF2000-5050	Aeroflow air filter cleaning kit contains 295ml (10oz) oil pump style 295ml (10oz) cleaner pumps style
AF2000-0606	Aeroflow air filter cleaner 295ml (10oz) pump style
AF2000-0533	Aeroflow air filter oil 295ml (10oz) pump style



AF2251-1365

9" x 5" (228.6mm x 127mm) Black Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element
Replacement element AF2041-3650

AF2851-1365

9" x 5" (228.6mm x 127mm) Chrome Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element
Replacement element AF2041-3650



BLACK AF2256-1280



CHROME AF2856-1280

14" X 3" (355.6mm X 76.2mm)
Chrome Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8" (130mm)
neck with paper element.
Replacement element AF2046-2110



BLACK AF2256-1110



CHROME AF2856-1110

9" x 2" (228.6mm x 50.8mm) Black Air Cleaner Assembly 5-1/8" (130mm) neck with paper element
Replacement element AF2046-2117



BLACK AF2256-1331



CHROME AF2856-1331

6-3/8" x 2-1/2" (161.4mm x 63.8mm)
Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with paper element
Replacement element AF2046-2116

AEROFLOW ROUND FILTER BASES.

Available in chrome and black in standard or drop base to adjust filter heights to suit your requirements.

Suits 130.17mm (5-1/8") flange (standard 4150 Holley)

Part No	Finish	Description
AF2251-1400	Black	14" (355.60mm) Flat Base
AF2851-1400	Chrome	14" (355.60mm) Flat Base
AF2251-1411	Black	14" (355.60mm) 1-1/8" (28mm) Recessed Base
AF2851-1411	Chrome	14" (355.60mm) 1-1/8" (28mm) Recessed Base
AF2251-0900	Black	9" (228.60mm) Flat Base
AF2851-0900	Chrome	9" (228.60mm) Flat Base



AF2251-0900



AF2251-1400



AF2851-1400



AF2251-1411



AF2851-1411

REPLACEMENT REUSABLE / WASHABLE ROUND COTTON FILTER ELEMENTS

REPLACEMENT PAPER ELEMENTS



AF2046-2116

O.D. 6-3/8" 162mm
I.D. 5-1/16" 131mm
Height 2-1/2" 63.5mm
Suits: 6-3/8" Carb Assembly

AF2046-2117

O.D. 9" 228mm
I.D. 7-43/64" 195mm
Height 2" 51mm
Suits: 14" Carb Assembly.

AF2046-2110

O.D. 14" 356mm
I.D. 11-13/16" 300mm
Height 3" 76mm
Suits: 14" Carb Assembly

AF2041-3760

O.D. 14" 356mm
I.D. 12-11/64" 309mm
Height 5" 127mm
Suits: 14" Carb Assembly

AF2041-3750

O.D. 14" 356mm
I.D. 12-13/64" 310mm
Height 4" 101.6mm
Suits: 14" Carb Assembly.

AF2041-1650

O.D. 14" 356mm
I.D. 12-13/64" 310mm
Height 3" 76mm
Suits: 14" Carb Assembly



AF2041-3740

O.D. 14" 356mm
I.D. 5-1/32" 128mm
Height 2-1/4" 57mm
Suits: 14" Carb Assembly



AF2041-3650

O.D. 9" 228mm
I.D. 7-19/32" 193mm
Height 5" 127mm
Suits: 9" Carb Assembly



AF2041-3640

O.D. 9" 228mm
I.D. 7-37/64" 192.5mm
Height 4" 101.6mm
Suits: 9" Carb Assembly



AF2041-3530

O.D. 9" 228mm
I.D. 7-37/64" 192.5mm
Height 2-3/4" 70mm
Suits: 9" Carb Assembly



AF2041-3527

O.D. 9" 228mm
I.D. 7-37/64" 192.5mm
Height 2" 50.8mm
Suits: 9" Carb Assembly



AF2041-2116

O.D. 6-3/8" 162mm
I.D. 2-15/64" 133mm
Height 2-1/2" 63.5mm
Suits: 9" Carb Assembly

CHEVROLET SLANT EDGE AIR CLEANERS

Slant-Edge Air Cleaners are the perfect way to complete your dress-up look in premium Slant-Edge style. Whether you have Slant-Edge valve covers, or a set from a different series, these air cleaners with prominent raised or recessed emblems will bring your engine look together in head turning fashion. They are supplied with a genuine 3" GM air filter elements for maximum airflow. The air cleaner lid attaches to a short stud that is screwed into the centre of the carburettor. Lid has a threaded boss on the underside, and is simply spun into place by the installer. Each kit is supplied with necessary mounting hardware. Technical Note: After installing a new air cleaner, always lower the hood slowly to confirm sufficient clearance visually. Minimum clearance of 3-3/4" is required from the top of the carburettor gasket area to the underside of the hood. The air cleaner bases are recessed for a low profile appearance, maximum performance, and hood clearance. Patent Pending.

Description	Part No
Black Crinkle 14" x 3" With Raised Emblem	PR141-830
Orange 14" x 3" With Raised Emblem	PR141-831
Cast Grey Crinkle 14" x 3" With Raised Emblem	PR141-832
Polished 14" x 3" With Recessed Emblem	PR141-833
Black Crinkle 14" x 3" With Recessed Emblem	PR141-834
Chrome 14" x 3" With Recessed Emblem	PR141-835



FORD RACING SLANT EDGE AIR CLEANERS

Slant-Edge Air Cleaners are the perfect way to complete your dress-up look in premium Slant-Edge style. Whether you have Slant-Edge valve covers, or a set from a different series, these air cleaners with prominent raised or recessed emblems will bring your engine look together in head turning fashion. They are supplied with a genuine 3" Motorcraft air filter elements (part no. FA612R) for maximum airflow. The air cleaner lid attaches to a short stud that is screwed into the centre of the carburettor. Lid has a threaded boss on the underside, and is simply spun into place by the installer. Each kit is supplied with necessary mounting hardware.

Description	Part No
Black Crinkle 14" x 3" With Raised Emblem	PR302-380
Blue 14" x 3" With Raised Emblem	PR302-381
Cast Grey Crinkle 14" x 3" With Raised Emblem	PR302-382
Polished 14" x 3" With Recessed Emblem	PR302-383
Chrome 14" x 3" With Recessed Emblem	PR302-384
Black Crinkle 14" x 3" With Recessed Emblem	PR302-385



Super Flow Air Cleaner

Chrome plated steel air cleaner with washable foam element. Fits carburetors with 5-1/8" neck. Includes mounting hardware.
Super Flow Air Cleaner



RPCR2196

Chrome Air Cleaner Lid

Attractive chrome plated air cleaner lid for Chev 1988-92 factory air cleaner assemblies. 15-3/8" diameter.
Chrome Air Cleaner Lid RPCR2146



Air Cleaner Adapters

Black plastic air cleaner adapters to allow Holley style aftermarket air cleaner assemblies with 5-1/8" hole to be fitted to smaller carburetors.

Air Cleaner Adapter, 2-5/8" Neck to 5-1/8"



RPCR2176

Air Cleaner Spacers

Black plastic air cleaner spacers for Holley style carburetors with 5-1/8" neck.

Air Cleaner Spacer - 1/2" Tall

Air Cleaner Spacer - 1" Tall

Air Cleaner Spacer - 1-1/2" Tall

Air Cleaner Spacer - 2" Tall



RPCR2378

RPCR2379

RPCR2326

RPCR2380

6-3/8" MUSCLE CAR AIR CLEANER

- Chrome Steel Top and Base
- Fits Carburetors with 5-1/8" Neck
- Mounting Stud and Wing Nut Included
- Replaceable Paper Element

6-3/8" x 2.5" Raised Base

RPCR2292



14" MUSCLE

CAR AIR CLEANER

- Chrome Steel Top and Base
- 4150 or Dominator Style
- Polished Steel Mounting Stud Included
- Replaceable Paper Element

14" x 3" with Flat Base

14" x 3" with Drop Base

14" x 3" Dominator Style

RPCR8000

RPCR2195

RPCR2395



14" MUSCLE CAR S/S AIR CLEANER

- Stainless Steel Top and Chrome Base
- Fits Carburetors with 5-1/8" Neck
- Polished Steel Mounting Stud Included
- Replaceable Paper Element

14" x 3" with Flat Base

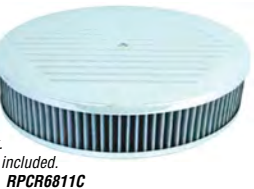
14" x 3" with Drop Base

14" x 3" with Hi-Lip Base

RPCR3196

RPCR3195

RPCR8005



Chrome Ball Milled Air Cleaner Set

Chrome aluminium top with chrome steel base. Fits single quad carburetors with 5-1/8" neck. Polished steel mounting stud included.
14" x 3" with Drop Base RPCR6811C



10" x 2" MUSCLE CAR STYLE AIR CLEANER

- Chrome steel top and raised base with paper element.
- Fits single quad carburetors with 5-1/8" neck
- 5" steel stud with wingnut included

10" x 2" with raised Base Plain RPCR2282



Anodized Aluminium

14" Air Cleaner Set

Stamped Aluminium top & base. Fits single quad carburetors with 5-1/8" neck. Steel mounting stud with small deluxe wing nut included.
14" x 3" with Flat Base RPCR5284
14" x 4" with Flat Base RPCR5285



RPCR5284

RPCR5285

14" FLAMED

AIR CLEANER

- Chrome Steel Top and Base
- Embossed Flame Top
- 4150 or Dominator Style
- Polished Steel Mounting Stud Included
- Replaceable Paper Element

14" x 3" with Flat Base

14" x 3" with Drop Base

14" x 3" Dominator Style

RPCR8196

RPCR8195

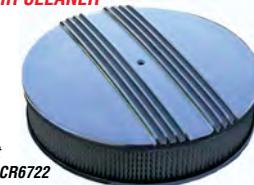
RPCR8199



14" FINNED ROUND AIR CLEANER

- Nostalgic Fined Design
- Polished Aluminium Top and Base
- Fits Carburetors with 5-1/8" Neck
- Polished Steel Mounting Stud Included
- Replaceable Paper Element

14" x 3" with Flat Base RPCR6722



12" FINNED OVAL AIR CLEANER

- Nostalgic Fined Design
- Polished Aluminium Top and Base
- Fits Carburetors with 5-1/8" Neck
- Polished Steel Mounting Stud Included
- Replaceable Paper Element

12" x 2" Tall washable element RPCR6321



14" Louvered Style Air Cleaner Set

Chrome steel top with Chrome steel base. Fits single quad carburetor with 5-1/8" neck. Polished steel mounting stud included.

RPCR4196

Flat base 3" tall paper filter

RPCR4195

Recessed Base 3" tall paper filter



MR GASKET - Air Filter Assembly, Zinc Base/Chrome Plated steel lid
MG1486 - Chrome Air Cleaner - 6-1/2" x 1-1/2"



OVAL AIR CLEANERS

- Replaceable Paper Element
- Polished Steel Mounting Stud Included
- Chromed Aluminium Top with Polished Aluminium Base
- Fits Carburetors with 5-1/8" Neck
- Adjustable Spacing on Dual Carb Model

Description

Single Carb 12" x 2"

Single Carb 15" x 2"

Dual Carbs 19" x 2"

Ball Milled

RPCR6020C

RPCR6021C

Flamed

RPC6020XC

RPC6021XC

RPC6222

Plain Oval Air Cleaner

Polished Aluminium 12"x2" Oval Air Cleaner Set
Plain with paper element.
RPCR6020-1BC



MOON OVAL & ROUND FINNED AIR CLEANERS

Great match to MOON finned alloy valve covers, come with K&N filter fits 4 barrel carburetor
MNMP710 Oval Single Carb
MNMP715 Oval Dual Carb
MNMP720 Round Standard Base
MNMP721 Round Recessed Base



12" Oval Air Cleaners

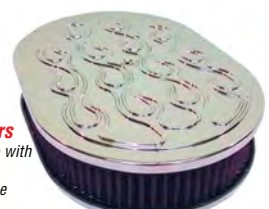
- Chromed aluminium top with raised flames
- Polished aluminium base
- Washable Element
- Polished steel mounting stud included
- Fits carburetors with 5-1/8" neck

Single Carb 12" x 2" - Chrome Flames

Single Carb 12" x 2" - Red Flames

RPCR5121

RPCR5124



STEEL CADILLAC AIR CLEANER

Based on the style and dimensions of the 1951-56 Oldsmobile and Cadillac air cleaners. This exciting new product will look at home in any street rod, hot rod, or traditionally styled period perfect car. Measuring a whopping 18-1/4" wide, our air cleaner is no wimpy, scaled-down version of this classic design. This new air cleaner has the same external dimensions as the original Oldsmobile oil-bath part. However, our version uses an off-the-shelf 14 inch diameter by 4 inch tall filter element. No fiberglass construction here, steel is real! Stamped from heavy gauge steel, fully spot welded together and then powder coated in a tough semi-gloss finish. The electroplated air cleaner base is also stamped steel and is designed to fit most carburetors and throttle bodies. The air cleaner is notched at the rear to provide clearance for the large diameter, GM, HEI distributors. Not content with anything normal, we designed and produced a unique wing nut to complement the air cleaner. This chrome plated, rocket shaped nut was modeled after 50s era space vehicles and measures nearly 1- 1/8 inches tall. Ships as a complete, ready-to-install kit including housing, base, element and nut.

TN8500 Steel Caddy/Olds Air Cleaner (full size)

TN8510 Steel Caddy/Olds Air Cleaner (7/8" scale)



Ford Racing Air Cleaners

FORD PERFORMANCE

These premium 13" diameter air cleaners feature Ford Racing, Ford Mustang, or Ford Cobra emblems for the perfect customized look. They fit 2V and 4V carburetors, and are supplied with a 2-5/8" high filter element. Both the tops and bases have matching finishes, and each kit is supplied with necessary mounting hardware including special die cast Ford oval centre nuts (also offered separately). Note: Minimum clearance of 4" is required from the top of the carburetor gasket area to the underside of the hood.

- | | |
|---------------------|---|
| PR302-350 | Ford Racing, Embossed Emblem - Chrome |
| PR302-351 | Ford Racing, Black emblem - Chrome |
| PR302-352 | Ford Racing, Red Emblem - Black Crinkle |
| PR302-361 | Ford Mustang, Black emblem - Chrome |
| PR302-362 | Ford Mustang, Red Emblem - Black Crinkle |
| PR302-371 | Ford Cobra, Black emblem - Chrome |
| PR302-372 | Ford Cobra, Red Emblem - Black Crinkle |
| PR302-FILTER | Replacement element 13" X 2.75". |

"COBRA" CLEANER ASSEMBLY

Ford "Cobra" Oval Air Cleaner Assembly
Black satin, Suit Single 4bbl Carburettor with 5/8" Neck, 2.5" High x 21-1/8" Long x 10-1/8" Wide
FMM-9600-C302





HOLLEY 14" ROUND FINNED AIR CLEANER

Holley is pleased to offer their Vintage Series Air Cleaners. These new products are the first of the Vintage Series family of die-cast aluminium dress up products featuring a classically inspired finned design and a retro-style Holley script brand mark.

- 14" diameter, die-cast aluminium construction
- Black finish or Polished with 3" premium filter element
- Includes stamped steel colour-matched SureFlo style base with knock out provisions for fresh air adapter
- Includes carburettor gasket and all mounting hardware necessary for installation
- Premium cotton gauze filter element comes pre-oiled, and is washable and reusable (filter care instructions are included)

Description

14" x 3" Finned Holley Logo, Black Finish
14" x 3" Finned Holley Logo, Natural Finish

Part No.

H0120-153
H0120-160



PR141-752

PR141-906

AIR CLEANERS

These classic styled air cleaner kits are equipped with the CHEVROLET Trademark, and are supplied with genuine GM (AC) air filter elements for maximum airflow. Both the tops and the bases are chrome plated to exacting standards for long-lasting appearance, and each kit is supplied with necessary mounting hardware. The classic air cleaner kits are supplied with special die-cast Bowtie center nuts (also offered separately). The 14" air cleaner kits are supplied with 3" tall filter and other sizes are available from K&N. The bases of the 14" air cleaner kits are recessed for a low profile appearance, maximum performance and hood clearance.

Technical Note: After installing a new air cleaner kit, always lower the hood slowly to confirm sufficient clearance visually. Minimum clearance of 3-3/4" is required from the top of the carburetor gasket area to the underside of the hood.

PR141-302 14" x 3" Chrome with Bowtie Centre Nut
PR141-906 14" x 3" Chrome with Red Bowtie & Black Lettering
PR141-752 14" x 3" Black Crinkle with Red Bowtie & Lettering
PR141-307 14" x 3" Chrome Hi-Performance



PR141-790

PR141-693

PR141-692

Super-Light 14" Air Cleaners

Save critical front-end pounds. Proform offers you a choice of six race-winning combinations: air cleaner lids ranging from genuine carbon fiber to aircraft aluminium, with or without the famous Bowtie and CHEVROLET Emblems, in black or clear anodized finishes; plus a 3" tall genuine AC filter plus a color-matched, super-deep aluminium base for maximum hood clearance when using optional, extra-tall air filter elements. These weight-saving high-performance air cleaner kits blend traditional OEM appearance profiles with optimized air-flow dynamics to achieve checkered-flag results. Supplied with necessary mounting hardware and center nuts as shown.

141-692 14" x 3" Black Aluminium with Red Bowtie
141-691 14" x 3" Clear Anodized Aluminium, no logo
141-693 14" x 3" Clear Anodized Aluminium with Red Bowtie
141-790 14" x 3" Carbon Fibre with Red Bowtie
141-793 14" x 3" Hi-Tech Carbon with Red Bowtie

14" Deluxe Low Profile Air Cleaner

Fits 5-1/8" and 4-7/32" Carb Necks.

Has recessed base for low profile fit over carburetor. Includes 4-7/32" Adapter, 2 Plated Studs, Tri-Star Wing Nut, PCV Attachment for use on Pollution Controlled Vehicles, 2-1/4" Paper Filter and Installation Instructions.

PR66801

14" Deluxe Air Cleaner



Edelbrock

CHROME AIR CLEANERS

Pro-Flo®

Chrome Air Cleaners

Top off your engine with a good looking Pro-Flo air cleaner. The Edelbrock signature and styling coordinate beautifully with Edelbrock Signature Series valve covers. These air cleaners are stamped from 18-gauge steel and triple chrome-plated for a high-quality finish and great looks.

Round Air Cleaners

Edelbrock triple chrome-plated round air cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, Holley, Thermo-Quad, Quadrajet and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base and include an adapter for crank case ventilation. #1208, #1209 and #1221 fit all Edelbrock carburetors. Heights of air cleaners are in parentheses, measured from the gasket flange to the top of the supplied retaining nut. Dimensions are accurate within 1/8".

ED1207* 14" diameter with 3" element (3-5/16")
ED1221* 14" diameter with 3" element, 3/8" deeper flange (3-3/4")
ED1208* 10" diameter with 2" element (3-1/2")
ED1209* 6" diameter with 2" element, 5-1/8" base (3-5/8")
ED8092 Air Cleaner Spacer (3/4")
ED8093 Air Cleaner Spacer (1/2")

NOTE: #1207 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #1221 fits all Edelbrock square-bore carbs and Q-jets (3/8" taller than #1207).

Oval Air Cleaners

Available for Edelbrock single and dual-quad applications, these oval air cleaners clear HEI distributors and all stock components. #1235 fits Edelbrock low profile dual-quad manifolds and others with 6-7/16" carb center-to-center. They come with high-quality K&N 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration. Overall dimension is 13-1/2" x 7".

ED1235* Oval for Dual-Quads (3-1/2")
ED1236* Oval for Single 4-Barrel Carburetor (3-1/2")



Triangular Air Cleaner

The Signature Series Triangular Air Cleaner is a new style with a shape reminiscent of the muscle car era. This hot looking chrome air cleaner has the classic Edelbrock signature. This triangular air cleaner comes with high-quality K&N 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration.

Designed for use with 5-1/8" diameter carbs (Edelbrock square-bore, Q-Jet, etc.), the Pro-Flo #1222 clears HEI distributors and electric choke housings. Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.

ED1222* Pro-Flo Chrome Triangular Air Cleaner (3-1/2")



Edelbrock Signature Series Air Cleaners

Edelbrock Signature Series Black powder coated finish round air cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, Thunder Series AVS, Holley, Thermo-Quad, Quadrajet and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base and include an adapter for crankcase ventilation. Overall height is measured from the gasket flange to the top of the supplied retaining nut. #1223 has a 3/8" relief in the bottom for added hood clearance.

Signature Series 10" Air Cleaner with black powder coat finish (3-3/4" tall) ED1203
Signature Series 14" Air Cleaner with black powder coat finish (3-1/2" tall) ED1223



Pro-Flo 1000

Reusable Air Cleaner

Pro-Flo 1000 Series reusable air filter offers superior flow capacity, low profile, good filtration, performance benefits and long-term savings. This air cleaner fits carburetors with a 5-1/8" air horn and has an overall height of 3". Inside every Edelbrock Pro-Flo 1000, you'll find our exclusive reticulated urethane foam element. Maintaining Pro-Flo's foam element is simple. Just release the spring clip, remove the element, wash in hot, soapy water, rinse, dry and reassemble. If necessary, replace with element ED1099.

Pro-Flo Air Cleaner (overall height 3") ED1002
Replacement Air Cleaner Element ED1099



CLASSIC SERIES AIR CLEANERS WITH POLISHED FINISH

This new line of air cleaners was created to perfectly match our popular classic aluminium finned valve covers. Three models for single or dual-quads give you plenty of options for that "just right" look on any nostalgia rod. Additionally, the small oval air cleaner provides adequate hood clearance in demanding applications as well as a coordinated appearance with the classic finned look. These air cleaners work with all popular 5-1/8" carburetors.

Small Oval Cast Aluminium Air Cleaner for Single 4-Barrel Carburetor ED41115
Round Cast Aluminium Air Cleaner for Single 4-Barrel Carburetor ED41117
Large Oval Cast Aluminium Air Cleaner for Dual-Quads ED41119

WITH BLACK POWDER COATED FINISH

Made of heavy-gauge sand-cast aluminium, our classic finned air cleaners are also now available with a durable black powder coated finish and polished fins and logo.

Small Oval Cast Aluminium Air Cleaner for Single 4-Barrel Carburetor ED41153
Round Cast Aluminium Air Cleaner for Single 4-Barrel Carburetor ED41173
Large Oval Cast Aluminium Air Cleaner for Dual-Quads ED41193

Replacement Elements for Edelbrock Air Cleaners

To keep your engine running clean, replace the original filter element in your Edelbrock air cleaner with a new element every 3000 miles (sooner in dusty areas). We recommend #1217, #1218 and #1219 replacement elements for any similar design air cleaner.

ED1218 2" tall, 10" diameter for ED1208
ED1219 2" tall, 6" diameter for ED1209 & ED1210
ED1220 Oval K&N filter element for ED1235 & ED1236



ELITE II SERIES ROUND & OVAL AIR CLEANERS

Introducing the next generation of Elite Series accessories... Elite II. This new line of accessories features a design that is influenced by the original Elite Series originally released in 1985, but with a new modern take on this classic look. They're made from heavy-gauge, die-cast aluminium and are finished off with a show quality high luster polished finish. The raised fins are accented by a contrast gloss black finish between the fins for the definitive Elite Series look.

Our Elite II round air cleaners fit all popular 5-1/8" diameter carburetors and include a black anodized knurled nut. They come with a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal filter with the exclusive Pro-Charge™ clean strip for easy maintenance and excellent filtration. Our oval air cleaners are designed to fit Edelbrock single- and dual-quad applications and should clear HEI distributors and stock parts. They come with high-quality 2-1/2" washable, pre-oiled reusable filter for excellent filtration. Overall oval air cleaner dimensions are 13-5/8" x 7-3/16".

Description	Height	Part No.
14" x 3" Element, 3/8" Deeper Flange for All Edelbrock Carbs	3.125"	ED4266
14" x 3" Element	3.125"	ED4268
14" x 3" Replacement Element ONLY	-	ED43666
Oval with 2-1/2" Element for Edelbrock Dual-Quads Carbs	3.50"	ED4272
Oval with 2-1/2" Element for Single 4-Barrel Carburetor	3.50"	ED4273
Replacement Pro-Flo Oval 2-1/2" Element Only	-	ED4269



VICTOR SERIES AIR CLEANERS WITH BLACK POWDER COAT TEXTURE FINISH

Edelbrock Victor Series air cleaners feature a die-cast aluminium lid that is black powder coated with a finely textured surface for a pleasing and unique appearance. This is the same finish you'll find on our other new Victor Series accessories. These air cleaners work with all popular 5-1/8" carburetors or 4-bbl. throttle bodies and includes a knock-out in the base along with an adapter for crankcase ventilation. Number in parenthesis is overall height from base to top at the highest point.

- | | |
|--|----------------|
| Round Air Cleaner, 14" diameter with 3" element (3-1/8") | ED41613 |
| Oval Air Cleaner, 11-7/8" x 8-1/4" with 2.4" element (3-3/4") | ED42203 |



MOROSO Racing Air Cleaners

Moroso's unique radiused air inlet design equalizes air pressure past the boosters for uniform air flow. Radiused air inlet is stamped into air cleaner base to reduce overall height.

MO65904 14" dia with 3" filter - powder coated black.
MO65905 14" dia with 3" filter - powder coated red.
MO65906 14" dia with 3" filter - powder coated blue.
MO65907 14" dia with 3" filter - powder coated clear.
MO65910 14" dia. with 3" filter - chrome plated steel, hand polished. All air cleaners include PCV adapter included

FIBER DESIGN LOW-PROFILE RACING AIR CLEANERS

- Classic Moroso high flow, low stacking height design
- Increased horsepower with great fiber design look
- Includes wing nut, stud and 90° fitting for PVC hose

- | | |
|----------------|--|
| MO65915 | Racing Air Cleaner, 14" diameter with 3" filter Gray/Black Fiber Design |
| MO65916 | Racing Air Cleaner, 14" diameter with 3" filter Blue/Black Fiber Design |
| MO65917 | Racing Air Cleaner, 14" diameter with 3" filter Red/Black Fiber Design |



6-3/8" Round Air Cleaners

- | | |
|----------------|--------------------------|
| BS15120 | Round Ball Milled |
| BS15129 | Round Plain |

Classic - 14" Round

Billet Specialties Classic air cleaner features smooth contoured lines for timeless styling. The top and wing nut are precision machined from 6061-t6 aluminum and polished to perfection. Each cleaner is supplied with a replaceable element and a 1" steel drop base. Made in the USA.

BS15837

Vintage - 14" Round

Billet Specialties Vintage air cleaner offers retro styling cues for a fresh look in aftermarket air cleaners. Available in polished or matte black powdercoat finish. The top and wing nut are precision machined from 6061-t6 billet aluminum. Each air cleaner is supplied with a replaceable element and a 1" drop steel base. Made in the USA.

BS15830

10" Round Air Cleaners

- | | |
|----------------|--------------------------|
| BS15220 | Round Ball Milled |
| BS15229 | Round Plain |



14" Round Air Cleaners

- | | |
|----------------|--------------------------|
| BS15820 | Round Ball Milled |
| BS15829 | Round Plain |

Air Cleaner Spacer

Our billet air cleaner spacer is fully polished to match the quality finish of our air cleaners and raises the air cleaner by 2-1/2 inches. Works with standard 4-barrel carbs with 5-1/8" air cleaner flange. Works with Billet Specialties Dual Quad and Triangle air cleaners only.

BS15500-905 2-1/2" Tall Billet Air Cleaner Spacer

Flat Base for 14" Air Cleaner

Our 14" round air cleaners come standard with a 1" drop base. If you need more clearance for carb linkage try our flat base for 14" round air cleaners. Works with standard 4-barrel carbs with a 5-1/8" diameter flange.

BSRP1508 Flat Base for 14" Air Cleaners

Oval Air Cleaners Single Carb

Billet Specialties air cleaners are truly in a class by themselves. We offer more styles, CNC machined ball milled and logo designs, industry leading mirror finish and stainless mounting hardware. There is no mistaking a Billet Specialties air cleaner when you see it. All of our air cleaners feature standard size air filter elements. Small oval air cleaners - 11-7/8" L x 8-3/8" W x 3" H. Large oval air cleaners - 15" L x 8-1/2" W x 3" H.

- | | |
|----------------|-------------------------------|
| BS15320 | Small Oval Ball Milled |
| BS15420 | Large Oval Ball Milled |
| BS15327 | Small Oval Cross Flags |
| BS15427 | Large Oval Cross Flags |
| BS15328 | Small Oval Flame |
| BS15428 | Large Oval Flame |
| BS15329 | Small Oval Plain |
| BS15429 | Large Oval Plain |
| BS15630 | Small Oval Ribbed |
| BS15640 | Large Oval Ribbed |



Dual Quad Air Cleaners Twin Carb

Dual Quad Air Cleaners feature an adjustable base to easily fit carb spacings from 6-7/16" to 8-7/8". K&N lifetime air filter included.

Dimensions: 17-1/2" L x 9-3/9" W x 3-1/4" H

- | | |
|----------------|------------------------------|
| BS15520 | Dual Quad Ball Milled |
| BS15529 | Dual Quad Plain |
| BS15650 | Dual Quad Ribbed |



Streamline Air Cleaners

Streamline air cleaners offer a fresh new look for Hot Rods & Custom Car air cleaners. Precision Machined Billet aluminium tops capped off with a 3D machined wing nut and single raised rib complement any exterior trim cues. All air cleaners include stainless hardware, quality air filter and fit most 4 barrel carburetors.

- Stainless Hardware
- Includes integrated wing nut
- Fits Standard 4-Barrel Carburetors
- Easily Replaceable Filter Element

Streamline Air Cleaner BS15424

Large Oval - Matte Black Powder Coated with polished strip 15" L x 8-1/2" W x 3" H

Streamline Air Cleaner BS15324

Small Oval - Matte Black Powder Coated with polished strip 11-7/8" L x 8-3/8" W x 3" H.

Streamline Air Cleaner BS15824

14in. Round - Matte Black Powder Coated with polished strip 14.25" O.D. x 3.5" Tall.

Oval Mouth Hot Rod Scoop

Frog mouth stack. Has provision for a stainless mesh screen to keep debris out of your motor. Filter sold separately. "polished" 2-5/8 2bbl neck.

Disc Filter RPSC00PFILTER

Scoop MNJE9600



Stromberg Stainless

Steel Bug Dome

Bug Domes will keep the big pieces out of your 2 barrel carburetors. Perfect for your traditional carburetors like Stromberg 97, 81 or 48 and Edelbrock / Holley 94. Since they fit within the I.D. of the carb throat, you can use them with popular slip over accessories such velocity tubes. These also fit the Chevy one barrel Rochester with a little massaging. Made in USA this "Bug Dome" is very sturdy the flange and the mesh does not bend even when heavy pressure is applied. The flange is 2 1/8" it widens out to about 2 1/4 at the lip were it sits in the carb's throat. Height comes in at 1 7/8 from bottom of flange to top of "bug" screen.

Description
Stromberg S/S Bug Dome

Part No.
S03004020

RPC AIR CLEANERS

4" DISH STYLE AIR CLEANER

- Chrome Steel Top and Raised Base
 - Fits Carburetors with 2-5/8" Neck
 - Mounting Stud and Wing Nut Included
 - Replaceable Paper Element
- 4" x 2-7/8" Dish Style RPCR2170**



UPA6216-10A

UPA6216-9A

HOT ROD AIR CLEANERS

These chrome plated air cleaners fit 2-5/8" carburetors such as #97's. Paper element and stainless steel clamp to hold on carburetor are included. Air cleaners are available in smooth or louvered for single, dual and triple carbs and 2-5/16" neck. Short neck low profile also available. Full range of spares also available.

- | Part No | Description |
|--------------------|--|
| UPA6216 | louvered 2-5/8" regular screw top. |
| UPA6281 | louvered 2-5/8" 3 wing top |
| UPA6280 | Plain 2-5/8" 3 wing top |
| UPA6216-10A | Mushroom/louvered 2-5/8" 3wing top. |
| UPA6216-9A | Mushroom/Smooth 2-5/8" 3wing top. |

UPA6216



4" x 2-7/8" AIR CLEANER

- Chrome Steel Top and Raised Base
- Fits Carburetors with 2-5/8" Neck
- Mounting Stud and Wing Nut Included

- Replaceable Paper Element

4" x 2-7/8" Plain RPCR2338
4" x 2-7/8" Louvered RPCR2339



This O'Brien Truckers original, has deep traditional fins that allow you to paint it to match your engine color and add an extra zing to your engine compartment. They come with a subtle gray colour, lifetime cotton gauze washable element contained in a never-rust wire mesh. No cheap paper element here!

Measures 4" round x 3 5/8" tall.

OTAC4FC

This O'Brien Truckers original, has a smooth domed cover to blend with any engine compartment theme.

They come with a subtle gray colour, lifetime cotton gauze washable element contained in a never-rust wire mesh. No cheap paper element here!

Measures 4" round x 3 5/8" tall.

OTAC4SC

Edmunds polished air cleaner 4.5" diam suit 2bbl 2-5/8" neck, with a double wrapped aluminium screen and galvanized 1/4" wire mesh with the Edmunds custom script

OTACEDRB258



These custom air cleaner assemblies from K&N are designed for use with any engine that uses a round element air cleaner housing. They incorporate K&N's famous Air Filters and provide more air flow than other assemblies of this type. Available in 3 different designs, the perfect assembly is sure to be found here. Each assembly comes with base, element, top plate and stud.



Flamed Design

Large Oval KN66-1470 15" x 8-1/4" x 3"H Small Oval KN66-1530 11-7/8" x 8-3/8" x 3"H

Scalloped Design

Large Oval KN66-1490 15" x 8-1/4" x 3"H Small Oval KN66-1550 11-7/8" x 8-3/8" x 3"H
KN66-1480 15" x 8-1/4" x 5"H KN66-1540 11-7/8" x 8-3/8" x 5"H

Electric Design

Large Oval KN66-1500 15" x 8-1/4" x 5"H Small Oval KN66-1570 11-7/8" x 8-3/8" x 3"H

Replacement Elements

For Large Oval Assemblies, 2" element height.....KNE-3515
For Large Oval Assemblies, 4" element height.....KNE-3514
For Small Oval Assemblies, 2" element height.....KNE-3505
For Small Oval Assemblies, 4" element height.....KNE-3504



The K&N Billet Aluminium

spoke-style Custom 66 lids are available individually or as complete air cleaner assemblies with standard chrome base and 14"x3" element (3-3/4 height from carb flange) or dropped chrome base and 4-inch element (3-inch height from carb flange). Each lid includes a counter-sunk bolt for the cleanest possible look.

KN66-5090 Custom 66 Series (14-inch, 5 spoke, drop base)
KN66-5100 Custom 66 Series (14-inch, 5 spoke, standard base)
KN65-6848 Custom 66 Series (14-inch, 5 spoke, lid only)
KN66-5110 Custom 66 Series (14-inch, 10 spoke, drop base)

14" Chrome - 7/8" Drop Base

Race ready low profile air cleaner. Drops filter 7/8" below carburettor flange. 5-1/8" flange fits all popular 4 barrel carburetors. Four element heights to fit a wide variety of applications. Note: 7/8" drop will fit carburetors with electric choke mechanisms.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy	Total Height
5-1/8"	3"	KNE-1650	2	KN60-1430	3.12"
5-1/8"	4"	KNE-1650	2	KN60-1440	4.12"
5-1/8"	5"	KNE-1650	2	KN60-1450	5.12"

Dominator

These K&N 11" & 14" diameter race-ready air cleaners can flow the amount of air required for the Holley Dominator carburetors. 7-5/16" flange base has a 3/4" rise velocity stack.

Neck Flange	Element Height	K&N P/N Element	Filter OD	Foot Note	K&N P/N Comp. Assy.	Total ** Height
7-5/16"	3-1/2"	KNE-1250	11"	5	KN60-1230	4.50"
7-5/16"	6"	KNE-3690	11"	5	KN60-1250	7.00"
7-5/16"	4"	KNE-3750	14"	6	KN60-1235	5.50"
7-5/16"	6"	KNE-3770	14"	6	KN60-1255	7.50"
7-5/16"	3.5"	KNE-3804	16"	6	KN60-1640	3.25"

11" Stainless Steel

When space is a premium, yet high performance required. Velocity stack base is available in three (3) flange sizes and various heights to fit a wide variety of applications.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
2-5/8"	2-1/8"	KNE-1200	3,6	KN60-1130	3.12"
2-5/8"	3-1/2"	KNE-1250	3	KN60-1140	4.50"
5-1/8"	2-1/8"	KNE-1200	4	KN60-1170	3.12"
5-1/8"	5"	KNE-3690	4	KN60-1200	6.00"
5-1/8"	6"	KNE-3690	4	KN60-1210	7.00"

Foot Notes: 1) Includes vent kit 2) Vent Kit available PN85-1190 3) 1/2" vent tube on base 4) 3/4" vent tube on base 5) Stainless Steel top and base 6) Top is chrome and base is Hi-Temp nylon ** Total Height = minimum clearance required above carb flange.

14" Drop Base - Chrome

Race ready low profile air cleaner. Drops filter 13/16" or 1.25" below carburettor flange. 5-1/8" flange fits all popular 4 barrel carburetors. Four element heights to fit a wide variety of applications. Note: 13/16" drop will fit carburetors with electric choke mechanisms.

Neck Flange	Element Height	Drop Base	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
1-1/4" DROP BASE						
5-1/8"	3"	1-1/4"	KNE-1650	-	KN60-1280	2.75"
5-1/8"	4"	1-1/4"	KNE-3750	-	KN60-1290	3.75"
5-1/8"	5"	1-1/4"	KNE-3760	-	KN60-1300	4.75"
5-1/8"	6"	1-1/4"	KNE-3770	-	KN60-1310	5.75"

14" - Chrome

Popular 14" chrome racing style assembly. Raises element 9/16" above carburettor flange. 5-1/8" flange fits all popular 4 barrel carburetors. Four element heights to fit a wide variety of applications. Will clear HEI distributors.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
5-1/8"	2-1/4"	KNE-3740	-	KN60-1263	3.87"
5-1/8"	3"	KNE-1650	-	KN60-1264	4.62"
5-1/8"	4"	KNE-3750	-	KN60-1260	5.62"
5-1/8"	5"	KNE-3760	-	KN60-1270	6.62"

9" - Stainless Steel

Ideal when space is a problem. K&N filtercharger element provides superior airflow. Five flange sizes and various heights assure a wide number of applications. Can be mounted on most dual carb setups. Polished stainless steel construction for top and base plates.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
3-1/16"	2-3/4"	KNE-3530*	-	KN60-1090	4.12"
5-1/8"	2"	KNE-3527	-	KN60-1110	3.37"
5-1/8"	2-3/4"	KNE-3530*	-	KN60-1120	4.12"
5-1/8"	5"	KNE-3650	-	KN60-1365	6.37"

* NOTE: Heavy Duty 9"x 2-3/4" Elements is also available Order part No. KNE-3550

7" - Chrome

Ideal for that quality show car image. Four flange sizes to fit nearly all carburetors, even 5-1/8" flange 4 barrels. Note: These assemblies might not flow enough air for performance engines.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
5-1/8"	2"	KNE-3402	-	KN60-1320	2.93"
5-1/8"	3"	KNE-3403	-	KN60-1330	3.93"

Tall Velocity Stack Air Filters

Open 360° free breathing filtercharger element on top of a 5" high stainless steel velocity stack base. More horsepower from channelled airflow. Downdraft direct into carburettor. Draws cooler air up and away from engine heat. More non-turbulent air. Engines equipped with the K&N Tall Velocity Stack Air Filter actually produce MORE horsepower than those with no filtration at all. All stainless steel top and base, highly polished to a mirror finish. Available with 5-1/8" flange to fit Holley, Carter or Rochester carburetors. Also available with 7-5/16" flange to fit Holley Dominator carburetors. Nine inch diameter allows side by side mounting on most dual carburetted setups. Choice of two element heights assures proper airflow for virtually any engine. Ideal for street rods.

Neck Flange	Element Height	K&N P/N Element	Foot Note	K&N P/N Complete Assy.	Total ** Height
7-5/16"	5"	KNE-3650	-	KN60-1366	6.37"
5-1/8"	2-3/4"	KNE-3530*	-	KN58-1190	8.25"
5-1/8"	5"	KNE-3650	-	KN58-1191	10.50"
7-5/16"	2-3/4"	KNE-3530*	-	KN58-1200	8.25"
7-5/16"	5"	KNE-3650	-	KN58-1210	10.50"

* NOTE: Heavy Duty 9"x 2-3/4" Elements is also available Order part No. KNE-3550

Marine Flame Arrestors

9" Stainless Steel

The K&N Flame Arrestor makes the best air-filtration technology available for marine engine use. Marine application owners can experience the increased horsepower and engine protection provided by K&N's oiled cotton gauze and epoxied screen filter element. For high performance on the water, K&N Flame Arrestors will help you fly.

Neck Flange	Element Height	K&N P/N Complete Assy	Total Height
5-1/8"	2-3/4"	KN59-3364	4-1/2"

Custom Air Filters - Single Or Dual

Application	Style	Filter Dimension		Foot Note	Assembly P/N
		Outside	Height		
SU 1-3/4 not HIF6	SDR	5-7/8	1-3/4	KNE-3180	10 KN56-1400
Hitachi	SDR	5-7/8	2-1/4	KNE-9413	KN56-9138



K&N
THE WORLD'S BEST AIR FILTER



K&N RACE SPECIFIC AIR CLEANERS LID FOR ON-ROAD RACING USE

K&N pavement only race air filter utilizes special 2-ply cotton gauze and is built in a common 14" outside diameter

As a result these are intended for racing use on paved surfaces only. Ideal for road courses, oval tracks, or the drag strip where only minimal engine protection with almost unrestricted airflow is sought after. These filters are cleanable and reusable using standard K&N air filter service products. They can be run oiled, or dry, for racing on paved surfaces only.

Road Race XStream Air Flow Top
Road Race 14" OD x 2" (51mm) high Round element

KN66-1400R
KNE-3032R



X-STREAM AIR FLOW COMPLETE ASSEMBLIES

These K&N filter assemblies come complete with the X-Stream Air Flow top plate, base and element and suit all 2 & 4 barrel carburetors with the standard 4150 style 5-1/8" neck.

Standard Flat Base

Element Size	Overall Height	Part Number
9" x 2-3/4"	3-1/8"	KN66-3150
11" x 2-3/16"	3-1/2"	KN66-3110
11" x 3-1/2"	4-3/4"	KN66-3120
11" x 5"	6-1/4"	KN66-3130
14" x 3"	4-5/8"	KN66-3010
14" x 4" for Dominator carb	5-1/2"	KN66-3080
14" x 5-1/16"	3.875"	KN66-3000
11" x 3 1/2"	4.500"	KN66-3140

1-1/4" Drop Base

Element Size	Overall Height	Part Number
14" x 3"	2-3/4"	KN66-3040
14" x 4"	2-3/4"	KN66-3060
14" x 4"	3.750"	KN66-3060

X-Stream Air flow Top Plates

Add 1000 CFM of air flow to your current 14" filter assembly with this revolutionary design. Having the air enter through the top plate filter assembly does not cause turbulence but actually helps draw air in from the side and gets the air headed down the carburettor or fuel injection system, right where you want it. Also available in 9" and 11".

KN66-0901	9" X-stream Top Plate - Black
KN66-1101	11" X-stream Top Plate - Black
KN66-1401	14" X-stream Top Plate - Black
KN66-1401XB	14" X-stream Top Plate - Blue
KN66-1401XP	14" X-stream Top Plate - Silver
KN66-1401XR	14" X-stream Top Plate - Red



Pre-Chargers for X-Stream Filters

The K&N PreCharger is a specially designed filter that will stop small dirt particles; yet add little restriction to the airflow of the filter. They are made from durable polyester material containing uniform micron openings. The PreCharger is designed to be run dry and can be cleaned with K&N Filter Cleaner.

KN22-1430PK	PreCharger for 14" x 3" (Black)
KN22-1440PK	PreCharger for 14" x 4" (Black)
KN22-1450PK	PreCharger for 14" x 5" (Black)

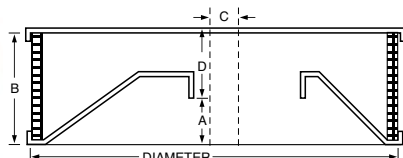


K&N
THE WORLD'S BEST AIR FILTER

FlowControl

A Revolution In Air Cleaner Technology

The Flow Control System utilises a newly designed base in combination with a unique lid, featuring a tongue or protrusion, that reduces intake turbulence. The resulting smooth, laminar flow enhances cylinder filling, horsepower, and torque. The filter element is the world famous K&N Filtercharger® for the ultimate in airflow and filtration. The result of this powerful combination is a typical 20HP increase on a 350 cu. in. engine.



Part No	Dia.	Drop	Ele. Ht.	off set	Ht. above carb
		A	B	C	D
KN61-2000	14"	.343	4.0	1.0	3.75
KN61-2020	14"	1.37	4.0	1.0	2.75
KN61-4000	14"	.125	4.0	0	4.25
KN61-4010	14"	.125	4.5	0	4.75
KN61-4020	14"	.156	4.0	0	4.37
KN61-4030	14"	.156	4.5	0	4.87
KN61-4040	14"	.437	4.0	0	4.00
KN61-4050	14"	.437	4.5	0	4.50
KN61-4500	16"	1.93	3.5	0	2.12
KN61-4520	16"	1.93	4.0	0	2.62

2 Barrel Models

2-Barrel Holley with and without choke tower
Circle Track Magazine discovered this model and featured it in one of their issues. That started the racers calling. Fits the very popular 4412 Holley 2-barrel by removing the choke assembly and leaving the choke tower untouched. Gigantic increase in air flow and lots of horsepower. The small block with about 340-360hp can expect 15-17hp increase. In the 400-420hp range the range increase climbs to 20-22hp. If your engine builder tells you that is impossible, just take one to him and run it on the dyno.

With choke tower

KN61-2000 14" x 4.0

Without choke tower

Fits 2 barrel Holley with choke tower removed. Flows exactly the same as 61-2000 and 61-2010.

KN61-2020	14" x 4"
KN61-2030	4" x 4.5"

4 Barrel Models

4-Barrel Holley without choke tower
The inspiration for this particular air cleaner was the 390 cfm Holley. Many tracks and racing organisations use this carburettor as a restrictor. Flows plenty on the 390 and you can pass it all the way up to the mighty 850 and it keeps on making horsepower. Complete with all parts necessary.

KN61-4000	14" x 4.0"
KN61-4010	14" x 4.5"

For those of you who have not modified your choke tower, this is just the ticket for your bracket car or late model sportsman.

Fits 390-800 w/choke	
KN61-4020	14" x 4"

4 Barrel Holley Dominator

The newest addition to the K&N Flow Control Air Cleaner line is specially designed for all Holley Dominator carburetors, including Holley's HP Series. This Flow Control Assembly takes full advantage of the 360deg. air delivery system by using K&N's 4-1/2" Filtercharger. Using this assembly will produce a whopping 1200CFM which will be more than enough air for any motorsports application.

KN61-6000	14" x 4.5"
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Replacement Air Filter Elements

All of the air cleaner assemblies listed were developed as compete kits. A lot of time and effort went in to each combination of parts and dimensions for the intended carburettor. Keep them that way for best results.

KNE-3730	14" x 4"
KNE-3732	14" x 4.5"
KNE-3804	16" x 3.5"
KNE-3806	16" x 4"



Custom Air Filter Plates

K&N's 14" air filter plates are available separately for replacement or special applications. Base plates fit carburetors with 5-1/8" airhorn flange. Drop base will not clear all electric choke mechanisms, it may be necessary to space up baseplate with a locally available air cleaner spacer.

KN3365	9" DOMINATOR BASE
KN85-6842	UNSTAMPED 7-5/16" NECK
KN85-6842	14"OD top plate Chrome plated steel, centre rises 1", stamped with the K&N Logo
KN85-3540	14"OD 1-1/2" offset base plate
KN85-3540	Chrome plated steel, 5-1/8" flange.
KN08006	Offset Stud
KN85-3552	14" O.D. flat base Nylon reinforced plastic, 7-5/16" flange (raises filter 3/4" above carb flange)



14-inch Super-Deep Aluminum Air Cleaner Base

The popular deeply-recessed air cleaner base from the Super-Light Bowtie Emblem air cleaners is now available for any application.

This deep base will allow for nearly every carb application including electric choke carbs allowing the air cleaner to sit low enough to shut the hood!

PR66808 Recessed Air Cleaner Base

Replacement Base

for 5-1/8 neck

RPCR2195B
14" Air cleaner drop base only, 7/8 recessed base 4150.

RPCR5195B
14 X 3 Air cleaner base only, off set recessed base.

Replacement Elements

RPCR2110	Air cleaner element only round 14" x 3"
RPCR2111	Air cleaner element only round 14" x 2"
RPCR2113	Air cleaner element only round 10" x 2"
RPCR2116	Air cleaner element only round 6-3/8" x 2-1/2"



Carburettor Stubstack

The K&N Stubstack reduces turbulence, improves metering accuracy. Increases the airflow by reducing restriction. Straightens and speeds up air-flow.

AIR FILTER APPLICATION:

The stubstack is designed to only work effectively with K&N Filtercharger™ elements and 360° custom air cleaner assemblies. If the stubstack is installed in an improper housing, the performance may actually drop! The minimum height above the stack needs to be at least 1-1/2" for proper operation.

Holley 2300

Fits most Holley 2300 Series carburetors. The Stubstack is designed to fit 2 barrel popular models within this series. Holley carburettor list numbers are stamped on the choke horn.....KN85-0210

Carb. List No.	Model No.	CFM rating
0-4412	2300	500
0-6425	2300	650
0-7448	2300	350

Holley Sq. Bore w/Milled Choke Horn

This stubstack is designed to be used on Holley 390-850cfm square bore carburetors (4150/4160), that have had the choke horn milled off, but do not use an air cleaner. Full radius design helps to increase the airflow for drag racing. Will also hold down the base plate of a cold air scoop. Will not work with K&N Custom Chrome Racing Air Cleaners.....**KN85-0500**

Holley 4150/4160

Fits most Holley 4150 and some 4160 Series carburetors with high and low choke horns. The 85-0200 is designed to fit 4 barrel popular models in this series. Holley carburettor list numbers are stamped on the choke horn.**KN85-0200**

Holley Sq. Bore w/Milled Choke Horn

This stubstack is designed to be used with Holley 390-850cfm square bore carburetors (4150/4160), that have had the choke horn milled off and still use an air cleaner. Will work with all K&N Custom Chrome Racing Air Cleaners, including Tall Velocity Stack Air Cleaners.....**KN85-0400**

Holley Dominator

This stubstack is designed to be used on Holley 1050 & 1150 cfm Dominator carburetors. Will not allow use of a standard air cleaner housing, but it will hold down the base plate of a cold air scoop. Straightens airflow and helps even out the flow to all four venturies. Decreases the restriction around the throttle bores.**KN85-0600**

Custom Chrome Assemblies

compatible with Stubstack 85-0200, 85-0210 ONLY!

K&N P/N	Diameter	Total Hght
KN60-1180	11" O.D.	41/2"
KN60-1200 (w/vent)	11" O.D.	6"
KN60-1210 (w/vent)	11" O.D.	7"
KN60-1260	14" O.D.	5-5/8"
KN60-1270	14" O.D.	6-5/8"
KN60-1300*	14" O.D.	4-3/4"
KN60-1310*	14" O.D.	5-3/4"

CARBURETTOR SUBSTACK for Edelbrock Carbs

K&N Substack for EDELBROCK Square-Bore Carburetors - Fits most Edelbrock Square-Bore carburetors. This Substack is designed to fit almost every model within this series. It straightens and speeds up airflow, reduces turbulence, improves metering accuracy and increases airflow by reducing restriction. Will also fit some Carter AFB models.
KN85-0700



RACING FILTERS

K&N Oval Style Stacks for "Late Type" Hilborn

Siamese Stacks
Flange Length: 0.75 in (19 mm)
Height: 6.25 in (159 mm)
Outside Length: 9 in (229 mm)
Outside Width: 5.5 in (140 mm)
Flange Centre to Centre: 2.437 in (62 mm)
Flange Inside Diameter: 2.25 in (57 mm)
KNRD-4400



K&N Oval Style Stacks for "Late Type" Hilborn

Siamese Stacks
Flange Length: 0.75 in (19 mm)
Height: 6.25 in (159 mm)
Outside Length: 9 in (229 mm)
Outside Width: 5.5 in (140 mm)
Flange Centre to Centre: 2.687 in (68 mm)
Flange Inside Diameter: 2.5 in (64 mm)
KNRD-4600



K&N Oval Style Stacks for Kinsler- Siamese Stacks

Flange Length: 0.75 in (19 mm)
Height: 6.25 in (159 mm)
Outside Length: 9 in (229 mm)
Outside Width: 5.5 in (140 mm)
Flange Centre to Centre: 2.812 in (71 mm)
Flange Inside Diameter: 2.625 in (67 mm)
KNRD-5020

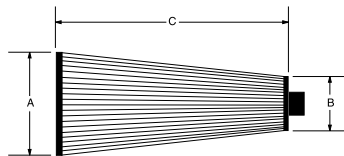


Ram Tube Air Filters For Fuel Injectors

Individual Round Style
Hilborn 4, Injectors Fitted to Honda and Kawasaki Engines in T.Q. Midgets Air filters designed to fit over stock, uncut ram tubes. Filters come complete with rubber mounting adapters. To install, fit rubber adapters around ram tube bases and fit filters over ram tubes and clamp onto adapters in desired position. Air filters come with chrome end caps. Fits #45-K-4A and #45-H-4B Hilborn injectors.
KNRD-1004 Filters measure 3"



KNRD-1400 Hilborn Injector #F414A, for Turbocharged tractor, air filter clamps over 4" lip on cast ram tube. Air filter measures 7" dia., 6" long.
KNRD-1300 Hilborn Injector #524, for 80 c.i. Magnuson Blower Head. Filter fits 3" ram tube. Measures 7" dia., 6" long



Racing Cone Filters

The filters fit into the air scoops and allow plenty of fresh clean air to enter the engine, but keep the small stones, tire dust and other racetrack debris from demolishing the engine. There is a hole at the small end of the filter to allow debris to exit the air scoop. The filters were designed for the vehicles listed below, but can probably be adapted to a wide variety of applications.

Application	A	B	C	K&N P/N
Tiga Sport 2000	5-1/2"	2"	16"	KN28-4115
Ralt Formula Atlantic, Super Vee	4-7/8"	2"	16"	KN28-4125



Custom Racing Air Filters

Custom Clamp-on Air Filters

For Racing vehicles using VW engines
Universal air filter designed for 2-1/16" VW Solex and 2-9/16" Zenith-Holley carburetors. One piece construction with a strong rubber base and flange that clamps directly to the carburettor. Some units have 1/2" vent kits included, for easy installation of vent hoses. Choice of show quality chrome or economy rubber top. Chrome adds the touch of class - rubber for the rugged off-road use. Three shapes or styles and numerous heights available - see listings below.

VW Solex Carburettor with 2 -1/16" mounting flange

Flange I.D.	Filter Dimensions	Filter Height	Filter P/N	Rubber P/N	Chrome P/N
Round Centre Mount					
2-1/16"	4-1/2"	5"	KNRA-0540	—	—
2-1/16"	5-1/2"	2"	—	KNRA-055V (1)	—
2-1/16"	5-1/2"	3"	KNRA-0560 (1)	KNRA-056V (1)	—
2-1/16"	5-1/2"	4"	KNRA-0570 (1)	KNRA-057V (1)	—
Round Offset Mount					
2-1/16"	6"	3"	KNRA-0460 (1)	KNRA-046V (1)	—
2-1/16"	6"	4"	KNRA-0470 (1)	KNRA-047V (1)	—
Oval Offset Mount					
2-1/16"	4-1/2" x 7"	2"	—	KNRA-071V (1)	—

Zenith-Holley Carburettor with 2-9/16" mounting flange

Flange I.D.	Filter Dimensions	Filter Height	Filter P/N	Rubber P/N	Chrome P/N
Round Centre Mount					
2-9/16"	4-1/2"	5"	KNRA-0610	—	—
2-9/16"	5-1/2"	3"	—	KNRA-063V (1)	—
2-9/16"	5-1/2"	5"	KNRA-0650 (1)	—	—
Round Offset Mount					
2-9/16"	6"	3"	—	KNRA-067V (1)	—
Oval Offset Mount					
2-9/16"	4-1/2" x 7"	2"	—	KNRA-076V (1)	—

(1) Optional 1/2" vent comes as standard equipment

Airforce Pre-Cleaner Wraps



The K&N Airforce Pre-Cleaner is a specially designed foam filter wrap made to extend the service interval of your K&N Filterchanger when used in very dusty conditions. They are made from large, open cell foam. The Airforce Pre-Cleaner will stop 90% of the dirt, yet only add a 2% restriction to the airflow of the filter. The Airforce Pre-Cleaner is designed to be used with any foam filter oil and must be cleaned with gasoline or solvent. The Airforce Pre-Cleaner is custom made to fit each application, and there are 4 universal cut-to-fit sizes available.

Round shape

SIZE	K&N FILTERCHARGER® APPLICATION	
3" D., 21/2" L	All 3" OD crankcase vent filters & 3" OD x 2-1/2" L universal filters	KN25-1480
3-3/4" D., 6" L	All 3-1/2" - 4" OD universal filters up to 6" long	KN25-1770
8" ID-B,	6-5/8" ID-T, 12" H	KN25-5166
14" D., 4" H	All 14" OD custom air cleaner assemblies up to 4" H	KN25-3750
14" D., 5" H	All 14" OD custom air cleaner assemblies 5" H	KN25-3760
14" D., 6" H	All 14" OD custom air cleaner assemblies 6" H	KN25-3770
16" D., 3" H	16" OD (for KN60-1640) Charcol	KN25-5200
16" D., 4" H	16" OD (for KN60-1641) Black	KN25-5200

Conical shape

6" I.D. base,		
5" I.D. top, 9" H	RE-0810, RE-0870, RE-0910, RU-2510, RU-2520	KN25-0810
6" I.D. base, 5" I.D. top, 14" H	RE-0800, RE-0820, RE-0860, RE-0880	KN25-0880

Oval shape

4-1/2" x 7" x 3-1/4" H	4-1/2" x 7" oval custom air cleaner assemblies	KN25-3340
4-1/2" x 7" x 6" H	4-1/2" x 7" oval custom air cleaner assemblies	KN25-3346
5-1/2" x 9" x 3-1/4" H	5-1/2" x 9" oval custom air cleaner assemblies	KN25-3460
5-1/2" x 9" x 6" H	5-1/2" x 9" oval custom air cleaner assemblies	KN25-3490
Universal shape MAKE YOUR OWN AIRFORCE PRE-CLEANER		
7" wide x 48" long	Cut to fit, secure w/Velcro strips (included)	KN25-3900
18" wide x 48" long	Cut to fit, secure w/Velcro strips (included)	KN25-3918



Precharger Filter Wraps

What is a Precharger?

The K&N Precharger is a specially designed filter wrap made to extend the service interval of your K&N Filterchanger when used in very dusty conditions.

They are made from a highly durable polyester material containing uniform micron openings.

The Precharger will stop dirt particles as small as .005" in diameter, yet add less than 10% restriction to the airflow of the filter. The Precharger is designed to be run dry and can be cleaned with K&N Filter Cleaner. The Precharger is custom made to fit each application. Double stitched elastic openings assure that the Precharger will stay in place.

The Prechargers are available in a variety of colors, all with a silk-screened K&N Precharger logo.



ROUND/STRAIGHT.	7" OD. X6" TALL	KN22-8021PK
TAPERED.	4 to 4-1/2" x 6-1/2" TALL	KN22-8031PK
TAPERED.	4 to 5" x 7" TALL	KN22-8032PK
TAPERED.	4-5/8" to 6" x 6" TALL	KN22-8033PK
TAPERED.	5 to 7-1/2" x 6" TALL	KN22-8037PK
TAPERED.	3" to 2" X 3" TALL	KN22-8028PK
TAPERED.	4" to 2" X 6" TALL	KN22-8030DK
TAPERED.	4-5/8 to 6" x 9" TALL	KNRE-0810PK
OVAL.	7" x 4-1/2", 3-1/2" TALL	KNE-3341PK
OVAL.	9" x 5-1/2", 3-1/2" TALL	KNE-3461PK
ROUND.	5" x 7" (BLACK)	KN22-8044PK
ROUND.	9" x 3" (BLACK)	KNE-3530PK
ROUND.	9" x 5" (BLACK)	KNE-3650PK
ROUND.	14" x 4" (BLACK)	KNE-3750PK
ROUND.	14" x 5" (BLACK)	KNE-3760PK
ROUND.	14" x 6" (BLACK)	KNE-3770PK
ROUND.	14" x 3" (BLACK)	KNE-1650PK
ROUND.	16" x 4" (BLACK)	KN22-8004PK
ROUND.	11" x 2" TALL	KN22-8000PK
ROUND.	11" x 4" TALL	KN22-8001PK
ROUND.	11" x 3-1/2" TALL	KNE-1250PK
ROUND.	11" x 6" TALL	KNE-3690PK
OVAL/TAPERED.	HILBORN SIAMESE	KNRD-4200PK
OVAL/TAPERED.	HILBORN SIAMESE	KNRD-4200PR
OVAL/STRAIGHT.	KINSLER SIAMESE	KNRD-5000PK
OVAL/STRAIGHT.	5.5" W X 9" L X 6.5" TALL	KNRD-5000PK
ROUND/STRAIGHT	3.250 X 2.5 TALL	KN22-8007PK
ROUND/STRAIGHT	3" X 4" TALL	KN22-8009PK
ROUND/STRAIGHT	4.5" X 4" TALL	KN22-8012PK
ROUND/STRAIGHT	4.5" X 5" TALL	KN22-8013PK
ROUND/STRAIGHT	5" X 4" TALL	KN22-8014PK
ROUND/STRAIGHT	5.5" X 5" TALL	KN22-8016PK
ROUND/STRAIGHT	7" X 9" TALL	KN22-8022PK
ROUND/STRAIGHT	6" X 6" TALL	KN22-8045PK
ROUND/STRAIGHT.	3" OD. x 2-1/2" TALL	KNRU-0150PK
ROUND/STRAIGHT.	3-1/2" OD x 5" TALL	KNRU-0510PK
ROUND/STRAIGHT.	4" OD. x 6" TALL	KNRU-1470PK



PRE-CHARGERS FOR X-STREAM FILTERS

KN22-1430PL	PreCharger for 14" x 3" (Blue)
KN22-1430PR	PreCharger for 14" x 3" (Red)
KN22-1430PY	PreCharger for 14" x 3" (Yellow)
KN22-1430PK	PreCharger for 14" x 3" (BLACK)
KN22-1440PK	PreCharger for 14" x 4" (BLACK)



DryCharger

K&N DryChargers® are manufactured from a durable polyester material and are pre-treated with a proprietary hydrophobic process designed to prevent splashes of water or mud from saturating your K&N air filter. The DryCharger will also stop small dirt particles; yet add little restriction to the airflow of the filter. Please be aware the DryCharger is water repellent, not water proof. Depending on conditions and usage the water repellent treatment is good for 1 to 2 years.

OVAL/STRAIGHT	4.5" X 7" X 2" TALL	KN22-2000PL (Blue)
TAPERED	4.5" to 3" X 4" TALL	KN22-2040PL (Blue)



THE WORLD'S BEST AIR FILTER

Custom Air Filters For Weber Carbs

K&N Custom Air Filter kits are designed to allow the maximum performance from your carburettors, yet keep the dirt on the outside where it belongs. Show quality to fit racing vehicles with VW, Pinto or any other engine equipped with these performance carburettors. All assemblies come with custom chrome top and base plates (except IDA Triple) and the Famous K&N Hi-Flow Washable Air Filter. All assemblies are convenient to clean and service.



Application	Filter Style*	Outside Dimension	Height	Element P/N	Foot note	Assembly P/N
DAR,DIR,DIF 32/36	DDO	5-1/2 x 9	3-1/4	KNE-3461	1,2	KN56-1020
DCN 40-14	DDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1080
DCNF 36,40,42,44	DDO	4-1/2 x 7	3-1/4	KNE-3341	5	KN56-1120
	DDO	5-1/2 x 9	3-1/4	KNE-3461	15	KN56-1130
DCOE 40,42	SDO	4-1/2 x 7	1-3/4	KNE-3321	3	KN56-1270
	SDO	4-1/2 x 7	3-1/4	KNE-3341	4	KN56-1350
	SDO	5-1/2 x 9	3-1/4	KNE-3461	4	KN56-1360
DCOE 45,48	SDO	4-1/2 x 7	1-3/4	KNE-3321	3	KN56-1310
	SDO	5-1/2 x 9	1-3/4	KNE-3441	3	KN56-1330
	SDO	4-1/2 x 7	3-1/4	KNE-3341	4	KN56-1350
	SDO	5-1/2 x 9	3-1/4	KNE-3461	4	KN56-1360
	REC	6-1/4 x 7 1/2	1-3/4	KNE-3960	3	KN56-1740
DCOE 50,DCOE SP48,55	SDO	4-1/2 x 7	3-1/4	KNE-3341	4	KN56-1710
DFB,DFD,DFE,DFV 32/36	DDO	5-1/2 x 9	3-1/4	KNE-3461	1,2	KN56-1020
DGV,DGV5A,DGAV,DGEV, DPS 32/36	DDO	3-1/4 x 4-3/8 top	4	KNE-9141	8	KN56-9290
		4-1/2 x 7 base				
	DDO	4-1/2 x 7	1-3/4	KNE-3321		KN56-1030
	DDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1040
	DDO	5-1/2 x 9	1-3/4	KNE-3441	2	KN56-1070
	DDO	5-1/2 x 9	2-3/4	KNE-3446	8	KN56-1760
	DDO	5-1/2 x 9	3-1/4	KNE-3461	2	KN56-1060
IDA 48	DDO	5-1/2 x 9	3-1/4	KNE-3461		KN56-1210
	DDO	5-1/2 x 9	4-1/2	KNE-3471		KN56-1220
	DDO	5-1/2 x 9	5-1/2	KNE-3481		KN56-1230
IDF 40,44,48,44MX	DDO	4-1/2 x 7	1-3/4	KNE-3321		KN56-1160
	DDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1170
	DDO	5-1/2 x 9	1-3/4	KNE-3441		KN56-1180
	DDO	5-1/2 x 9	3-1/4	KNE-3461		KN56-1190
	DDO	5-1/2 x 9	6	KNE-3491	6,7	KN56-1200

* filter styles
DDO = down draft oval
DDR = down draft round
SDO = side draft oval
SDR = side draft round
REC = rectangle

1) includes cast aluminum velocity stack 2) 1/2" vent elbow included
3) must remove Weber air horns 4) works with Weber air horns
5) mounting bolt kit included 6) must use separate velocity stacks to mount filter
7) new improved racing version has stronger centre tree and 4 springs to hold top plate
8) filter is turned 90 degrees to centerlines of carburettor bore

Custom Air Filters - Single Or Two Barrel Carbs

K&N Custom Air Filter kits are designed to allow the maximum performance from your carburettors, yet keep the dirt on the outside where it belongs. Show quality to fit racing vehicles with VW, Pinto or any other engine equipped with these performance carburettors. All assemblies come with custom chrome top and base plates and the Famous K&N Hi-Flow Washable Air Filter. All assemblies are convenient to clean and service.

Application	Filter Style*	Outside Dimension	Height	Element P/N	Foot Note	Assembly P/N
Autolite 32/36 (2bbl.)	DDO	5-1/2 x 9	3-1/4	KNE-3461	2,3	KN56-1020
Dellorto DHLA 40,45,48	SDO	4-1/2 x 7	1-3/4	KNE-3321	7	KN56-1310
	SDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1320
	SDO	5-1/2 x 9	1-3/4	KNE-3441	7	KN56-1330
	SDO	5-1/2 x 9	3-1/4	KNE-3461		KN56-1340
Dellorto DRLA 36,40,45,48	DDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1691
Fomoco 32/36 (2bbl.)	DDO	5-1/2 x 9	3-1/4	KNE-3461	2,3	KN56-1020
Hitachi (73-74 Datsun 240,260Z)	SDR	5-7/8	3-1/4	KNE-3190	1,6	KN56-1430
Holley 5200,5210 (32/36)	DDO	5-1/2 x 9	3-1/4	KNE-3461	2,3	KN56-1020
ISO (70-72 Datsun 240Z)	SDR	5-7/8	3-1/4	KNE-3190	4,5	KN56-1410
Mikuni-Solex 40,44,48 PHH	SDO	4-1/2 x 7	1-3/4	KNE-3321	7	KN56-1310
	SDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1350
	SDO	5-1/2 x 9	1-3/4	KNE-3441	7	KN56-1330
	SDO	5-1/2 x 9	3-1/4	KNE-3461		KN56-1360
Motorcraft 32/36 (2bbl.)	DDO	5-1/2 x 9	3-1/4	KNE-3461	2,3	KN56-1020
SK Racing	SDO	4-1/2 x 7	3-1/4	KNE-3341		KN56-1350
	SDO	5-1/2 x 9	3-1/4	KNE-3461		KN56-1360
Stromberg 150	SDR	5-7/8	1-3/4	KNE-3211		KN56-1610
Stromberg 175	SDR	5-7/8	1-3/4	KNE-3211		KN56-1620
	SDR	5-7/8	3-1/4	KNE-3213		KN56-1622
SU 1-1/4 Bore	SDR	5-7/8	11-3/16	KNE-3212	5,8	KN56-1630
SU 1-1/2 Bore	SDR	5-7/8	1-3/4	KNE-3180	5	KN56-1390
Mini Filter, SU 1-1/2 Bore	Tapered	5-7/8	2	KNE-9156		KN56-9320
SU 1-3/4 Bore HS6	Tapered	5-7/8	2	KNE-9156		KN56-9327
SU 1-3/4 Bore HIF6	Tapered	5-7/8	2	KNE-9156		KN56-9330
SU (70-72 Datsun 240Z)	SDR	5-7/8	3-1/4	KNE-3190		KN56-1410
SU (73-74 Datsun 240,260Z)	SDR	5-7/8	3-1/4	KNE-3190	1,6	KN56-1430

* filter styles DDO = down draft oval
DDR = down draft round SDO = side draft oval
SDR = side draft round REC = rectangle

1) 1-15/16" X 1-9/16" rectangle opening in baseplate 2) includes cast aluminum velocity stack
3) 1/2" vent elbow included 4) 1-3/4" opening in baseplate 5) 2 bolt mount 6) 3 bolt mount
7) will not work with velocity stacks 8) includes optional vent

Custom Plenum

The plenum is designed to fit most American 4 barrel carburettors that have a 5-1/8" flange. Also will fit the Weber DGV carburettor when used with K&N adaptor 85-1061. Designed for cold air intake, plenum has a single snorkel outlet that can be fitted with a 4" I.D. hose running to a remote air filter. A K&N universal filter with a 4" flange can also be clamped directly on the snorkel as well. The outside diameter of the plenum is 9" and the snorkel sticks out 6" from the centre of the plenum. Minimum clearance required above the carburettor flange is 3-1/8". NOTE: The custom plenum is recommended for small displacement engines (less than 200 C.I.) or low revving V6-V8 engines.

KN85-1060

Custom Plenum

Weber DGV Air Cleaner Adaptor

K&N's complete selection of custom round air cleaners (5-1/8" flange) can now be adapted to the ever popular Weber DGV series carburettor.

You now have a choice of air cleaner diameters from the MINI seven inch all the way up to the BIG FOURTEENS. Select from OPEN 360° custom chrome, tall velocity stacks, or even the full size custom plenum. Even the 14" drop base air cleaner can be used.

Keep in mind that the flange must be 5-1/8" ID to work with the DGV adaptor.

K&N DGV adaptor comes complete with gaskets and mounting hardware - EXCEPT customer must provide 1/4-20 centre stud.

KN85-1061

DGV Adaptor Kit



AIR FILTER ACCESSORIES

Rubber Air Cleaner Base Gasket

Rubber Air Cleaner Base Gasket 5-1/8"

KN85-9988



Air Cleaner Studs & Nuts (For steel air cleaner)

RPCR2175 1/4-20 x 5" long stud with wing nut

RPCR2178X 1/4-20 x 6" long stud with wing nut

RPCR2178Y 1/4-20 x 9" long stud with wing nut

RPCR5195X 1/4"-20 X 6" Long offset air cleaner stud.

AIR CLEANER STUD ADAPTER

- Allows Moroso and other air cleaners with 1/4" stud and wing nut to be used on carburettors with a 5/16" mounting hole
- One end of the adapter features a 5/16" -18 male thread that screws into the carburettor, the other end features a 1/4" -20 female thread that accepts a standard air cleaner mounting stud
- Clear zinc plating resists corrosion
- Overall length: 7/8"
- One per pack

M066390



AF55-1007

AIR CLEANER STUD (5.5" 140mm long)

Part No Description
AF55-1000 Carby stud with dual thread 1/4" & 5/16"
AF55-1007 5/16" to 1/4" Carby stud reducer



LOW PROFILE BILLET AIR CLEANER NUT

Billet low profile air cleaner nut perfect for tight clearance applications. Two thread sizes in black or polished aluminium finish.

Thread Black Polished
1/4" UNC AF55-1002BLK AF55-1002
5/16" UNC AF55-1003BLK AF55-1003



TALL AIR CLEANER NUTS

Billet tall profile air cleaner nuts perfect for standard clearance applications. Two thread sizes in black or polished aluminium finish. 12mm total height.

Thread Black Polished
1/4" UNC AF55-1005BLK AF55-1005
5/16" UNC AF55-1006BLK AF55-1006



AIR CLEANER ACCESSORIES

Aeroflow's PCV air cleaner smog kit is intended to adapt a factory PVC system to a custom air cleaner assembly. Aeroflow's smog fitting kit includes gasket and installation hardware.

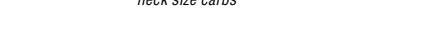
Part No Description
AF2000-1000 Rubber air filter base gasket suits 5-1/8" neck size carbs
AF2049-1004 Universal air cleaner engine breather adapter (smog kit)



AIR CLEANER SPACERS

Aeroflow's air cleaner spacers allow for additional clearance between carb and air cleaner. Spacers are intended to fit 2 and 4 Barrel carburettors with 5 1/8" neck.

Part No Description
AF2049-1001 1/2" Air Cleaner spacer Suits. 5-1/8" neck size carbs
AF2049-1002 1" Air Cleaner spacer Suits. 5-1/8" neck size carbs
AF2049-1000 1-1/2" Air Cleaner spacer. Suits 5-1/8" neck size carbs
AF2049-1003 2" Air Cleaner spacer. Suits 5-1/8" neck size carbs



ALUMINIUM AIR CLEANER

RISER

Description

3/4" Air Cleaner Spacer with Sure Seal O-Ring
1-1/4" Air Cleaner Spacer with Sure Seal O-Ring
2-1/4" Air Cleaner Spacer with Sure Seal O-Ring

Part No.
RPCR2013
RPCR2014
RPCR2015



RPCR2184

RPCR2183

RPCR2180

RPCR2179

RPCR2181

RPCR2179X

Air Cleaner Nuts

RPCR2181 Small 1/4-20 Chrome steel
RPCR2179 Tri Bar 1/4 - 20 Chrome Steel
RPCR2179X Small Deluxe 5/16-18 with Black Top & Chrome
RPCR2180 Large Deluxe 5/16-18 with black Top & Chrome
RPCR2183 Knurled 1/4-20 Chrome Steel
RPCR2184 Knock-off 1/4-20 Chrome Steel



GM Air Cleaner Nuts

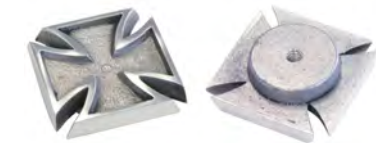
Available with the distinctive GM and Chevrolet Bow Tie trademarks, these chrome plated zinc die-cast air cleaner center nuts are offered in two popular styles, in both large and small sizes. The large size is recommended for 14" and 10" air cleaner kits, and the small for 6-3/4" and 4-7/16" air cleaner kits. They fit both 1/4"-20 and 5/16"-18 studs.

PR141-369 Bow Tie, Large, Black Crinkle.
PR141-333 Bow Tie, Large
PR141-322 Bow Tie, Small
PR141-323 Hi-Tech Bow Tie, Large
PR141-328 Hi-Tech Bow Tie, Small
PR141-327 Hi-Tech GM, Large
PR141-332 Hi-Tech GM, Small



FORD AIR CLEANER NUTS

PR302-333 Chrome oval, with Ford logo.
PR302-334 Black oval, with Ford logo.
PR302-337 Chrome oval, With Mustang Pony Emblem.
PR302-338 Black oval, With Mustang Pony Emblem.



Iron Cross Air Cleaner Nut

Iron cross air cleaner hold down nut aluminium polished. Drilled and tapped for 1/4-20 stud.
OTEICN



SO-CAL AIR CLEANER HOLD DOWN

S0001-S0439 Bullet air cleaner knob

Universal Smog Tube Fitting

Black Plastic
RPCR2192



KN85-1150

KN85-1050

KN85-1190

Valve cover & filter vent tubes

Universal adapters for smog tubes, crankcase & valve cover vents. Requires drilling hole in air filter base or valve cover. All come with mounting hardware & gasket.

KN85-1050 Steel 1/2" flange, 3/4" long, requires 5/8" hole
KN85-1130 Plastic straight adapter fits 5/8" to 3/4" hose
KN85-1190 Plastic 90° elbow fits 5/8" hose. Requires 7/8" hole
KN85-1120 Plastic 90° elbow fits 1/2" hose. Requires 9/16" hole
KN85-1140 Plastic 90° elbow fits 3/8" hose. Uses rubber grommet
KN85-1150 Plastic 90° elbow fits 1/2" hose. Uses rubber grommet
KN85-1200 Plastic screw-in for Ford valve covers, for mounting 1-1/2" I.D. CV filter
KN85-1210 Plastic screw-in for late GM valve covers, for mounting 1-1/2" I.D. CV filter
KN85-1220 Plastic universal mount, for any flat surface. Use 1-1/2" I.D. CV filter

Vent Hose Adapters

Marine Style Vent Hose Adapters
These vents mount in between the top and bottom plates of custom chrome air filter assemblies.

Swaged vent tube accommodates breather hose without drilling into filter base.

Hose size 1/2"

2-3/4" filter height

Part No: KN85-1350



CARBURETTOR SCOOPS



Street Scoop Conversion Kits & Parts

Mr. Gasket now offers two conversion kits to convert the popular, award winning Street Scoops from one 4-bbl. to two 4-bbl. carburation and vice versa. Each kit includes all the necessary components (except carburetors and intake manifolds) needed to make the desired conversion. The one 4-bbl. to two 4-bbl. kit includes: air cleaner top, filter element, mounting flange, throttle linkage, miscellaneous hardware as required.

MG6652 Converts 6651 scoop to 6650 specs
The two 4-bbl. kit includes: cast aluminium mounting flange, throttle linkage rod, carburettor stud.

MG6653 Converts 6650 scoop to 6651 specs

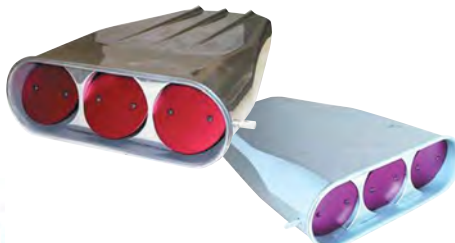
MG3808G Replacement butterfly and shaft kit



The Street Scoop II

Gives the competitive look of a fuel injection scoop. 14-1/2" long, a full 5-1/2" shorter than the 20" street scoop! Ideal for V6 and V8 engines. The Street Scoop II is a precision cast-aluminum unit that is fully machined and polished to a high luster. The three large diameter butterflys are red anodized and operate off the carburetor linkage. Street Scoop II comes with one air cleaner, butterfly assembly and all necessary hardware. Designed to bolt-on most 4-bbl carbs on single 4-bbl intake manifolds and tunnel ram intake manifolds and superchargers that use one 4-barrel carbs with 5-1/8" diameter neck.

MG6658



Aluminium Street Hood Scoop

Comes with three "round" inlet butterflys (20" long). Fits carburetors with 5-1/8" neck. Adjustable centerline on dual quad (7-3/4" to 9-1/4"). Includes 6-3/8" x 2-1/2" paper element & mounting hardware. Flaps reversible. Available in red or black. Adapter plates included for either dual or single applications.

RPCR5339

Plain Polished

RPCR5239

Finned Polished

SMALL ALUMINIUM HOOD

SCOOP - BLACK

"hilborn style" aluminium "mini" hood scoop (single quad) black finish (13 1/2") long (4 1/2") tall
RPCR5247BK Black Full Fin



Hilborn Style Air Scoops

Authentically styled air scoops are made from high quality aluminium castings. Available to fit single and dual carb applications using carburetors with 5-1/8" diameter necks. Dual carb scoop features an adjustable base to fit carburetors with 7-5/8" to 9-1/4" centre line spacing. Beautifully polished to a high lustre, these scoops come with a chrome plated inlet screen and bezel and are complete with all necessary mounting hardware. Use replaceable paper filter elements.

Polished Aluminium

MG5232

Single Four Barrel Air Scoop

MG5233

Dual Four Barrel Air Scoop



Aluminium Hood Scoop

Hilborn-Style with inlet screen and bezel (20" long x 5" tall). Adjustable centerline on dual quad (7-3/4" to 9-1/4"). Fits carburetors with 5-1/8" neck. Polished with fins.

RPCR5235 - Single Quad

RPCR5233 - Dual carb POLISHED aluminium Hilborn style scoop.

RPCR5233 - Hood scoop replacement mounting hardware.

RPCR5229 - Hood scoop replacement 6" air cleaner lid.



Small Aluminium Hood Scoop

Polished aluminium Hilborn style scoop with inlet screen and bezel. 13-1/2" long x 4-1/2" tall. Fits single carburettor with 5-1/8" neck. Includes 6-3/8" x 2-1/2" paper element and mounting hardware.

RPCR5245

Smooth

RPCR5246

Finned



Shotgun Scoop

Cast aluminium scoops. Polished with two paper filters. Can be mounted on any single or dual 4 bbl carb. Come in plain or Ribbed style.

RPCR5236 Plain smooth polished shotgun scoop

RPCR5234 Ribbed / finned polished shotgun scoop.



Blower Shop Dual Carb Blower Scoop

Polished aluminium dual carb blower scoop kit for standard 4150 style carburetors, inline or sideways (8-5/8" centre to centre) application. Complete with pre-oiled/washable air filters and top plates. Includes all mounting gaskets and hardware (1/4-20 & 5/16-18 studs and flange nuts) for Demon or Holley applications.

B5510 Dual carb scoop kit:

Inc Filters, Top plates, gaskets & hardware.

Air Cleaner Velocity Stack

Chrome steel with washable foam element. Fits single quad carburetors with 5-1/8" neck. 5" steel stud with wing nut included. **RPCR2104**



Carburettor Intake Plenums

These intake plenums mount to any carburettor or throttle body with the standard Holley 5-1/8" flange. They feature 4" intake pipes to attach piping or a clamp on filter and are perfect for blow through forced induction or cold air induction systems. Standard units are 3.5" tall and low profile units are 2.4" tall.

Standard Single Intake Plenum (polished)	SPE-9849
Standard Dual Intake Plenum (polished)	SPE-9859
Low Profile Single Intake Plenum (polished)	SPE-98499
Low Profile Dual Intake Plenum (polished)	SPE-98599

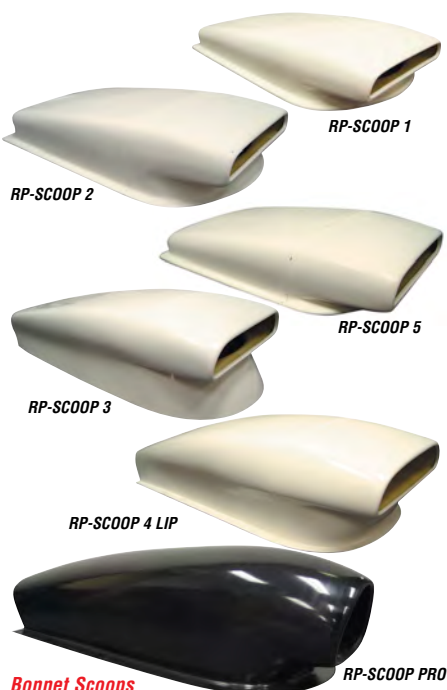
BONNET SCOOPS



Reverse Cowl Scoops

Reverse cowl scoops take advantage of the high pressure zone at the base of the windscreen to provide positive air intake. **These scoops are extra large but they can be cut to length and come in 3 different heights.**

Length x Width x Height	Part Number
1320mm x 690mm x 100mm	RP-REVSCOOP-4
1320mm x 690mm x 150mm	RP-REVSCOOP-6



Bonnet Scoops

Rocket Products fiberglass bonnet scoops come in a variety of styles and sizes to suit everything from tough streeters to Pro-Stock drag cars.

Length x Width x Height	Hole Size	Part Number
600mm x 400mm x 105mm	300mm x 35mm	RP-SCOOP 1
600mm x 400mm x 120mm	300mm x 35mm	RP-SCOOP 2
780mm x 350mm x 200mm	300mm x 35mm	RP-SCOOP 3
1120mm x 500mm x 250mm	380mm x 95mm	RP-SCOOP 4 LIP
500mm x 300mm x 100mm	300mm x 35mm	RP-SCOOP 5
1275mm x 350mm x 480mm	210mm x 190mm	RP-SCOOP PRO
565mm x 350mm x 525mm		RP-SCOOP DR/ALT

Moroso Hood

Scoop Plug

Open cell foam plug prevents debris, dirt and moisture from entering your engine. While parked or while towing the car. Fits 4.0" x 10.25" openings. **MO99435**
Fits 3.5" x 12.5" to 3.5" x 13.75" openings. **MO99430**
Fits RP-SCOOP4LIP (Does not fit other RP Scoops)

NHRA Pro Stock Composite Bonnet Scoop

This ultra strong and light carbon fibre scoop was designed using computational fluid dynamics (CFD). This design provides an 18 lb. decrease in drag. The K&N scoop also produces more even air distribution inside the scoop, which helps naturally aspirated engines run better and produce more power. In addition to NHRA's Pro Stock class, the scoop can also be used in Super Stock, Super Gas, Top Sportsman, Pro Mod classes and other racing applications.

50 sq. inch, D-Shaped Opening, 10" Height	KN100-8506
50 sq. inch, D-Shaped Opening, 11" Height	KN100-8508

EFI INDUCTION KITS



Powercharger Air Cleaner Assembly

Dress up your engine with this custom cast aluminium air cleaner assembly. The highly polished, low profile design will add that finishing touch to any engine. Unique low profile design (7.8" x 18.3" x 3").

Powercharger Air Cleaner Assembly **H064280**
Replacement Element (2 required) **WM90633**

ORION UNIVERSAL

AIR INTAKE SYSTEM

K&N's Orion air intake system is a universal cold air intake system. The Orion assembly is designed to increase volumetric efficiency and engine horsepower. The Orion incorporates a K&N famous cotton gauze air filter which is removable for periodic cleaning and provides the benefit of an open cone filter and standard air box in one unit. The plastic injection-moulded housing acts as a heat shield to prevent any power loss. Assembly designs were flow tested for many hours before our engineers completed the Orion's shape to provide high flow with low restriction and great filtration all in a small space. Included in the box is a template to cut your own vinyl wrap for personal customization of the housing. The assembly comes with a 76mm air filter base flange and a 100mm housing intake diameter. The filter base incorporates a 1/4 inch NPT threaded fitting to attach an optional vent adapter.

- Designed to increase horsepower and acceleration
- Includes injection-moulded filter housing
- Washable and reusable lifetime air filter, includes moulded velocity stack
- Flow tested assembly for optimal air flow and minimal pressure loss
- High air flow with excellent filtration
- Mounting hardware, vent adapters and cold air hose separately available

4" (100mm) Inlet 3" x (76mm) Outlet **KN54-5000**
Replacement Filter for KN54-5000 **KNE-3051**



Universal Apollo Induction Systems

The K&N Apollo Cold Intake System is also available as a universal cold air intake system incorporating a washable/reusable K&N High-Flow Air Filter. The Apollo's specially designed shape increases volumetric efficiency and provides the benefits of an open cone filter and standard air box in one unit. It comes with a standard 70mm base flange with a range of optional stepped adaptors available to allow fitment to other intake sizes.

Apollo Closed Intake System - Black	KNRC-5052AB
Apollo Closed Intake System - Blue	KNRC-5052AL
Apollo Closed Intake System - Red	KNRC-5052AR
Apollo Closed Intake System - Silver	KNRC-5052AS



Apollo Cold Air Induction Systems

K&N Apollo Cold Air Induction Systems incorporate a washable/reusable K&N High-Flow Air Filter within a protective shell. They come with custom mounting hardware to fit specific vehicle applications. The Apollo's shell reduces heat build-up and feeds cool air into your engine, resulting in improved volumetric efficiency and increased power gains. Apollo Cold Air Induction Systems allow for updating your vehicle's intake system while retaining a closed environment.

Audi TT 1.8L 1999-2006	KN57A-6019
Honda Civic Type-R 2.0L 2001-2006	KN57A-6008
Mazda MX-5 2.0L 2006-ON	KN57A-6023
Mini Cooper S 1.6L 2002-2005	KN57A-6006
Mini Cooper & Cooper S 1.6L 2007	KN57A-6033
Renault Clio 2.0L 2006-2007	KN57A-6032
Subaru WRX 2.0L Turbo 2000-2006	KN57A-6018
VW Golf IV 1.8L Turbo 1997-2005	KN57A-6015

Apollo Performance Air Induction Kit For Subaru Impreza

K&N has designed a new performance air induction kit (KN57A-6044) for a wide range of models in the 2007, 2008 and 2009 Subaru Impreza line with a 2.5 litre engine.

The custom design of the KN57A-6044 is made using K&N's Apollo air filter enclosure along with a K&N air filter. The Apollo's protective shell provides the benefits of an open cone filter and standard air box in one unit.

The K&N performance air intake system comes with adaptors to fit the Subaru Impreza. By using a CNC mass air sensor pad, K&N keeps your Subaru running within the factory settings. The 57A-6044 also provides excellent filtration and additional power to the engine. The removable cold air feed attachment on the Apollo allows outside air to enter the unit. Zip ties are also provided to secure the hose in position. It takes about 90 minutes or less to install this kit using simple hand tools.

Part No: KN57A-6044

Apollo performance air induction kit for applications are as follows:

2009 SUBARU IMPREZA WRX STI 2.5L
2009 SUBARU IMPREZA WRX 2.5L
2009 SUBARU IMPREZA 2.5L
2008 SUBARU IMPREZA WRX 2.5L
2008 SUBARU IMPREZA 2.5L
2007 SUBARU IMPREZA WRX STI 2.5L
2007 SUBARU IMPREZA WRX 2.5L
2007 SUBARU IMPREZA 2.5L



DELTA FORCE
PERFORMANCE INTAKE SYSTEMS

DELTA FORCE AIR INTAKE KIT

Flowmaster now delivers the next step in attaining maximum performance & efficiency for your vehicle. Introducing Flowmaster's Delta Force Cold Air Intake systems now available in dry filter or oiled filter configurations. All systems feature ultra-trick looking durable cross-linked polyethylene intake tubes with a large high-flow conical shaped 8-layer cotton gauze air filter ensuring it will trap more dirt/dust particles than a typical 6-layer filter, or a dry synthetic media filter with an included pre-filter wrap to help protect from excess dirt particles and extend the filter life. Both have Flowmaster logos molded in the intake tubes showing others you're serious about quality and performance. Other features include a custom designed black powder-coated air dam, high quality multi-layered reinforced silicone couplers, anodized aluminum fittings with stainless steel hardware.

- Cleanable 8-layer Cotton Gauze Air Filter or Dry Synthetic Media Filter with Pre-filter wrap
- Roto-molded Cross-linked Polyethylene (XLPE) High Flow Intake Tube
- Unique Custom Finned Design Intake Tube with Flowmaster Logo
- Uses Factory Mounting Holes for Easy Installation
- Multi-layer Reinforced Silicone Couplers
- No Tuning Required

Application	Part No
Chevrolet Camaro 2016-18 6.2L V8	FL0615102
Ford Mustang 2015-17 5.0L V8	FL0615131
Subaru BRZ, Scion FRS Toyota 86 2.0L 2013-17	FL0615163



TYPHOON INTAKE SYSTEMS™

Built for performance and show, the Typhoon Air Intake System is a free-flowing mandrel-bent aluminium tube induction system designed to fit many sport compact performance vehicles. Each kit is proven on a rear-wheel dynamometer to increase horsepower and torque. They come with an oversized High-Flow conical air filter designed to provide even more airflow at lower restriction than a standard K&N O/E replacement filter that is limited to the size of the factory air box.

Application	Year	Colour	Part Number
Audi A3 2.0L Turbo	03-08	Black	KN69-9503TFK
Audi A4 Quattro 2.0L	09-11	Black	KN69-9505T
BMW M5 5.0L V10	05-08	Black	KN69-2003TFK
Ford Focus 2.0L	07-08	Black	KN69-3513TFK
Ford Focus SVT 2.0L	02-04	Polished	KN69-3511TP
Ford Focus 2.0L DOHC	00-03	Polished	KN69-3510TP
Ford Mustang GT 5.0L V8	15-16	Polished	KN69-3535TP
Honda Accord Euro	02-06	Polished	KN69-0025TP
Honda Civic 1.8L	06-08	Silver	KN69-1013TS
Honda Civic 2.0L	00-06	Polished	KN69-1009TP
Honda Integra Type-R 2.0L	02-06	Red	KN69-0015TR
Honda S2000 2.0L & 2.2L	99-05	Polished	KN69-1040TP
Kia Stinger GT 3.3L V6 TT F/I	2018	Silver	KN69-5318TS
Lexus GS350 3.5L V6	07-08	Polished	KN69-8702TP
Nissan 370Z 3.7L V6	08-12	Silver	KN69-7078TS
Mazda 3, 2.0L (not skyactiv)	11-13	Silver	KN69-6031TS
Mazda Protegé MP3 2.0L	02-03	Silver	KN69-6020TS
Mazda 3 2.3L	10-11	Silver	KN69-6012TS
Mazda 3 2.5L	10-11	Black	KN69-6013TFK
Mazda 3 2.0L & 2.3L	03-07	Silver	KN69-6010TS
Mazda 6 2.3L	03-06	Silver	KN69-6025TS
Mazda MX-5 1.8L	98-05	Polished	KN69-6000TP
Mazda RX-8	03-07	Black	KN69-6030-1TFK
Mini Cooper 1.6L	00-06	Polished	KN69-2020TP
Mini Cooper-S 1.6L	02-06	Polished	KN69-2021TP
Mitsubishi Lancer 2.0L	02-06	Polished	KN69-6540TP
Mitsubishi Lancer 2.0L & 2.4L	08-09	Silver	KN69-6544TS
Mitsubishi Lancer EVO VIII	03-05	Polished	KN69-6543TP
Mitsubishi Lancer EVO IX	05-07	Flat Black	KN69-6545T
Mitsubishi Lancer EVO X	08-09	Red	KN69-6546TWR
Nissan 350Z 3.5L	03-06	Polished	KN69-7070TP
Subaru BRZ 2.0L H4 F/I	13-on	Silver	KN69-8619TS
Subaru Forester 2.5L	04-06	Silver	KN69-8002TS
Subaru WRX 2.0L	02-03	Blue	KN69-8000TB
Subaru WRX 2.0L & 2.5L	02-07	Silver	KN69-8001TS
Subaru WRX 2.5L	08-09	Black	KN69-8004TTK
Subaru WRX STI 2.5L	08-11	Red	KN69-8005TWR
Toyota Camry 2.4L	07-08	Black	KN69-8610TTK
Toyota Corolla 1.8L	01-07	Polished	KN69-8751TP
Toyota Corolla Sportivo 1.8L	02-06	Polished	KN69-8601TP
Toyota Corolla Sportivo 1.8L	02-06	Polished	KN69-8601TP
Toyota GT86 2.0L H4 F/I	13-on	Silver	KN69-8619TS
VW Golf/Jetta 2.0L Turbo	06-07	Black	KN69-9503TFK

KN69-6030-1TFK



2015 & 2016 Ford Mustang GT 5.0L V8 TYPHOON INTAKE KIT

The K&N 69-3535TP Typhoon air intake system is a free-flowing, mandrel-bent aluminium tube air induction system designed to fit 2015 & 2016 Ford Mustang GT 5.0L V8 models. The restrictive factory air filter and air intake housing are replaced by the K&N Typhoon air intake which is designed to dramatically reduce air flow restriction as it smoothes and straightens air flow. This allows your engine to inhale a larger amount of air than the factory air intake. More air means more usable power and acceleration throughout the engine's RPM range. In addition to more power, this air intake system improves engine sound with more aggressive and deeper acoustics during acceleration. The 69-3535TP air intake comes with a chrome topped K&N high-flow air filter and a heat shield that installs into the original air box space.

K&N 69-3535TP

Mustang Blackhawk Induction Air Intake System

- Guaranteed to increase horsepower
- Designed to improve throttle response and engine sound
- Washable and reusable air filter
- Made from all black components
- Lasts up to 100,000 miles before service is required (depending on driving conditions)
- Easy to install, usually in 90 minutes or less
- Washable and reusable lifetime air filter
- K&N Million Mile Limited Warranty

The K&N 71-3535 Blackhawk Induction Air Intake System is a free-flowing, mandrel-bent aluminum tube air intake system that is guaranteed to gain power. It replaces the restrictive factory air filter and air intake housing on specific Ford Mustang GT models. This low restriction air intake allows your engine to inhale a larger amount of air than it would from the stock air intake. More air means more power and acceleration. This K&N Blackhawk Induction Air Intake System comes with black components including the K&N high-flow air filter with heat shield. The attractive textured black powder-coated tube features a welded, engraved K&N plate giving you a clean, high-performance look under the hood. The intake tube accommodates the factory mass air sensor as well as the crank case vent, idle bypass and EVAP vent hoses. The oversized cone shaped air filter is made from an oil-free synthetic filter media that can be used for up to 100,000 miles before cleaning is needed depending on driving conditions. This air intake is relatively easy to install usually in 90 minutes or less using the existing factory mounting points using commonly available tools.

K&N 71-3535 Mustang Blackhawk Induction Air Intake System

AirCharger® Intake Kits

A sister product to 57 Series FIPK, 63 Series Intake kits or AirCharger® Intakes are built for many different vehicles and represent a dramatic improvement over a K&N O/E replacement filter alone. The World's Best Flowing, Best Filtering, High Performance Air Intake Systems

- * Guaranteed to Provide more HP and Increased Acceleration. * Engineered to Specific Vehicle Design.
- * Easy to Install, Usually in 90 minutes or less!
- * Lasts up to 100,000 Miles Before Service is Required (depending on driving conditions).
- * Replaces OEM Filter and Air Box. * Air Filter is Washable and Reusable
- * Works with Original Equipment Manufacturer Computer Systems
- * Designed to use Factory Holes & Mounting Points Whenever Possible.

Chrysler 300C 5.7L & 6.1L	2008-2009	KN63-1114
Holden VZ Commodore LS2 6.0L	2005-2006	KN63-3053
Holden VE Commodore V6 3.6L	2006-on	KN63-3072
Holden VE Commodore LS2 6.0L	2006-on	KN63-3071
Honda Civic 1.6L, Manual Trans,	1996-1999	KN63-1016
Hummer H2 6.0L V8	2006-2007	KN63-3037
Jeep Grand Cherokee 6.1L V8	2006-2007	KN63-1555
Mitsubishi & Proton with Oval Airflow Meter		KN63-1500
Nissan Pathfinder 4.0L V6 F/I		KN63-6014
2015 Ford Mustang & GT 5.0L 2015-16		KN63-2590



Ford Mustang AirCharger Intake Kit 2015-17

The K&N 63-2589 AirCharger air intake system replaces the restrictive factory air filter and air intake housing on some Ford Mustang models. K&N air intakes are designed to dramatically reduce air intake restriction as well as smooth and straighten air flow. This allows your engine to inhale a larger amount of air than the factory air filter assembly. More air means more usable power and acceleration throughout the engine's RPM range. The 63-2589 air intake comes with a chrome topped K&N high-flow air filter and a heat shield that installs into the original air box space. The tube accommodates the factory crank case vent hose and air inlet temperature sensor as well as the blow off valve.

Ford Mustang EcoBoost 2.3L AirCharger Intake Kit 2015-17
KN63-2589

FUEL INJECTION PERFORMANCE KIT FIPK GENERATION II



Designed to promote performance in fuel injected stock engines by creating air filtration with the least resistance in air flow. The benefit of low resistance air filters can be felt directly in throttle response. These kits have uniquely designed adapters. These adapters create a radius entry which reduces restriction and allows the engine to ingest an even greater volume of air. To design such an assembly, two factors must be considered; the air filtering element and the air filter adapter. The FIPK combines a precision high flow K&N air filter element with other necessary components, depending on the specific application.

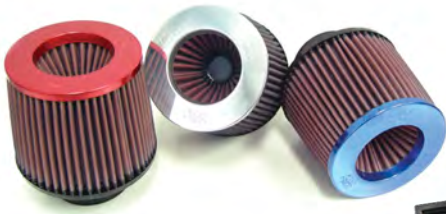
BMW M3 3.2i 2001-2005	KN57-1003
BMW 325i 2.5i 1991-95 E36	KN57-0190-1
BMW 318i 93-99 & 316i 95-99	KN57-0206
Citroen C2, C3 1.1L & 1.4L 8V 2002-09	KN57-0531
Ford Ka 1.3L 1999-on	KN57-0489
Ford Falcon EB-EF 5.0L V8	KN57-2511
Ford Festiva 2.0L 2005-08	KN57-0631
Ford Focus 2.0L 2000-on	KN57-2526-2
Ford Focus 2.5L 2005-08	KN57i-2503
Ford Laser KF-KH 1.8L	KN57-2500
Ford F150 4.6 & 5.4L 1997-02	KN57-2514-4
Ford F250 & F350 5.4L 1999-04	KN57-2525-2
Ford F250 7.3i Turbo 2000-on	KN57-2530
Holden Commodore VT-VY & Monaro LS-1	KN57-3044
Holden Commodore HSV LS2 6.0L	KN57-3053
Holden Vectra 2.5 V6	KN57-0142
Honda Integra 1986-89	KN57-3500
Honda Integra 1990-93	KN57-3501
Honda NSX 3.0L 1991-95	KN57-3502
Honda Civic/CRX 1988-92	KN57-3503
Honda Civic/CRX 1992-95	KN57-3504
Honda Integra 1.8L 1994-99	KN57-3506
Honda Integra B18C 1998-on	KN57-3509
Honda Civic 1.6i 1999-on B16A Dohc	KN57-3512
Hummer H3 3.7L 2007-2007	KN77-3065KP
Jeep Wrangler 4.0L 1997-03	KN57-1514-1
Mazda 323 1989-94 Square Bosch Flange	KN57-0117
Mazda MX-5 1.6L 1989-93	KN57-5001
Mazda MX-5 2.0L 2006-2007	KN57-0656
Mazda MX6 2.5i V6 2.5 1997-on	KN57-2507
Mini Cooper S Supercharged 2002-03	KN57-0463
Mitsubishi Colt 1.5L 2005-2007	KN57-0649
Mitsubishi FTO V6 1995-on	KN57-0293
Mitsubishi Lancer GSR With Oval Air Flow Meter	KN57-1500
Mitsubishi Magna 3.0 & 3.5L With Oval Air Flow Meter	KN57-1500
Mitsubishi Pajero 3.0 & 3.5L With Oval Air Flow Meter	KN57-1500
Mitsubishi 3000GT	KN57-1500
Nissan 180SX/silvia S13 CA18DET 1988-91	KN57-0153
Nissan 180SX/200SX S13-s15 Sr20DET 1991-2001	KN57-0369
Nissan 300ZX 1990-93	KN57-6001
Nissan 300ZX 1984-89	KN57-6002
Peugeot 205 1.6L-1.9L 1986-94	KN57-0068-1
Peugeot 307 2003-on	KN57-0484
Peugeot 309 1.9L 1986-94	KN57-0068-1
Subaru WRX Impreza 1994-8/96	KN57-0319
Subaru WRX Impreza 8/1996-8/99	KN57-0351
Suzuki Swift 2005-2008	KN57-0664
Toyota Prado 4.0L V6 2005-2006	KN77-9026KP
Toyota Yaris 1.8L 2007-2008	KN57-0666
Toyota Corolla 1.6 Efi 1985-5/89	KN57-9000
Toyota Corolla 1.4, 1.6 & 1.8L 01-09	KN57-0594
Toyota MR2 2.0L 1989-94	KN57-0091-1
Toyota MR2 2.0L Turbo	KN57-9001
Toyota Supra 3.0L Turbo	KN57-9004
Toyota 4-Runner 3.0L V6 1988-95	KN57-9006
Toyota 4-Runner 2.4L 1988-95	KN57-9008
VW Golf, Jetta 04-12 1.6L & 2.0L	KN57S-9500
VW Golf, Jetta 03-12 F/I & DSL	KN57S-9501

KN57-3044



KN57-0351





Inverted Top Clamp On Filters

This unique approach to filter design and concept utilizes a filtering top that actually inverts, dropping into the cylinder of the filter! Surface area is greatly increased and designed to provide more filtration than any other comparably sized product. With three color options you can customize your intake to match the rest of your car.

Flange Diameter 3.00" (76mm)
Base Diameter 6.00" (152mm)
Top Diameter 5.25" (133mm)
Filter Length 5.00" (127mm)

Part Number KNRR-3001 (Red)
KNRR-3002 (Blue)
KNRR-3003 (Polished)



UNIVERSAL CLOSED COLD INTAKE SYSTEM

This universal closed cold air intake system is genuine carbon fibre it has a removable and washable 4 layer cotton element. Suitable for forced induction, naturally aspirated, 4x4, off-road, street and racing applications. It comes in two different air box lengths 6" (152.4 mm) and 8" (203.2 mm).

AF2341-3000 Universal Intake system with 6" air box length
AF2341-3001 Universal Intake system with 8" air box length

Washable 4 layer cotton inverted pod filter located inside carbon housing.

Flexible intake tube is 77mm (3") ID and 1m long



AF2215-3000
Round 3" (76mm) Inverted Tapered Stainless Steel Mesh Air Filter Element with Black Ends
5-1/4" (133mm) to 6" (152mm) O.D.
x 5" (127mm) high

AF2815-3000
Round 3" (76mm) flange Inverted Tapered Stainless Steel Mesh Air Filter Element with Chrome Ends
5-1/4" (133mm) to 6" (152mm) O.D.
x 5" (127mm) high



AF2215-4000
Round 4" (101.6mm) Inverted Tapered Stainless Steel Mesh Air Filter Element with Black Ends
5-1/4" (133mm) to 6" (152mm) O.D.
x 5" (127mm) high

AF2815-4000
Round 4" (101.6mm) flange Inverted Tapered Stainless Steel Mesh Air Filter Element with Chrome Ends
5-1/4" (133mm) to 6" (152mm) O.D.
x 5" (127mm) high

UNIVERSAL, OEM & POD FILTERS

NOTE: WARRANTY VOID UNLESS SERVICED WITH AEROFLOW CLEANING KIT AF2000-5050



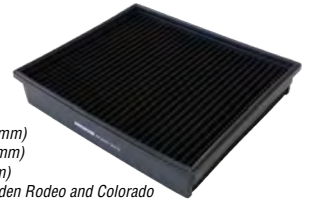
PANEL FILTERS

Aeroflow Panel Filters provide excellent filtration and combine durability with performance. Designed for perfect OEM fitment, these 4-layer cotton gauze filters are for the street car and are designed to increase performance. With a simple drop-in application, it is easy to replace your dirty/restrictive/worn filter with a reusable/washable filter that you will never need to change again hence saving you money and protecting the environment. Try one today and experience the Aeroflow difference!



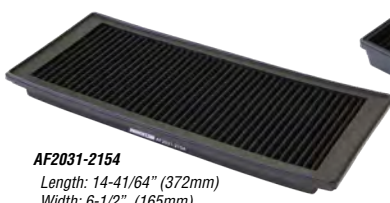
AF2031-2013

Length: 9-57/64" (251mm)
Width: 8-17/64" (210mm)
Thick: 1-47/64 (44mm)
Suit: Isuzu D-Max, Holden Rodeo and Colorado
Cross Ref: A1618



AF2031-2015

Length: 11-19/64" (287mm)
Width: 8-31/32" (228mm)
Thick: 1-21/64" (34mm)
Suit: Ford Falcon EB -AUIII
Cross Ref: A491



AF2031-2105

Length: 8-27/64" (214mm)
Width: 8-17/64" (208mm)
Thick: 2-1/64" (52mm)
Suit: Mitsubishi Lancer, Mirage & Outlander
Cross Ref: A1311



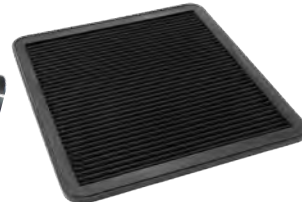
AF2031-2116

Length: 11-47/64" (298mm)
Width: 9-1/64" (229mm)
Thick: 1-1/32" (26mm)
Suit: Holden Commodore VT-VZ V6 & V8
Cross Ref: A1358



AF2031-2154

Length: 14-41/64" (372mm)
Width: 6-1/2" (165mm)
Thick: 1-1/16" (27mm)
Suit: Subaru Liberty, Impreza, Outback & Forester
Cross Ref: A1426



AF2031-2293

Length: 10-15/16" (278mm)
Width: 7-21/64" (186mm)
Thick: 1-3/8" (35mm)
Suit: Mazda 3
Cross Ref: A1523



AF2031-2304

Length: 8-3/4" (222mm)
Width: 8-37/64" (218mm)
Thick: 1-1/32" (33mm)
Suit: Subaru Liberty, Impreza, Outback & Forester
Cross Ref: A1527



AF2031-2392

Length: 10-1/2" (268mm)
Width: 12" (305mm)
Thick: 2-1/8" (54mm)
Suit: 2007-2013 Mitsubishi Lancer & Outlander
Cross Ref: A1622

AF2031-2387

Length: 12-1/2" (320mm)
Width: 11-13/16" (300mm)
Thick: 1-1/32" (26mm)
Suit: Lexus LX570
Cross Ref: A1784



AF2031-2852

Length: 12" (305mm)
Width: 9-13/32" (239mm)
Thick: 1-3/16" (29mm)
Suit: Ford Falcon BA & BF, Ford Territory
Cross Ref: A1475 & A1575



AF2031-2918

Length: 9-9/16" (243mm)
Width: 9-9/16" (243mm)
Thick: 1-1/32" (26mm)
Suit: Holden Rodeo & Mitsubishi Triton
Cross Ref: A1512



AF2031-2950

Length: 12" (305mm)
Width: 9-31/64" (241mm)
Thick: 1-7/64" (28mm)
Suit: Ford Falcon FG, FG II & FG -X 2008-on
Cross Ref: A1582



AF2031-2951

Length: 9-9/16" (243mm)
Width: 9-13/32" (239mm)
Thick: 1-23/64" (34.5mm)
Suit: Mitsubishi Triton 2.5 Diesel 2008-on
Cross Ref: A1512

AF2031-2031

Length: 11-1/8" (282.6mm)
Width: 6-5/8" (168.3mm)
Thick: 1-1/16" (26.9mm)
Suit: Holden Commodore VL 3.0, VN-VS, Nissan Skyline
Cross Ref: A360



AF2031-2080

Length: 11-9/64" (283mm)
Width: 7-1/4" (184mm)
Thick: 1-9/64 (29mm)
Suit: Saab, Nissan Navara, Calibra
Cross Ref: A483 & A1598

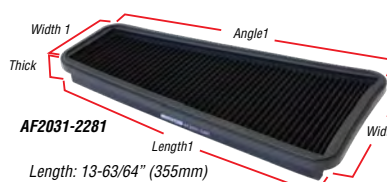




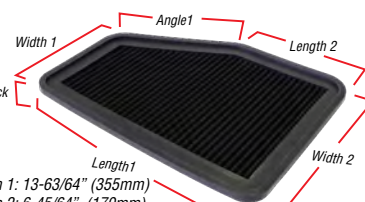
AF2031-2980
Length: 10-5/8" (270mm)
Width: 7-13/32" (188mm)
Thick: 1-27/64" (36mm)
Suit: Nissan Navara D40 2006-on & Hyundai Iload & Imax
Cross Ref: A1758 & A1730



AF2031-2146
Length: 10-5/8" (270mm)
Width: 7-13/32" (188mm)
Thick: 1-27/64" (36mm)
Suit: Toyota Prado 120, 150, 155 2.7L, 3L & Landcruiser V8 4.5 diesel
Cross Ref: A1522



AF2031-2281
Length: 13-63/64" (355mm)
Width 1: 4-19/64" (109mm)
Width 2: 6-59/64" (176mm)
Angle: 14-11/64" (360mm)
Thick: 1-21/64" (34mm)
Suit: Toyota Hilux 4.0L V6, Prado 4.0L V6 120 series
Cross Ref: A1525



AF2031-2919
Length 1: 13-63/64" (355mm)
Length 2: 6-45/64" (170mm)
Width 1: 5-29/32" (150mm)
Width 2: 9-7/16" (240mm)
Angle: 6-57/64" (175mm)
Thick: 7/8" (22mm)
Suit: Holden Commodore VE & VF & HSV 2006-on
Cross Ref: A1557



AF2041-2296
O.D. 9" 218mm
I.D. 4-21/64" 110mm
Height 6-47/64" 171mm
Suits: Toyota Hilux 2.7L, 3.0L, Ford Ranger & Mazda BT50 2.5L
Cross Ref: A1541



AF2041-2443
O.D. 6-57/64" 175mm
I.D. 4-21/64" 110mm
Height 5-3/4" 146mm
Suits: Toyota Landcruiser
Cross Ref: A328 & A340



AF2041-2023
O.D. 6-17/32" 166mm
I.D. 3.17/64" 83mm
Height 5-29/32" 150mm
Suits: Round Filter - Rodeo, Jackaroo 3.0L Turbo Diesel
Cross Ref: A1504



AF2041-0662
O.D. 8-45/64" 221mm
I.D. 5-5/16" 135mm
Height 5-7/16" 138mm
Suits: Ford Ranger & BT50 Air
09/11-15, 2.2-2.5-3.2L
Cross Ref: A1784



AF2041-2444
O.D. 7-31/64" 190mm
I.D. 4-1/4" 108mm
Height 5-5/16" 135mm
Suits: Toyota Landcruiser 100 & Prado VZ95
Cross Ref: A1407 & A1350



AF2041-2233
O.D. 7-31/64" 190mm
I.D. 2-29/32" 74mm
Height 5-5/32" 131mm
Suits: Round Filter - Toyota Hilux Prado 3.4L
Cross Ref: A1397



AF2041-2015
O.D. 7-7/8" 200mm
I.D. 4-29/64" 113mm
Height 4-57/64" 124mm
Suits: Round Filter Toyota Hilux 3.0L 5L Dies 11/97-08/99
Cross Ref: A1402



AF2041-0945
O.D. 8-5/64" 205mm
I.D. 4-3/8" 111mm
Height 7-19/32" 193mm
Suits: Ford Falcon BA & BF V8 5.4L 2003-08-on
Cross Ref: A1492



AF2041-1993
Base O.D. 7-23/32" 196mm
Base I.D. 5-45/64" 145mm
Height 3" 76mm
Suits: Ford FG 5.0L V8 Boss 315 & 335
Cross Ref: FA-1896



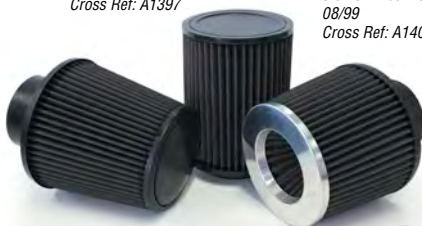
AF2041-9267
O.D. 6-3/8" 162mm
I.D. 3-45/64" 94mm
Height 5-33/64" 140mm
Suits: Nissan Navara D22 2.5L & 3.0L
Cross Ref: A1412



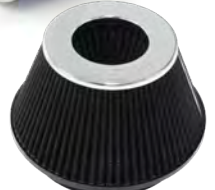
AF2041-2020
Base O.D. 5-45/64" 145mm
Base I.D. 2-7/8" 73mm
Top I.D. 2-7/8" 73mm
Height 9-7/32" 234mm
Suits: Nissan Navara D22 2.5L & 3.0L
Cross Ref: A1495

POD FILTERS

Aeroflow Pod filters are manufactured from a high temp Polyurethane material. Featuring an aesthetic 4-layer cotton black design, these are perfect for any aftermarket applications. With increased air flow, these Aeroflow Pod Filters are designed to increase performance. These filters are reusable/washable, hence saving you money and protecting the environment. We have the newest technologies in air filter manufacturing that allows us to provide you with what we feel is the highest quality filter at a great price. Get an Aeroflow Pod Filter today and experience the Aeroflow difference!



AF2711-1009
Universal Tapered with Black End 6" (152mm) flange.
4" (101.6 mm) High x 7.6" (193 mm) Base OD x 4.7" (119 mm) Top OD



AF2811-1009
Universal Tapered with Chrome End 6" (152mm) flange.
4" (101.6 mm) High x 7.6" (193 mm) Base OD x 4.7" (119 mm) Top OD



AF2711-3003
Round 3" (76mm) Inverted Tapered Air Filter Element with Black Ends
5-1/4" (133mm) to 6" (152mm) O.D. x 5" (127mm) high



AF2811-3003
Round 3" (76mm) Inverted Tapered Air Filter Element with Chrome Ends
5-1/4" (133mm) to 6" (152mm) O.D. x 5" (127mm) high



AF2711-1760
2-7/16" (62mm) Flange.
5" (127 mm) High x 3.75" (95 mm) Outside Dia, 20° angled flange.



AF2711-0930
3" (76mm) Flange
6.1" (155 mm) High x 6" (152 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-2510
4" (101.6mm) flange.
3.5" (89 mm) High x 5.9" (150 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-2520
4" (101.6mm) flange.
5.1" (129 mm) High x 5.9" (150mm) Base OD x 4.6" (117 mm) Top OD



AF2711-0950
3-1/2" (89mm) flange.
6.1" (155 mm) High x 6.1" (155 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-0910
3" (76mm) flange.
7.5" (190 mm) High x 6" (152 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-0810
3" (76mm) flange.
8.9" (226 mm) High x 6.15" (156 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-0920
3-1/2" (89mm) flange.
9.1" (229 mm) High x 6.1" (155 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-0870
4" (101.6mm) flange.
8.9" (226 mm) High x 6" (152 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-1015
4" (101.6mm) flange.
7.3" (185 mm) High x 5.9" (150 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-3100
6" (152mm) flange.
6.1" (155 mm) High x 7.75" (197 mm) Base OD x 4.6" (117 mm) Top OD



AF2711-5163
5" (127mm) flange.
4.15" (105 mm) High x 6.5" (165 mm) Base OD x 4.6" (117 mm) Top OD

AIR FILTER CLEANING KITS



Air Filter Cleaning Products

AeroFlow's air filter cleaning products are specifically formulated for cleaning and re-oiling all AeroFlow reusable/washable filters and all types of oil-based air filters.

- AF2000-5050** AeroFlow air filter cleaning kit contains 295ml (10oz) oil pump style 295ml (10oz) cleaner pumps style
2000-0606 AeroFlow air filter cleaner 295ml (10oz) pump style
2000-0533 AeroFlow air filter oil 295ml (10oz) pump style

K&N Recharger Service Kits

Designed to recharge any K&N Air Filter, the K&N recharger kit restores air flow efficiency so your air filter performs virtually like new! Includes service decal, 355ml filter cleaner and either a 192ml aerosol or a 236ml squeeze bottle of filter oil.

- Recharger Kit with Aerosol Oil**
Recharger Kit with Squeeze Oil
Bulk Pack of 12 x KN99-5000



- KN99-5000**
KN99-5050
KN99-5000-12

K&N Filter Cleaner & Degreaser

K&N Air Filter Cleaner is the only cleaner recommended to clean K&N Air Filter elements. The use of any other cleaning solution can void the filter's warranty, and possibly damage the filter's cotton material. K&N Air Filter Cleaner works to dissolve dirt build up and old filter oil and can be washed away with water.

- 355ml Squirt Bottle**
946ml Squirt Bottle
3.78L Refill Bottle
18.9L Drum

- KN99-0606**
KN99-0621
KN99-0635
KN99-0640



K&N Air filter Oil

K&N Air Filter Oil is the only oil specially formulated to work in combination with the cotton fabric in K&N Air Filter elements providing outstanding air filtration. When used as directed, it quickly penetrates the filter pleats, where it remains suspended in the cotton fabric until the element is cleaned with K&N Air Filter Cleaner.

- 192ml Aerosol Can**
355ml Aerosol Can
236ml Squeeze Bottle
3.78L Refill Bottle
18.9L Drum

- KN99-0504**
KN99-0516
KN99-0533
KN99-0551
KN99-0555



The Filter Minder®

The Filter Minder® is an air filter service indicator that monitors air filter restriction and indicates when the air filter should be serviced. As the air filter gets dirty, the yellow position indicator moves in the clear window of the service indicator and locks at the highest point. It can be read even after the engine is turned off. The air filter should not be cleaned until the yellow position indicator reaches the red zone.

- KN85-2444** **FILTER MINDER W/ 1/8 NPT**
KN85-2445 **FILTER MINDER W/ GROMMET**



K&N Synthetic Air Filter Cleaner

K&N 99-0624 is a 32 ounce spray bottle of K&N Synthetic Air Filter Cleaner. The 99-0624 air filter cleaner will bring your K&N synthetic air filter to like new condition. It works to dissolve grime and dirt build up, then it can be washed away with water. It is a great cleaner for K&N Hybrid air filters, K&N Blackhawk air filters, Dryflow air filters and other synthetic air filters.

- Pump spray bottle
 - Specially formulated for synthetic filters
 - Dissolves dirt and grime
 - High performance cleaner
- 946ml Squirt Bottle**
KN99-0624



K&N SEALING GREASE

30ml Squeeze Tube

KN99-0703-1

K&N Sealing Grease

K&N Air Filter Sealing Grease provides an air tight fit around sealing surfaces on all types of air filter elements. It resists heat and will not melt or run off. Note: K&N Air Filter sealing grease is not to be used on clamp-on filter elements.

177ml Squeeze Tube

KN99-0704



AEROFLOW VEHICLE APPLICATION LISTING

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
ALFA ROMEO								
ALFA ROMEO	166	P	3.0i V6 MPFI DOH	AR3	7/1999	1/2009	AF2296-1002	
ALFA ROMEO	ALFASUD	P	1.2 CARB SOHC 8V	AS3	4/1974	1978	AF2296-2004	
ALFA ROMEO	ALFASUD	P	1.5 CARB SOHC 8V	AR3	7/1979	1983	AF2296-2004	
ALFA ROMEO	ALFASUD SPRINT	P	1.5 SOHC	AR3	1979	1983	AF2296-2004	
ALFA ROMEO	ALFASUD SPRINT TC	P	1.5 CARB SOHC 8V	AR3	5/1984	1985	AF2296-2004	
ALFA ROMEO	ALFASUD TI COUPE	P	1.5 CARB SOHC 8V	AR3	1979	1984	AF2296-2004	
ALFA ROMEO	ALFETTA 2000	P	2.0 CARB DOHC 16	ARO	3/1978	1984	AF2296-2004	
ALFA ROMEO	ALFETTA GLC	P	2.0 DOHC	ARO	3/1984	1985	AF2296-2004	
ALFA ROMEO	ALFETTA GTV 2000	P	2.0 CARB DOHC 16	ARO	3/1977	1981	AF2296-2004	
ALFA ROMEO	GIULIETTA	P	1.8 & 2.0 CARB D	ARO	1981	1986	AF2296-2004	
ALFA ROMEO	GT	P	1.8		1974	1987	AF2296-2004	
ALFA ROMEO	GT COUPE	P	3.2 V6 MPFI DOHC	936	7/2004	7/2010	AF2297-1002	
ALFA ROMEO	GTV COUPE	P	3.0 V6 MPFI DOHC	AR1	6/1998	9/2003	AF2296-1002	
ALFA ROMEO	GTV COUPE	P	3.2 V6 MPFI DOHC	936	10/2003	12/2004	AF2296-1002	
ALFA ROMEO	GTV STRADA	P			1974	1987	AF2296-2004	
ALFA ROMEO	SPIDER	P	3.0 & 3.2 V6 MPF	AR1	7/2001	2005	AF2296-1002	
ALFA ROMEO	SPORTIVA	P	2.0		1974	1987	AF2296-2004	
ALFA ROMEO	SPRINT TROPHY	P	1.2, 1.3 & 1.5		1974	1985	AF2296-2004	
ALFA ROMEO	SUPER SPRINT	P	1.2, 1.3 & 1.5		1974	1987	AF2296-2004	
AUDI								
AUDI	80 B4	P	2.6E MPFI SOHC 1	ABC	10/1993	1995	AF2296-2004	
AUDI	80 B4 QUATTRO	P	2.8 MPFI SOHC 12	AAH	8/1992	3/1994	AF2296-2004	
AUDI	A3 8P TDI	TD	2.0 DOHC 16V	BKD	7/2004	1/2009		AF2031-2865
AUDI	A3 8P TDI	TD	1.9 SOHC 8V	BLS	3/2008	1/2010		AF2031-2865
AUDI	A3 8P TDI	TD	2.0 DOHC 16V	CBB	1/2009	9/2011		AF2031-2865
AUDI	A3 8P TDI	TD	2.0 DOHC 16V	CLJ	10/2011	2015		AF2031-2865
AUDI	A3 8P TFSI	P	1.8L MPFI DOHC 1	BYT	2007	8/2013		AF2031-2865
AUDI	A4 B5	P	2.6 V6 MPFI SOHC	ABC	8/1995	1998	AF2296-2004	
AUDI	A4 B5	P	2.4 V6 MPFI DOHC	APS	2/1998	2001	AF2296-2004	
AUDI	A4 B5	P	2.8 V6 MPFI DOHC	ACK	10/1998	1999	AF2296-2004	
AUDI	A4 B6	P	3.0 V6 MPFI DOHC	ASN	7/2001	2005	AF2296-2004	
AUDI	A4 B6	P	2.4 V6 MPFI DOHC	BDV	4/2002	2005	AF2296-2004	
AUDI	A4 B6	P	3.0 V6 MPFI DOHC	BBJ	12/2002	2006	AF2296-2004	
AUDI	A4 B7	P	2.0 MPFI DOHC 16	BWE	10/2007	8/2009	AF2031-2865	
AUDI	A6	P	2.7 V6 MPFI DOHC	ARE	2/2002	2004	AF2296-2004	
AUDI	A6 C4	P	2.6 V6 MPFI SOHC	ABC	11/1994	1997	AF2296-2004	
AUDI	A6 C4	P	2.8 V6 MPFI DOHC	ACK	1/1997	11/1997	AF2296-2004	
AUDI	A6 C4 QUATTRO	P	2.6 V6 MPFI DOHC	ACZ	11/1994	1997	AF2296-2004	
AUDI	A6 C5	P	2.4 V6 MPFI DOHC	AGA	11/1997	2000	AF2296-2004	
AUDI	A6 C5	P	2.4 V6 MPFI DOHC	BDV	2/2002	2004	AF2296-2004	
AUDI	A6 C5 4B	P	3.0 V6 MPFI DOHC	ASN	3/2002	2004	AF2296-2004	
AUDI	A6 C5 QUATTRO	P	2.4 V6 MPFI DOHC	APS	11/1997	2001	AF2296-2004	
AUDI	A8 D2	P	2.8 V6 MPFI SOHC	AAH	5/1995	1996	AF2296-2004	
AUDI	ALLROAD C5	TD	2.5 DOHC 24V	BAU	2000	2006	AF2296-2004	
AUDI	Q3 8U TDI	TD	2.0 DOHC 16V	CFE	3/2012	2015		AF2031-2865
AUDI	Q3 8U TFSI	P	2.0 DI DOHC 16V	CCZ	3/2012	2015		AF2031-2865
AUDI	Q3 8U TFSI	P	1.4 DI DOHC 16V	CHP	2/2014	2015		AF2031-2865
AUDI	S4 S5 QUATTRO	P	2.7 V6 DOHC 30V	APB	12/1999	8/2003	AF2296-2004	
BMW								
BMW	3 SERIES 316 E21	P	1.6 CARB SOHC 8V	M10	1976	1983	AF2296-1002	
BMW	3 SERIES 318i E30	P	1.8 MPFI SOHC 8V	M10	5/1983	1991	AF2296-1002	
CHERRY								
CHERRY	J1 S2X	P	1.3 MPFI DOHC 16	S2X	2/2011	2015	AF2296-2004	
CHEVROLET								
CHEVROLET	BEL AIR	P	SBC & BBC				SHORT OIL FILTER 1960	1981 AF2296-2002
CHEVROLET	BEL AIR	P	SBC & BBC				LONG OIL FILTER 1960	1981 AF2296-2002
CHEVROLET	CADILLAC	P	SBC & BBC				SHORT OIL FILTER 1960	1981 AF2296-2002
CHEVROLET	CADILLAC	P	SBC & BBC				LONG OIL FILTER 1960	1981 AF2296-2002

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
CHEVROLET	CAMARO	P	SBC & BBC	SHORT OIL FILTER	1967	1987		AF2296-2002
CHEVROLET	CAMARO	P	SBC & BBC	LONG OIL FILTER	1967	1987		AF2296-3002
CHEVROLET	CAMARO	P	5.7	LS CHEV	1987	2002		AF2296-1007
CHEVROLET	CAMARO	P	6.0 & 6.2	LS CHEV	2010	2016		AF2296-1017
CHEVROLET	CHEVELLE	P	SBC & BBC	SHORT OIL FILTER	1964	1977		AF2296-2002
CHEVROLET	CHEVELLE	P	SBC & BBC	LONG OIL FILTER	1964	1977		AF2296-3002
CHEVROLET	CORVETTE	P	SBC & BBC	SHORT OIL FILTER	1955	1992		AF2296-2002
CHEVROLET	CORVETTE	P	SBC & BBC	LONG OIL FILTER	1955	1992		AF2296-3002
CHEVROLET	CORVETTE	P	5.7	LS CHEV	1997	2003		AF2297-1007
CHEVROLET	CORVETTE	P	6.0 & 6.2	LS CHEV	2004	2016		AF2296-1017
CHEVROLET	IMPALA	P	SBC & BBC	SHORT OIL FILTER	1957	1996		AF2296-2002
CHEVROLET	IMPALA	P	SBC & BBC	LONG OIL FILTER	1957	1996		AF2296-3002
CHEVROLET	NOVA	P	SBC & BBC	SHORT OIL FILTER	1962	1979		AF2296-2002
CHEVROLET	NOVA	P	SBC & BBC	LONG OIL FILTER	1962	1979		AF2296-3002
CHRYSLER								
CHRYSLER	300 LX	P	V8 6.4 MPFI DOHC	HEM	7/2012	2015	AF2296-2010	
CHRYSLER	300C LE	P	3.5 V6, 5.7 & 6.1	Y1	11/2005	1/2012	AF2296-2004	
CHRYSLER	300C LE	P	3.5 V6 MPFI	Y1	2008	2015	AF2296-2010	
CHRYSLER	GRAND VOYAGER							
	GS LWB & RG AWD	P	3.3 V6 MPFI OHV	A4	6/1997	3/2008	AF2296-2004	
CHRYSLER	GRAND VOYAGER RT	P	3.8 V6 MPFI OHV	EGL	4/2008	8/2011	AF2296-1002	
CHRYSLER	NEON JA SE, LX & JB SE, LE	P	2.0 MPFI SOHC 16	S4R	7/1996	7/2002	AF2296-1002	
CHRYSLER	PT CRUISER PF & PG	P	2.0 & 2.4 MPFI D	IT	7/2000	6/2010	AF2296-1002	
CHRYSLER	SEBRING JS	P	2.4 MPFI DOHC 16	7N	5/2007	6/2010	AF2296-1017	
CHRYSLER	SEBRING JS	P	2.7 V6 MPFI DOHC	8N	12/2007	12/2008	AF2296-1017	
CHRYSLER	SEBRING JS	P	2.7 V6 MPFI DOHC	8N	2008	12/2011	AF2296-2010	
CHRYSLER	VIPER	P	8.0 V10 MPFI		11/2002	9/2003	AF2296-2004	
CHRYSLER	VOYAGER	P	3.3 V6 MPFI OHV	A4	2/1997	3/2008	AF2296-2004	
CITROEN								
CITROEN	C4 1CM AIRX	P	2.0 MPFI DOHC 16	4B1	7/2012	2015	AF2296-1010	
DAEWOO								
DAEWOO	1.5i	P	1.5 MPFI	G15	7/1994	10/1995	AF2296-1001	
DAEWOO	CIELO GL	P	1.5 MPFI SOHC 8V	G15	10/1995	1998	AF2296-1001	
DAEWOO	CIELO GLX	P	1.5 MPFI DOHC 16	A15	10/1995	7/1997	AF2296-1001	
DAEWOO	ESPERO CD	P	2.0 MPFI DOHC 8V	C20	3/1995	7/1997	AF2296-1001	
DAEWOO	KALOS T200	P	1.5 MPFI DOHC 8V	F15	3/2003	12/2004	AF2296-1001	
DAEWOO	LACETTI J200 SERIES P	P	1.8 MPFI DOHC 16	C18	8/2003	12/2004	AF2296-1001	
DAEWOO	LANOS	P	1.5 8V AND 1.6 I	A15	9/1997	2003	AF2296-1001	
DAEWOO	LEGANZA	P	2.0 & 2.2 MPFI D	C20	7/1997	2003	AF2296-1001	
DAEWOO	NUBIRA J100 & J150	P	1.6 & 2.0 MPFI D	A16	6/1997	5/2003	AF2296-1001	
DAEWOO	TACUMA	P	2.0 MPFI DOHC 16	T20	11/2000	12/2004	AF2296-1001	
DAIHATSU								
DAIHATSU	CHARADE DUET VAN P	P	1.0 SOHC 6V	CB	1983	1987	AF2296-1002	
DAIHATSU	CHARADE G10	P	1.0 INCLUDING TU	FRO	1980	12/1982	AF2296-1002	
DAIHATSU	CHARADE G100	P	1.0 SOHV 6V	CB2	6/1987	1993	AF2296-1003	
DAIHATSU	CHARADE G100	P	1.3 EFI	HC-	10/1988	5/1998	AF2296-1003	
DAIHATSU	CHARADE							
	G100 TURBO	P	1.0 SOHC 6V TURB	CB6	6/1987	1993	AF2296-1003	
DAIHATSU	CHARADE G102	P	1.3	HC-	6/1987	3/1998	AF2296-1003	
DAIHATSU	CHARADE G102	P	1.3 MPFI SOHC 16	HC-	7/1988	1993	AF2296-1003	
DAIHATSU	CHARADE G102	P	1.3 EFI	HC-	10/1988	5/1998	AF2296-1003	
DAIHATSU	CHARADE G11	P	1.0 SOHC 6V	CB2	4/1983	1987	AF2296-1002	
DAIHATSU	CHARADE G11 TURBO P	P	1.0 SOHC 6V	CB5	3/1984	1987	AF2296-1002	
DAIHATSU	CHARADE G200	P	1.3 MPFI SOHC 16	HC-	6/1993	1996	AF2296-1003	
DAIHATSU	CHARADE G200	P	1.0 SOHC 6V	CB2	10/1993	1996	AF2296-1003	
DAIHATSU	CHARADE G200	P	1.3 EFI	HC-	10/1998	5/1998	AF2296-1003	
DAIHATSU	CHARADE G200B	P	1.3 MPFI SOHC 1	HC-	5/1996	1998	AF2296-1003	
DAIHATSU	CHARADE G202B	P	1.0 SOHC 6V	CB2	5/1996	3/1998	AF2296-1003	

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
DAIHATSU	DELTA V67	P	2.0 CARBURETOR	3Y	11/1984	10/1988	AF2296-2004	
DAIHATSU	DELTA V76	D	3.4 OHV	13B	11/1984	1990	AF2296-3001	
DAIHATSU	DELTA V98 & V99	D	3.0 OHV	B	11/1984	11/1996	AF2296-3001	
DAIHATSU	DELTA V107	P	2.2 CARBURETOR	4Y	10/1987	1999	AF2296-2004	
DAIHATSU	DELTA V108	P	2.2 CARBURETOR	4Y	10/1987	1999	AF2296-2004	
DAIHATSU	DELTA V116, V118 & V119	D	3.7	14B	1989	5/2003	AF2296-3001	
DAIHATSU	DELTA V30	P	2.0 CARBURETOR	5R	1979	1984	AF2296-3001	
DAIHATSU	DELTA V31	P	2.0 CARBURETOR	5R	1979	1984	AF2296-3001	
DAIHATSU	DELTA V32	P	2.0 CARBURETOR	5R	1979	1984	AF2296-3001	
DAIHATSU	DELTA V34	P	2.0 CARBURETOR	5R	1979	1984	AF2296-3001	
DAIHATSU	DELTA V35	P	2.0 CARBURETOR	5R	1979	1984	AF2296-3001	
DAIHATSU	DELTA V47	D	3.4 OHV	3B	8/1982	1984	AF2296-3001	
DAIHATSU	DELTA V48	D	3.4 OHV	3B	8/1982	1984	AF2296-3001	
DAIHATSU	DELTA V68	P	2.0 CARBURETOR	3Y	11/1984	10/1988	AF2296-2004	
DAIHATSU	DELTA V69	P	2.0 CARBURETOR	3Y	11/1984	1988	AF2296-2004	
DAIHATSU	DELTA V78	D	3.4 OHV	13B	11/1984	1988	AF2296-3001	
DAIHATSU	DELTA V79	D	3.4 OHV	13B	11/1984	1989	AF2296-3001	
DAIHATSU	FERROZA F300	P	1.6 EFI	HD-	1989	2/1995	AF2296-1003	
DAIHATSU	HANDIVAN L55V	P	600cc 2cyl CARBU	AB3	5/1981	1982	AF2296-1002	
DAIHATSU	HANDIVAN L60V	P	600cc 2cyl SOHC	AD1	1982	1985	AF2296-1002	
DAIHATSU	HANDIVAN L80	P	850cc 3cyl		1986	1990	AF2296-1002	
DAIHATSU	HUET S60T, S60V & S65T	P	500cc 2cyl	AB2	1981	2/1992	AF2296-1002	
DAIHATSU	HUET S65V	P	500cc 2cyl	AB2	1981	2/1992	AF2296-1002	
DAIHATSU	HUET S70T & S70V	P	850cc 3cyl	C02	1981	2/1992	AF2296-1002	
DAIHATSU	HUET S75T,SV75V, S76T & SV76V	P	1.0 3cyl	CB2	1981	2/1992	AF2296-1002	
DAIHATSU	HUET S85T & S85V	P	1.0 3cyl	CB	1981	2/1992	AF2296-1002	
DAIHATSU	HUET S85T & S85V	P	1.0 3cyl	CB	1987	2/1992	AF2296-1003	
DAIHATSU	MIRA L200	P	700cc MPFI SOHC	EF-	4/1992	4/1995	AF2296-1003	
DAIHATSU	MIRA L201	P	900cc SOHC 6V	ED1	11/1990	12/1992	AF2296-1003	
DAIHATSU	MIRA L201V	P	700cc SOHC 8V	EF-	9/1993	1995	AF2296-1003	

DODGE

DODGE	AVENGER JS	P	2.0 & 2.4 MPFI D	2.4	8/2007	7/2009	AF2296-1017	
DODGE	AVENGER JS	P	2.7 V6 MPFI DOHC	8N	1/2008	6/2010	AF2296-1017	
DODGE	CALIBER PM	P	1.8 & 2.0 MPFI D	1.8	8/2006	2015	AF2296-1017	
DODGE	CALIBER PM	P	2.4 MPFI DOHC 16	9D	10/2006	8/2010	AF2296-1017	
DODGE	JOURNEY JC	P	2.7 V6 MPFO DOHC	8T	9/2008	2015	AF2296-1017	

EUNOS

EUNOS	30X EC	P	1.8 V6 MPFI DOHC	K8-	11/1992	5/1996	AF2296-1010	
EUNOS	500 CA	P	2.0 V6 MPFI DOHC	KF-	11/1992	5/1996	AF2296-1010	
EUNOS	800 TA	P	2.5 V6 MPFI DOHC	KL	3/1994	5/1996	AF2296-1010	
EUNOS	800M TA J76E	P	2.3 V6 MILLER CY	KJ	3/1994	5/1996	AF2296-1010	

FIAT

FIAT	500 150	P	1.4 MPFI DOHC 16	169	2/2008	1/2012	AF2296-1010	
FIAT	500 150	P	1.2 MPFI DOHC 8V	169	2/2008	2015	AF2296-1010	
500X			2.4L L4 FI		16-17		KN33-5034	
500X			2.0L L4 DSL		14-17		KN33-5034	
500X			1.6L L4 FI		14-17		KN33-5034	
500X			1.6L L4 DSL		14-17		KN33-5034	
500X			1.4L L4 DSL		14-17		KN33-5034	
FIAT	FREEMONT JF	P	2.4 DI DOHC 16V	26K	4/2013	2015	AF2296-1017	
FIAT	PUNTO	P	1.4 MPFI SOHC 8V	350	7/2013	2015	AF2296-1010	
FIAT	PUNTO DYNAMIC	P	1.4 MPFI SOHC 8V	350	7/2006	5/2010	AF2296-1010	
FIAT	X1/9	P	1.3 CARB SOHC 8V	128	5/1978	1981	AF2296-2004	

FORD

FORD	CAPRI SA SERIES 1	P	1.6 MPFI SOHC 8V	B6E	10/1989	1990	AF2297-1004	
FORD	CAPRI SB							
FORD	SERIES 2 INC TURBO	P	1.6 MPFI DOHC 16	B6	10/1990	1992	AF2296-1004	
FORD	CAPRI SC INC TURBO	P	1.6 MPFI DOHC 16	B6	4/1992	7/1993	AF2296-1004	
FORD	CAPRI SE INC TURBO	P	1.6 MPFI DOHC 16	B6	8/1993	7/1994	AF2296-1004	
FORD	CORSAIR UA & GHIA	P	MPFO DOHC 12V	KA2	11/1989	1992	AF2296-2008	AF2031-2031
FORD	CORSAIR US & GL	P	2.0 MPFI SOHC 8V	CA2	11/1989	1992	AF2296-2008	AF2031-2031
FORD	CORTINA TE	P	6cyl OHV	1974	1976		AF2296-3001	
FORD	CORTINA TE	P	2.0 MPFI		1976	1982	AF2296-3001	
FORD	CORTINA TF	P	2.0 OHV		1980	1982	AF2296-2004	
FORD	COUGER SW & SX	P	2.5 V6 MPFI DOHC	LCB	9/1999	3/2004	AF2296-2010	
FORD	COURIER PC 2WD	P	2.6 MPFI SOHC 12	G6	10/1991	1996	AF2296-1010	
FORD	COURIER PC,PD,PE, PG & PH 2&4wd	P	2.6 MPFI DOHC 12	G6E	5/1996	2005	AF2296-1010	
FORD	COURIER PE, PG & PH	TD	2.5	WL	5/2000	11/2002	AF2296-3001	
FORD	COURIER PH inc 4WD P	P	4.0 V6 MPFI SOHC 12V	13V	2/2005	2006	AF2296-2010	
FORD	ECONOVAN SGMR	P	1.4 CARB	UC	5/1984	10/1985	AF2296-1004	
FORD	ECOSPORT	P	1.0 & 1.5 MPFI DOHC 12V 16V	BK	12/2013	2016	AF2296-1002	
FORD	ESCAPE	P	3.0 MPFI DOHC 24V	BA,ZA,ZB,ZC	2/2001	2008	AF2296-2010	
FORD	EXPLORER	P	4.0 SOHC & OHV	UN,UP,UQ,US	10/1996	10/2001	AF2296-3001	
FORD	EXPLORER	P	4.0 & 4.6 MPFI SOHC 12V 16V	UT,UX,UZ	11/2002	1/2008	AF2296-2010	
FORD	F100	P	4.1,4.9 & 5.8 V8b		250,302W,351C	1/1978	1987	AF2296-3001
FORD	F150	P	4.9 & 5.8 V8		302W,351W	8/1987	1993	AF2296-3001
FORD	F250	P	5.8 V8		351W	1/1990	12/1990	AF2296-3001
FORD	F250	P	5.4 V8 MPFI SOHC 16V	RM	7/2001	2003	AF2296-2010	AF2041-0945
FORD	F250	P	5.4 V8 MPFI SOHC 16V	RN	11/2003	2007	AF2296-2010	
FORD	F350	P	4.1,4.9 & 5.8 V8		250,302W,351C			
FORD	F350	P	5.4 V8 MPFI SOHC 16V	RM	7/2001	2003	AF2296-2010	AF2041-0945
FORD	FAIRLANE	P	6,V8 & CARB		ZA,ZB,ZC,ZD,ZF,ZG, ZH,ZJ,ZK,ZL,NA,NC, NF,NL	3/1967	12/1999	AF2296-3001
FORD	FAIRLANE	P	6 & V8 MPFI		NA,NC,NF,NL, AU,AUII	6/1988	2003	AF2296-3001
FORD	FAIRLANE	P	4.0 & 5.4 MPFI DOHC 24V	BA Series 1-2, BF,G8	7/2003	2007	AF2296-2010	AF2031-2852
FORD	FALCON	P	6 & V8 OHV MPFI SOHC 12V	XX,XL,XM,XP,XR,XT, XW,XY,XA,XB,XC,XD, XE,XF,EA,EB	9/1960	8/1993	AF2296-3001	
FORD	FALCON	P	6 & V8 MPFI SOHC 12V 16V	EB,ED,EF,EL,AU,AUII, AUIII	7/1991	9/2001	AF2296-3001	AF2031-2015
FORD	FALCON	P	5.4 V8 MPFI AUII,AUIII with oil cooler	4/2000	9/2002		AF2296-2004	AF2031-2015
FORD	FALCON	P	4.0 BARRA DOHC 24V	BA	9/2002	9/2005	AF2296-3001	AF2031-2852
FORD	FALCON	P	4.0 BARRA & 5.4 V8 DOHC	BA,BF	9/2002	4/2008	AF2296-2010	AF2041-0945

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
FORD	FALCON	LPG	4.0 BARRA	FG	4/2008	6/2001	AF2296-2010	
FORD	FALCON	P	4.0,5.0 & 5.4 MPFI DOHC 32V	FG	5/2008	9/2010	AF2296-2010	AF2031-2950
FORD	FALCON	P	5.0 DOHC 32V	FG	10/2010	10/2014		AF2041-1993
FORD	FALCON	LPI	4.0 DOHC 24V	FG,FGII	7/2011	10/2014	AF2296-2010	
FORD	FALCON	P	4.0 BARRA,ECOLPI	FGII TURBO,FGX	12/2011	2016	AF2296-2010	AF2031-2950
FORD	FALCON	P	2.0 DI DOHC 16V ECOBOOST	FG,FGX	4/2012	2016	AF2296-1002	AF2031-2950
FORD	FALCON	P	5.0 MPFI DOHC 32V	FGX BOSS 351	11/2014	2016		AF2041-1493
FORD	FESTIVA	P	1.3 & 1.5 MPFI SOHC 8V 16V	WA,WB,WD	10/1991	12/1997	AF2296-1004	
FORD	FESTIVA	P	1.3 & 1.5 MPFI SOHC 8V	WF	1/1998	2001	AF2296-1008	
FORD	FIESTA	P	1.0 & 1.5 DO DOHC 12V 16V	M1JE,UEJD	9/2013	2016	AF2296-1002	
FORD	FOCUS	P	2.0 MPFI DOHC 16V	C3,ZETEC,DURATEC, ECOBOOST	6/2005	2016	AF2296-1002	
FORD	FPV	P	5.4 V8	BA,BF FPV GT, GTP, SUPER PURSUIT	3/2003	1/2008	AF2296-2010	AF2041-0945
FORD	FPV	P	4.0 BARRA					
FORD	KA	BA,BF FG	TYPHOON, TORNAO UTE		10/2004	10/2006	AF2296-2010	AF2031-2852
FORD	LASER	P	1.3 OHV 8V	J4KD	10/1999	2003	AF2296-1002	
FORD	LASER	P	1.3,1.5,1.6 & 1.8 CARB EFI	E3,ES,B6,BP	1981	4/2001	AF2296-1004	
FORD	LTD	P	4.1 & 5.8 OHV 16V					
FORD	LTD	P	4.0 & 5.0 MPFI SOHC 12V	FC250,351C	6/1979	1982	AF2296-3001	
FORD	LTD	P	5.4 V8 MPFI SOHC	DC,DF,DL	8/1991	2003	AF2296-3001	AF2031-2015
FORD	METEOR	P	1.5 & 1.6 CARB EFI	BA,BF	6/2003	2007	AF2296-2010	AF2031-2852
FORD	MONDEO	P	2.5 MPFI DOHC 24V	GA,GB,GC	4/1982	1987	AF2296-1004	
FORD	MONDEO	P	2.0 & 2.3 MPFI DOHC 16V	KL	2/2000	2001	AF2296-2010	
FORD	MUSTANG	P	23NS,ECOB00ST		10/2007	2016	AF2296-1002	
FORD	MUSTANG	P	289 & 302	WINDSOR	1962	1995	AF2296-3001	
FORD	MUSTANG	P	4.6 MODULAR & 5.0 COYOTE	1996	2014		AF2296-2010	
FORD	MUSTANG	P	2.3L, 4 CYL	ECO BOOST	2015	2016	AF2296-1002	AF2031-5029
FORD	MUSTANG	P	3.6L, V6		2015	2016	AF2296-2001	AF2031-5029
FORD	MUSTANG	P	5L, V8		2015	2016		AF2031-5029
FORD	PROBE	P	2.5 MPFI DOHC 24V					
FORD	RAIDER	P	ST,SU,SV		6/1994	1998	AF2296-1010	
FORD	RANGER	P	2.6	UV	8/1991	1997	AF2296-1010	
FORD	RANGER	TD	2.5 & 3.0 MPFI 16V	RJ,PK	12/2006	8/2011	AF2296-1002	AF2041-2296
FORD	RANGER	TD	2.2 & 3.2 DI DOHC 16V 20V					
FORD	RANGER	P	PX		9/2011	2016		AF2041-0662
FORD	RANGER	P	2.5 MPFI DOHC 16V	PX	9/2011	2016	AF2296-1002	AF2041-0662
FORD	TAURUS	P	3.0 MPFI DOHC 24V	DN,DP	3/1996	1998	AF2296-2010	
FORD	TE50	P	4.9 V8 AU,AUII w/ oil cooler		10/1999	12/2002	AF2296-2004	AF2031-2015
FORD	TE50	P	4.9 V8	AU,AUII without oil cooler				
FORD	TE50	P	4.9 V8	AU,AUII without oil cooler	10/1999	12/2002	AF2296-3001	AF2031-2015
FORD	TE50	P	5.6 V8	AU,AUII12/2001	12/2002		AF2296-2004	AF2031-2080
FORD	TELSTAR	P	2.5 MPFI DOHC 24V	AX,AY	1/1992	1996	AF2296-1010	
FORD	TERRITORY	P	4.0 BARRA MPFI DOHC 24V					
FORD	TERRITORY	P	SX 2WD,SX AWD		6/2004	2005	AF2296-3001	AF2031-2852
FORD	TERRITORY	P	4.0 BARRA MPFI DOHC 24V	SY 2WD,SY AWD, Turbo	10/2005	3/2008	AF2296-2010	AF2031-2852
FORD	TERRITORY	P	4.0 BARRA MPFI DOHC 24V	SY AWD Turbo,				
FORD	TERRITORY	P	SY 2WD,SY AWD, SZ 2WD,SZ AWD		2/2008	2016	AF2296-2010	AF2031-2950
FORD	TERRITORY	TD	2.7 MPFI DOHC 24V					
FORD	TERRITORY	TD	SZ 2WD,SZ AWD		5/2011	2016		AF2031-2950
FORD	TL50	P	4.9 V8 AU,AUII w/ oil cooler		10/1999	12/2002	AF2296-2004	AF2031-2015
FORD	TL50	P	4.9 V8 AU,AUII without oil cooler		10/1999	12/2002	AF2296-3001	AF2031-2015
FORD	TL50	P	5.6 V8 AU,AUII		12/2001	12/2002	AF2296-2004	AF2041-0945
FORD	TRANSIT VAN	P	2.0 EFI	VG	1/1996	11/2000	AF2296-2004	
FORD	TSSO	P	4.9 V8 AU,AUII w/ oil cooler		10/1999	12/2002	AF2296-2004	AF2031-2015
FORD	TSSO	P	4.9 V8 AU,AUII without oil cooler		10/1999	12/2002	AF2296-3001	AF2031-2015
FORD	TSSO	P	5.6 V8 AU,AUII		12/2001	12/2002	AF2296-2004	AF2041-0945

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
HOLDEN	COMMODORE VB-VL	P	2,8,3,3,4,1,5.0 OHV					
			HOLDEN V6,253-308	11/1978	8/1988	AF2296-2003		
HOLDEN	COMMODORE VE	P	3.6 MPFI DOHC 24V V6					
			SIDLFX,LWR,LLT	8/2008	4/2013	AF2031-2919		
HOLDEN	COMMODORE VE-VF	P	6.0 MPFI OHV 16V					
			L98,L76,L77	8/2006	2015	AF2296-1017	AF2031-2919	
HOLDEN	COMMODORE VL	P	3.0 MPFI SOHC 12V	RB30E	3/1986	8/1988	AF2296-2008	AF2031-2031
HOLDEN	COMMODORE VN-VY	P	3.8 OHV V6		8/1988	10/2000	AF2296-1001	AF2031-2031
HOLDEN	COMMODORE VN-VY	P	5.0,5.7 & 6.0 MPFI V8					
			308,LS1	3/1989	7/2006	AF2296-1007	AF2031-2116	
HOLDEN	CRUZE	P	1.5 MPFI DOHC 16V	M15A	6/2002	6/2006	AF2296-1002	
HOLDEN	FRONTERA	P	2.0 & 2.2 MPFI DOHC 16V					
			X20,X22	10/1995	2002	AF2296-1001		
HOLDEN	FRONTERA	P	3.2 MPFI DOHC 24V	6VD1	3/1999	2004	AF2296-1004	
HOLDEN	JACKAROO	P	2.6,3.2 & 3.5 MPFI DOHC 24V					
			4ZE1,6VD1,6VE1	1/1990	2004	AF2296-1004		
HOLDEN	KINGSWOOD	P		307,327,350	1968	12/1974	AF2296-3002	
HOLDEN	KINGSWOOD	P		253,308	1969	12/1984	AF2296-2003	
HOLDEN	MANITA	P	5.0 OHV	VU	4/1995	1999	AF2296-1007	AF2031-2031
HOLDEN	NOVA	P	1.4,1.6 & 1.8 DOHC					
			6AF,4AF,4FE,7AFE	8/1989	1997	AF2296-1003		
HOLDEN	RODEO	P	2.3,2.6 & 3.2 MPFI DOHC 24V					
			4ZD1,4ZE1,6VD,6VD1	1/1987	2003	AF2296-1004		
HOLDEN	RODEO	P	2.2 MPFI SOHC 8V	C22NE	6/1988	2/2003	AF2296-1001	
HOLDEN	RODEO	TD	3.0 OHV	4JH1TC	1/2002	2003		AF2041-2023
HOLDEN	RODEO	P	2.4 MPFI SOHC 8V					
			C24SE,Y24SE	1/2003	2008	AF2296-1001	AF2031-2951	
HOLDEN	RODEO	P	3.5 MPFI DOHC 24V	6VE1	3/2003	2005	AF2296-1004	AF2031-2951
HOLDEN	RODEO	TD	3.0 OHV	4JH1TC	3/2003	2008	AF2296-1003	AF2041-2023
HOLDEN	SCURRY	P	1.0 CARB	F10A	7/1985	1987	AF2296-1002	
HOLDEN	SUBURBAN 1500	P	5.7 OHV	VORTEC	2/1998	1/2001	AF2296-1001	
HOLDEN	SUBURBAN 2500	P	6.5 OHV	FCW6	2/1998	1998	AF2296-3002	
HOLDEN	SUNBIRD	P	1.9	19S	11/1976	1978	AF2296-1001	
HOLDEN	SUNBIRD	P	1.9	STARFIRE	9/1978	1980	AF2296-2003	
HOLDEN	TIGRA	P	1.8 MPFI DOHC 16V	Z18XE	10/2005	2007	AF2296-1001	
HOLDEN	TORANA	P	1.6,1.8 & 1.9		11/1969	1976	AF2296-1002	
HOLDEN	TORANA	P	2.3,2.6,2.8,3.0,4.2 & 5.0		11/1969	1979	AF2296-2003	
HOLDEN	VECTRA	P	2.0,2.2 & 2.5 MPFI DOHC 16V					
			C20,X25,C22	6/1997	2003	AF2296-1001		
HOLDEN	VIVA	P	1.8 MPFI DOHC 16V	F18D3	10/2005	5/2009	AF2296-1001	
HOLDEN	VXR	P	2.0 MPFI DOHC 16V	Z20LER	10/2006	9/2009	AF2296-1001	
HOLDEN HSV								
HSV	CLUBSPORT	P	6.0 & 6.2 MPFI OHV 16V					
			LS2,LS3	8/2006	2015	AF2296-1017	AF2031-2919	
HSV	GRANGE	P	6.0 & 6.2 MPFI OHV 16V					
			LS2,LS3	3/2007	8/2009	AF2296-1017	AF2031-2919	
HSV	GRANGE	P	6.0 MPFI OHV 16V	LS3	9/2010	2015	AF2296-1017	
HSV	GTS	P	6.0 & 6.2 MPFI OHV 16V					
			LS2,LS3	8/2006	8/2009	AF2296-1017	AF2031-2919	
HSV	MALOO	P	6.0 & 6.2 MPFI OHV 16V					
			LS2,LS3	10/2007	2015	AF2296-1017	AF2031-2919	
HSV	SENATOR	P	6.0 & 6.2 MPFI OHV 16V					
			LS3	8/2006	2015	AF2296-1017	AF2031-2919	
HONDA								
HONDA	ACCORD	P	2.0,2.2 & 3.0 MPFI SOHC 24V					
			A20A,F22A,F22B,J30	1/1986	1999	AF2296-1004		
HONDA	ACCORD	P	2.3,2.4,3.0 & 3.5 MPFI DOHC					
			F23,J30,K24,J35	12/1997	2015	AF2296-2010		
HONDA	ACCORD EURO	P	2.4 MPFI DOHC 16V					
			K24Z3	6/2003	2015	AF2296-1010		
HONDA	ACTY	P	0.6 CARB	EH	10/1986	1986	AF2296-1004	
HONDA	BEAT	P		IMPORT	1991	1994	AF2296-1008	
HONDA	CITY	P	1.5 OHC	L15A7-17	2/2009	2015	AF2296-1010	
HONDA	CIVIC	P	1.3,1.5,1.6 & 1.7 SOHC 16V					
			EW2,D15,D16,B16	10/1987	2000	AF2296-1004		
HONDA	CIVIC	P	1.3,1.7,1.8 & 2.0 MPFI DOHC					
			D17,L13,R18A,K20,LD2A,LEA2,R18Z1,R20A5	10/2000	2015	AF2296-1010		
HONDA	CONCERTO	P	1.6 MPFI SOHC 16V	D16	1/1988	1993	AF2296-1004	
HONDA	CRV	P	2.0 MPFI DOHC 16V	B20B3	9/1997	12/2001	AF2296-1004	
HONDA	CRV	P	2.0 & 2.4 MPFI DOHC 16V					
			K24,R20	12/2001	2015	AF2296-1010		
HONDA	CRX	P	1.6 MPFI DOHC 16V					
			D16A8,B16A2	11/1987	9/1998	AF2296-1004		
HONDA	CRZ	H	1.5 MPFI SOHC 16V	LEA3	11/2011	2015	AF2296-1010	
HONDA	HRV	P	1.6 MPFI SOHC 16V	D16W1	1/1999	2002	AF2296-1004	
HONDA	HRV	P	1.6 MPFI SOHC 16V	D16W1	2/2000	2002	AF2296-1010	
HONDA	INSIGHT	H	1.0 MPFI SOHC 12V					
			MF2,EOA1	3/2001	6/2004	AF2296-1008		
HONDA	INSIGHT	H	1.3 MPFI DOHC 16V	LD A3	10/2010	5/2012	AF2296-1010	
HONDA	INSIGHT	P	1.3 DI SOHC 8V	LD A3	6/2012	2015	AF2296-1010	
HONDA	INTEGRA	P	1.8 & 2.0 MPFI DOHC 16V					
			B18,K20	6/1989	2004	AF2296-1004		
HONDA	INTEGRA	P	2.0 MPFI DOHC 16V	K20	8/2001	4/2007	AF2296-1010	
HONDA	JAZZ	P	1.3 & 1.5 MPFI SOHC 16V					
			L13,L15,LD A3	10/2002	2015	AF2296-1010		
HONDA	LEGEND	P	3.5 MPFI SOHC 24V	C35A3	5/1996	2004	AF2296-1004	
HONDA	LEGEND	P	3.5 & 3.7 MPFI SOHC 24V					
			C35A3,J35A8,J37A2	2/2002	2015	AF2296-1010		
HONDA	MDX	P	3.5 MPFI	J35A5	4/2003	4/2007	AF2296-1010	
HONDA	NSX	P	3.0 MPFI DOHC 24V	C30A3	5/1995	2/2002	AF2296-1004	
HONDA	NSX	P	3.0 MPFI DOHC 24V	C30A3	2/2002	1/2005	AF2296-1010	
HONDA	ODYSSEY	P	2.2 & 2.3 MPFI SOHC 16V					
			F22,F23	6/1995	3/2000	AF2296-1004		
HONDA	ODYSSEY	P	2.3,2.4 & 3.0 MPFI DOHC 16V					
			F23,J30A3,K24	3/2000	2015	AF2296-1010		
HONDA	PRELUDE	P	2.0,2.2 & 2.3 MPFI DOHC 16V					
			A20,B20,F22,H22,H23	12/1985	2002	AF2296-1004		
HONDA	PRELUDE	P	2.2 MPFI	H22A4	2/2002	7/2002	AF2296-1010	
HONDA	S2000	P	2.0 MPFI DOHC 16V	F20C1	8/1999	2006	AF2296-1010	
HONDA	S2000	P	2.0 MPFI DOHC 16V	F20C2	2/2006	7/2009	AF2296-1004	
HUMMER								
HUMMER	H2	P	6.0		2002	2007	AF2296-1017	
HYUNDAI								
HYUNDAI	ACCENT	P	1.5 & 1.6 MPFI DOHC 16V					
			G4ECX,G4ED,G4ED5,G4FC,G4FD	6/2000	9/2015	AF2296-1004		
HYUNDAI	COUPE	P	2.0 MPFI DOHC 16V	G4GFT	7/1996	1999	AF2296-1004	
HYUNDAI	ELANTRA	P	1.8 & 2.0 MPFI DOHC 16V					
			G4GB,G4GBX,G4GCX,G4GC6,G4NBB	10/2000	2015	AF2296-1004		
HYUNDAI	EXCEL	P	1.5 MPFI DOHC 16V					
			G4EKR,G4FKR	9/1994	2000	AF2296-1004		
HYUNDAI	GETZ	P	1.3,1.4,1.5 & 1.6 MPFI DOHC 16					
			G4EA1,G4EE5,G4EC2,G4ED5	9/2002	2015	AF2296-1004		

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
HYUNDAI	GRANDEUR	P	3.0 MPFI DOHC 24V	G6CTX	9/1999	2003	AF2296-1004	
HYUNDAI	I20	P	1.4 & 1.6 MPFI DOHC 16V	G4FA,G4FC	7/2010	2015	AF2296-1004	
HYUNDAI	I30	P	1.6,1.8 & 2.0 MPFI DOHC 16V	G4FC,G4GC,G4FD,G4NB,G4NC	9/2007	2015	AF2296-1004	
HYUNDAI	I40	P	2.0 DI DOHC 16V	G4NC	9/2011	2/2014	AF2296-1004	
HYUNDAI	I45	P	2.0 & 2.4 MPFI DOHC 16V	G4KD,G4KC4	5/2010	2015	AF2296-1004	
HYUNDAI	ILOAD	P	2.4 MPFI DOHC 16V	G4KG8	2/2008	2015	AF2296-1004	
HYUNDAI	IMAX	P	2.4 MPFI DOHC 16V	G4KG8	2/2008	2015	AF2296-1004	
HYUNDAI	IX35	P	2.0 & 2.4 MPFI DOHC 16V	G4KD,G4NC,G4KE,G4KJ	2/2010	2015	AF2296-1004	
HYUNDAI	LANTRA	P	1.6,1.8 & 2.0 MPFI DOHC 16V	G4CRL,G4GMR,G4GFV	5/1991	2000	AF2296-1004	
HYUNDAI	S COUPE	P	1.5 MPFI	G4DJ,G4EKM,G4EKT2,G4FKM	1990	3/1996	AF2296-1004	
HYUNDAI	SANTA FE	P	2.2,2.4 & 2.7 MPFI DOHC 24V	G4JSX,G6EAY,G4KJ	11/2000	2015	AF2296-1004	
HYUNDAI	SANTE FE	P	2.7 MPFI DOHC 24V	G6EA5	5/2006	10/2009	AF2296-1010	
HYUNDAI	SONATA	P	2.0,2.4,2.5 & 3.0 MPFI DOHC G	6AT,G4CPP,G6ATP,G6ATS,G4JPV,G6BVV,G4JSY,G6BAY,G4KC	3/1990	4/2010	AF2296-1004	
HYUNDAI	TERRACAN	P	3.5 MPFI DOHC 24V	G6CU	12/2001	7/2008	AF2296-1004	
HYUNDAI	TIBURON	P	2.0 & 2.7 MPFI DOHC 24V	G4GC1,G6BA,G6BA10	2/2002	2015	AF2296-1004	
HYUNDAI	TRAJET	P	2.7 MPFI DOHC 24V	G6BAX	7/2000	2015	AF2296-1004	
HYUNDAI	TUCSON	P	2.0 & 2.7 MPFI DOHC 24V	G4GC,G6BA3	8/2004	1/2010	AF2296-1004	
HYUNDAI	VELOSTER	P	1.6 MPFI DOHC 16V	G4FD,G4FJ	2/2012	2015	AF2296-1004	
INFINITI								
INFINITI	FX37	P	3.7 MPFI DOHC 24V	VQ37	7/2012	12/2013	AF2296-1008	
INFINITI	FX50	P	5.0 MPFI DOHC 32V	VK50	7/2012	12/2013	AF2296-1010	
INFINITI	M35H	P	3.5 MPFI DOHC 24V	VQ35	7/2012	12/2013	AF2296-1008	
INFINITI	M37	P	3.7 MPFI DOHC 24V	VQ37	7/2012	12/2013	AF2296-1008	
ISUZU								
ISUZU	D-MAX	TD	3.0 DI DOHC 16V	4JJ1	10/2008	5/2012		AF2031-2013
ISUZU	MU	P	2.6 MPFI	4ZE1	1989	1993	AF2296-1004	
IVECO								
IVECO	DAILY	TD	2.3 & 3.0 DOHC 16V	FIA,F1AAE0481,F1CE0481	2005	2015	AF2296-2010	
JEEP								
JEEP	CHEROKEE	P	2.4 MPFI OHV 12V	MX	4/1994	8/2001	AF2296-2004	
JEEP	CHEROKEE	P	2.4 MPFI DOHC 16V	4W	2/2004	1/2006	AF2296-1002	
JEEP	CJ	P	2.5 & 4.2	B,C,B8	9/1978	1985	AF2296-2003	
JEEP	COMMANDER	P	4.7 & 5.7 MPFI SOHC 16V	8N	5/2006	3/2010	AF2296-2004	
JEEP	COMPASS	P	2.0 & 2.4 MPFI DOHC 16V	AC,BD,8D	3/2007	2015	AF2296-1017	
JEEP	GRAND CHEROKEE	P	4.0,4.7,5.7 & 6.1 MPFI OHV 16V	508MX,MX,8N,5Y5,5Y	3/1996	12/2010	AF2296-2004	
JEEP	GRAND CHEROKEE SRT	P	5.7 & 6.4 MPFI DOHC 16V	HEMI,JC HEMI	1/2011	2015	AF2296-2010	
JEEP	HAWKE	P			1979	1986	AF2296-2003	
JEEP	J20	P			7/1981	1985	AF2296-2003	
JEEP	LAREDO	P			1979	1986	AF2296-2003	
JEEP	OVERLANDER	P			1979	1986	AF2296-2003	
JEEP	PATRIOT	P	2.0 & 2.4 MPFI DOHC 16V	8D	8/2007	2015	AF2296-1017	
JEEP	RENEGADE	P			1979	1986	AF2296-2003	
JEEP	SPORTSMAN	P			1979	1986	AF2296-2003	
JEEP	WAGONEER	P			1979	1986	AF2296-2003	
JEEP	WRANGLER	P	4.0 MPFI OHV 12V	MX	10/1996	2/2007	AF2296-2004	
JEEP	WRANGLER	P	3.8 MPFI OHV 12V	7L	3/2007	12/2011	AF2296-1002	
JEEP	RENEGADE		2.4L L4 FI		15-17		KN33-5034	
JEEP	RENEGADE		2.4L L4 DSL		14-17		KN33-5034	
JEEP	RENEGADE		1.6L L4 FI		14-17		KN33-5034	
JEEP	RENEGADE		1.6L L4 DSL		14-17		KN33-5034	
JEEP	RENEGADE		1.4L L4 FI		14-17		KN33-5034	
JEEP	COMPASS II		2.4L L4 FI		17-18		KN33-5034	
JEEP	COMPASS II		2.0L L4 DSL		17-18		KN33-5034	
JEEP	COMPASS II		1.6L L4 DSL		17-18		KN33-5034	
JEEP	COMPASS II		1.4L L4 FI		17-18		KN33-5034	
JEEP	COMPASS		2.4L L4 FI		17-18		KN33-5034	
KIA								
KIA	CARENS WAGON	P	1.8 MPFI DOHC 16V	TE,T8	7/2000	2002	AF2296-1008	
KIA	CARNIVAL	P	2.5 MPFI DOHC 24V	K5	9/1999	2006	AF2296-1010	
KIA	CARNIVAL	P	2.7 SWB	K5	10/2006	4/2011	AF2296-1004	
KIA	CERATO	P	1.8 & 2.0 MPFI DOHC 16V	G4GC,G4KD,G4NB,G4FJ,G4NC	7/2004	2015	AF2296-1004	
KIA	GRAND CARNIVAL	TD	2.2 DI DOHC 16V	D4HH	6/2011	2015	AF2296-1004	
KIA	MAGENTIS	TD	2.4 & 2.7 MPFI DOHC 24V	G4KC,G6EA	8/2006	3/2010	AF2296-1004	
KIA	MENTOR	P	1.5 & 1.8 MPFI DOHC 16V	B5,BF-E,TE	12/1996	6/2000	AF2296-1008	
KIA	OPTIMA	P	2.4,2.5 & 2.7 MPFI DOHC 24V	K5,G6BV,G6BA,G4KJ	6/2000	2015	AF2296-1004	
KIA	PRO_CCEED	P	1.6 DI DOHC 16V	G4FJ	3/2014	2015	AF2296-1004	
KIA	RIO	P	1.5 MPFI DOHC 16V	B5,ASD	7/2000	2005	AF2296-1010	
KIA	RIO	P	1.4 & 1.6 MPFI DOHC 16V	G4EE,G4ED,G4FA,G4FD	1/2003	2015	AF2296-1004	
KIA	RONDO	P	2.0 MPFI DOHC 16V	G4KA8,G4NC	4/2008	2015	AF2296-1004	
KIA	SHUMA	P	1.8 MPFI DOHC 16V	TE	4/2000	2001	AF2296-1008	
KIA	SORENTO	P	2.4,3.5 & 2.8 MPFI DOHC 24V	G6CU,G6DA,G4KE9	2/2003	7/2011	AF2296-1004	
KIA	SOUL	P	1.6 & 2.0 MPFI DOHC 16V	G4FC,G4NA	4/2009	2015	AF2296-1004	
KIA	SPECTRA	P	1.8 MPFI DOHC 16V	TE	5/2001	6/2004	AF2296-1008	
KIA	SPORTAGE	P	2.0,2.4 & 2.7 MPFI DOHC 16V	G4GC,G6BA,D4HA,G4KD,G4KE	4/2005	5/2014	AF2296-1004	
LADA								
LADA	CEVARO	P	1.5		1990	3/1993	AF2296-2004	
LADA	NIVA	P	1.6 CARB EFI	5M,5MI	7/1983	1995	AF2296-2004	
LADA	SABLE	P	1.5 CARB		1/1994	1996	AF2296-2004	
LADA	SAMARA	P	1.3	12	7/1988	1991	AF2296-2004	
LADA	VOLANTE	P	1.5 CARB		12/1993	1996	AF2296-2004	
LANDROVER								
LANDROVER	DEFENDER	P	3.5 CARB OHV 16V	17G	1984	1991	AF2296-3001	
LANDROVER	DEFENDER	TD	2.5		1991	3/1999	AF2296-2004	
LANDROVER	DISCOVERY	TD	2.5 OHV 8V	12L,18L	1991	1999	AF2296-2004	
LANDROVER	DISCOVERY		3.5,3.9 & 4.0 MPFI OHV 16V	22D,23D,22L55D,56D	4/1991	2005	AF2296-2004	

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
LANDROVER	FREELANDER	P	2.0 DI DOHC 16V		10/2012	2015	AF2296-1002	
LANDROVER	RANGE ROVER	P	3.5 MPFI		7/1977	1/1989	AF2296-3001	
LANDROVER	RANGE ROVER	P	4.0 & 4.6 MPFI OHV 16V					
			380,44D,48D	12/1989	7/2002	AF2296-2004		
LANDROVER	RANGE ROVER EVOQUE	P	2.0 DI DOHC 16V	204PT	10/2011	2015	AF2296-1002	
LEXUS								
LEXUS	ES300	P	3.0 MPFI DOHC 24V					
			3VZ-FE,1M2-FE	5/1992	2005	AF2296-1002		
LEXUS	GS300	P	3.0 MPFI DOHC 24V	2JZ-GE	10/1997	2005	AF2296-1002	
LEXUS	GS430	P	1.3 MPFI DOHC 32V	3UZ-FE	8/2005	2/2008	AF2296-1002	
LEXUS	IS200	P	2.0 MPFI DOHC 24V	1G-FE	3/1999	10/2005	AF2296-1002	
LEXUS	IS300	P	3.0 MPFI DOHC 24V	2JZ-GE	9/2001	2005	AF2296-1002	
LEXUS	LS400	P	4.0 MPFI DOHC 32V	1UZ-FE	4/1990	11/2000	AF2296-1002	
LEXUS	LS430	P	4.3 MPFI DOHC 32V	3UZ-FE	12/2000	2007	AF2296-1002	
LEXUS	LX470	P	4.7 MPFI DOHC 32V	2UZ-FE	5/1998	3/2008	AF2296-1002	AF2041-2444
LEXUS	RX330	P	3.3 MPFI DOHC 24V	3MZ-FE	4/2003	1/2006	AF2296-1002	
LEXUS	RX400H	P	3.3 MPFI DOHC 24V	3MZ-FSE	9/2006	5/2009	AF2296-1002	
LEXUS	SC430	P	4.3 MPFI DOHC 32V	3UZ-FE	10/2001	7/2010	AF2296-1002	
MAZDA								
MAZDA	121	P	1.3 CARB	B3	3/1987	1989	AF2296-1004	
MAZDA	121	P	1.3 & 1.5 MPFI SOHC 16V					
			B3,B5	1/1990	2003	AF2296-1008		
MAZDA	2	P	1.5 MPFI DOHC 16V	ZY	12/2002	2015	AF2296-1008	
MAZDA	3	P	2.0,2.3 & 2.5 MPFI DOHC 16V					
			LFDE,L3,L3 MZR, L5 SVT	1/2004	1/2014		AF2031-2293	
MAZDA	3	TD	2.0 & 2.2 MPFI DOHC 16V					
			RFR2	8/2007	1/2014	AF2296-1004	AF2031-2293	
MAZDA	3	P	2.0 & 2.5 MPFI DOHC 16V					
			SKYDRIVE,LIVE, SKYACTIV-G	9/2011	2015	AF2296-1008		
MAZDA	323	P	1.3,1.5 & 1.6 CARB					
			E3,E5,D5,B6,B6T	1980	1995	AF2296-1004		
MAZDA	323 ASTINA	P	1.8 EFI	BP	10/1989	7/1994	AF2296-1004	
MAZDA	323 ASTINA	P	1.6,1.8 & 2.0 MPFI DOHC 16V					
			BPD,B6,B6D,ZMD,FPD,FSD	10/1989	2003	AF2296-1008		
MAZDA	323 ASTINA	P	2.0 MPFI DOHC 24V	KF	7/1994	1998	AF2296-1010	
MAZDA	323 PROTEGE	P	2.0 MPFI DOHC 24V	KF	7/1994	9/1998	AF2296-1010	
MAZDA	323 PROTEGE	P	1.6,1.8 & 2.0 MPFI DOHC 16V					
			B6,BPD,ZMD,FPD,FSD	7/1994	2003	AF2296-1008		
MAZDA	323 PROTEGE	P	1.3,1.5,1.6 & 1.8 MPFI					
			E3,E5,B6,B6T,BP	1997	1995	AF2296-1004		
MAZDA	6	TD	2.0 & 2.2 MPFI DOHC 16V					
			RFR2	10/2006	11/2012	AF2296-1004		
MAZDA	6	P	2.5 DI DOHC 16V					
			SKYACTIV-G	12/2012	2015	AF2296-1008		
MAZDA	626	P	2.5 MPFI DOHC 24V	KL	1/1992	6/1997	AF2296-1010	
MAZDA	626	P	2.0 MPFI DOHC 16V	FS	7/1997	8/2002	AF2296-1008	
MAZDA	929	P	3.0 MPFI	JE2	7/1991	11/1997	AF2296-1010	
MAZDA	B2500	TD	2.5	WL	6/2000	11/2006	AF2296-3001	
MAZDA	B2600	P	2.6 MPFI	G6	4/1990	11/2006	AF2296-1010	
MAZDA	B4000	P	4.0 MPFI SOHC 12V	14V	9/2005	2006	AF2296-2010	
MAZDA	B150	TD	2.5 & 3.0 MPFI DOHC 16V					
			WL-AT,WE-AT	11/2006	10/2011		AF2041-2296	
MAZDA	B150	TD	2.2 & 3.2 DI DOHC 20V					
			P4AT,P5AT	10/2011	2015		AF2041-0662	
MAZDA	CX-5	P	2.0 & 2.5 DI DOHC 16V					
			PE-VPS,SKYACTIV-G	2/2012	2015	AF2296-1008		
MAZDA	CX-7	TD	2.2	R2	10/2009	2015	AF2296-1004	
MAZDA	E1300 EYZLOADER	P	1.3	TC	1978	1986	AF2296-1004	
MAZDA	E1400 EYZLOADER	P	1.5	D4	1978	1986	AF2296-1004	
MAZDA	E1800 EYZLOADER	P	1.8 SOHC	F8-E	2/2003	2006	AF2296-1008	
MAZDA	E2000 EYZLOADER	P	2.0 SOHC	FE	2/2003	2006	AF2296-1008	
MAZDA	EUNOS	P	1.8,2.0,2.3 & 2.5 MPFI DOHC					
			K8-ZE,KF-ZE,KJ,KL	6/1996	2000	AF2296-1010		
MAZDA	MILLENNIA	P	2.3 MPFI DOHC 24V	KJ	10/2000	5/2002	AF2296-1008	
MAZDA	MPV	P	3.0 MPFI DOHC 18V	JE	9/1993	1999	AF2296-1010	
MAZDA	MPV	P	2.5 & 3.0 MPFI DOHC 24V					
			GY-DE,MZ,AJ	8/1999	2003	AF2296-2010		
MAZDA	MX-5	P	1.6 MPFI DOHC 16V	B6-ZE	10/1989	11/1993	AF2296-1004	
MAZDA	MX-5	P	1.8 & 2.0 MPFI DOHC 16V					
			BP-ZE,B8,BP-SVT	11/1993	8/2005	AF2296-1008		
MAZDA	MX-6	P	2.2 TURBO	F28	10/1987	1991	AF2296-1008	
MAZDA	MX-6	P	2.5 MPFI DOHC 24V	KL-ZE	11/1991	1997	AF2296-1010	
MAZDA	PREMACY	P	1.8 & 2.0 MPFI DOHC 16V	FP-DE,FS	2/2000	2003	AF2296-1008	
MAZDA	RX7	P	1.3 ROTARY TURBO	13B	2/1986	1992	AF2296-1004	
MAZDA	RX7	P	1.3 ROTARY TWIN TURBO	13BP	3/1992	1999	AF2296-1008	
MAZDA	RX8	P	1.3 RENESIS ROTARY	13B	7/2003	2015	AF2296-1008	
MAZDA	TRIBUTE	P	3.0 MPFI DOHC 24V	AJ	2/2001	1/2008	AF2296-2010	
MINI								
MINI	COOPER	P	1.8 SOHC 16V					
			4G15,4A91	8/2004	2015	AF2296-1010		
MINI	COOPER	P	1.5 MPFI DOHC 16V					
			4G15,4G15T	7/2006	3/2011	AF2296-1008		
MINI	EXPRESS VAN	P	2.0 & 2.4 MPFI SOHC 16V					
			4G63B,4G64B	9/1994	2015	AF2296-1010		
MINI	FTO	P	2.0 MPFI	6A12G	1994	1999	AF2296-1010	
MINI	GALANT	P	2.0 MPFI DOHC 24V					
			4G63A,6A12A	4/1993	1996	AF2296-1010		
MINI	LANCER	P	1.5,1.6 & 1.8 MPFI					
			4G15,4G61,4G92,4G93	12/1991	6/2004	AF2296-1010		
MINI	LANCER	P	1.5,1.8,2.0 & 2.4 MPFI SOHC 16					
			4G15,4G93,4G94,4G69	7/1996	9/2007	AF2296-1010	AF2031-2105	
MINI	LANCER	P	2.0 & 2.4 MPFI DOHC 16V					
			4B11,4B12	10/2007	2015	AF2296-1010	AF2031-2392	
MINI	LANCER EVO VIII & IX	P	2.0 MPFI DOHC 16V TURBO					
			4G63T	5/2004	2007	AF2296-1008	AF2031-2105	
MINI	LANCER EVO X	P	2.0 MPFI DOHC 16V MIVEC					
			4B11 MIVEC	9/2008	2015	AF2296-1008	AF2031-2392	
MINI	MAGNA	P	3.0 MPFI SOHC 12V	GY721	4/1993	1996	AF2296-1004	
MINI	MAGNA	P	2.4 MPFI SOHC 16V	4G64-S4	4/1996	1999	AF2296-1010	
MINI	MIRAGE	P	1.5 MPFI SOHC 12V	4G15B	7/1996	2004	AF2296-1010	AF2031-2105
MINI	MIRAGE	P	1.2 MPFI DOHC 12V	3A92	12/2012	2015	AF2296-1010	
MINI	NIMBUS	P	2.4 MPFI SOHC 16V	4G64B	8/1992	2004	AF2296-1008	
MINI	OUTLANDER	P	2.4 MPFI SOHC 16V					
			4G64A,4G69	1/2003	2006	AF2296-1008	AF2031-2105	
MINI	OUTLANDER	P	2.4 & 3.0 MPFI DOHC 24V					
			4B12,6B31	10/2006	2015	AF2296-1010	AF2031-2392	
MINI	OUTLANDER	P	2.0,2.2 & 2.4 MPFI DOHC 16V					
			4J11,4N14,4J12	11/2012	2015	AF2296-1010		

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
MITSUBISHI	PAJERO	P	3.0,3.5 & 3.8 MPFI SOHC 24V 6G72A,6G74A,6G75		6/1993	2015	AF2296-1004	
MITSUBISHI	PAJERO IO	P	1.6,1.8 & 2.0 MPFI SOHC 16V 4G18,4G93,4G63		3/1999	2003	AF2296-1010	AF2031-2105
MITSUBISHI	STARWAGON	P	2.0 & 2.4 SOHC 16V 4G63B,4G63,4G64		9/1990	5/2004	AF2296-1010	
MITSUBISHI	STARWAGON	P	3.0 MPFI SOHC 24V 6G72		9/1994	12/1996	AF2296-1004	
MITSUBISHI	TRITON	P	3.0 MPFI SOHC 24V 6G72		10/1996	2006	AF2296-1004	
MITSUBISHI	TRITON	P	2.4 MPFI SOHC 16V 4G64B		10/1996	12/2006	AF2296-1010	
MITSUBISHI	TRITON	P	3.5 MPFI SOHC 24V 6G74A		6/2006	8/2009	AF2296-1004	AF2031-2951
MITSUBISHI	TRITON	TD	2.5 & 3.2 MPFI DOHC 16V 4D56,4M41		6/2006	2015		AF2031-2951
MITSUBISHI	TRITON	P	2.4 MPFI SOHC 16V 4G64B,4G64		3/2007	2015	AF2296-1010	AF2031-2951
MITSUBISHI	VERADA	P	3.0 MPFI SOHC 12V 6Y721		8/1991	2/1997	AF2296-1004	
NISSAN								
NISSAN	180SX	P	1.8 TMPFI CA18DET	1989	1991		AF2296-2008	AF2031-2031
NISSAN	180SX	P	2.0 TMPFI SR20DET	1991	1996		AF2296-1003	AF2031-2031
NISSAN	200SX	P	2.0 MPFI DOHC 16V V6SR20DET	10/1994	2003		AF2296-1008	AF2031-2031
NISSAN	300C	P	3.0 MPFI VG30E	5/1984	1988		AF2296-2008	AF2031-2031
NISSAN	300ZX	P	3.0 MPFI DOHC 24V VG30E,VG30E,VG30DE	1984	1997		AF2296-2008	
NISSAN	350Z	P	3.5 MPFI DOHC 24V VQ35DE	2/2003	2007		AF2296-1008	AF2031-2031
NISSAN	350Z	P	3.5 MPFI DOHC 24V VQ35HR	9/2007	5/2009		AF2296-1008	
NISSAN	370Z	P	3.7 MPFI DOHC 24V VQ37-VHR	5/2009	2015		AF2296-1008	
NISSAN	720	P	1.5 & 1.6 J15,J16	1980	1981		AF2296-2008	
NISSAN	721 PICK-UP	P	1.6 J16	1980	1981		AF2296-2008	
NISSAN	745 VANS	P		1981	1984		AF2296-2008	
NISSAN	ALMERA	P	1.5 MPFI DOHC 16V HR15DE	8/2012	2015		AF2296-1008	
NISSAN	ALTIMA	P	2.5 MPFI DOHC 16V QR25DE	11/2013	2015		AF2296-1008	
NISSAN	ALTIMA	P	3.5 MPFI DOHC 24V VQ35DE	11/2013	2015		AF2296-1008	AF2031-2031
NISSAN	B120 PICK-UP	P		1971	1986		AF2296-2008	
NISSAN	BLUEBIRD	P	2.0 SOHC CA20S	4/1985	1986		AF2296-2008	
NISSAN	BLUEBIRD	P	2.4 MPFI DOHC 16V KA24DE	10/1993	12/1997		AF2296-2008	AF2031-2031
NISSAN	C20 VAN	P		1981	1986		AF2296-2008	
NISSAN	CABSTAR	P	2.0 & 2.2 Z20,Z20S,Z22S	1982	1987		AF2296-2008	
NISSAN	CUBE	P	1.4 MPFI DOHC 16V CR14DE	10/2002	4/2005		AF2296-1003	
NISSAN	DUALIS	P	2.0 MPFI DOHC 16V MR20	12/2007	5/2014		AF2296-1008	
NISSAN	EXA	P	1.2 TMPFI KN12	1983	1986		AF2296-2008	
NISSAN	EXA	P	1.3 TWIN CAM KN13	1987	1991		AF2296-2008	AF2031-2031
NISSAN	GAZELLE	P	2.0 SOHC CA20E	1/1984	1988		AF2296-2008	
NISSAN	INFINITI	P	4.5 MPFI DOHC 32V VH45DE	9/1993	1997		AF2296-2008	
NISSAN	JUKE	P	1.6 MPFI DOHC 16V HR16DE,MR16DDT	10/2013	2015		AF2296-1008	
NISSAN	MAXIMA	P	3.0 MPFI SOHC 12V VG30E	5/1990	2/1995		AF2296-2008	AF2031-2031
NISSAN	MAXIMA	P	3.0 MPFI DOHC 24V VQ30DE	2/1995	2003			AF2031-2031
NISSAN	MAXIMA	P	2.5 & 3.5 MPFI DOHC 24V VQ25,VQ35,VQ35DE	12/2003	2015		AF2296-1008	AF2031-2031
NISSAN	MICRA	P	1.3 & 1.4 MPFI DOHC 16V C613DE,CR14DE	6/1995	9/2010		AF2296-1003	
NISSAN	MICRA	P	1.2 & 1.5 MPFI DOHC 12V 16V HR12,HR15	11/2010	2015		AF2296-1008	
NISSAN	MURANO	P	3.5 MPFI DOHC 24V VQ35DE	7/2005	2015		AF2296-1008	AF2031-2031
NISSAN	NAVARA	P	2.4 & 3.0 MPFI SOHC 12V VG30E,KA24E	6/1992	8/1999		AF2296-2008	AF2031-2031
NISSAN	NAVARA	P	2.4,3.0 & 3.3 MPFI DOHC 24V KA24E,VG30E,VG33E	6/1992	2005		AF2296-1003	AF2031-2031
NISSAN	NAVARA	TD	3.0 DOHC 16V ZD30	12/2001	2005		AF2041-2020	
NISSAN	NAVARA	TD	2.5 DI DOHC 16V YD25	11/2005	2015		AF2296-2004	AF2031-2080
NISSAN	NAVARA	TD	2.5 DOHC 16V YD25	2/2008	2015		AF2296-2004	AF2041-2020
NISSAN	NOMAD	P	2.4 CARB Z24	12/1986	10/1992		AF2296-2008	
NISSAN	NX COUPE	P	2.0 DOHC SR20DE	10/1991	1996		AF2296-1003	AF2031-2031
NISSAN	PATHFINDER	P	3.0 SOHC 12V VG30E	9/1992	1995		AF2296-2008	AF2031-2031
NISSAN	PATHFINDER	P	3.3 SOHC 24V VG33E	11/1995	2005			AF2031-2031
NISSAN	PATHFINDER	TD	2.5 MPFI DOHC 16V YD25,YDK25	7/2005	2015		AF2296-2004	AF2031-2080
NISSAN	PATHFINDER	TD	3.0 DI DOHC 24V VXK9	10/2010	2015		AF2031-2080	
NISSAN	PATHFINDER	P	3.5 MPFI DOHC 24V VQ35	10/2013	2015		AF2296-1008	AF2031-2031
NISSAN	PATROL	P	3.0 CARB RB30S	3/1990	1998		AF2296-2008	
NISSAN	PATROL	P	4.2 EFI TB42E	2/1992	1997			AF2031-2031
NISSAN	PATROL	TD	2.8,3.0,4.2 MPFI DOHC 16V RD280T,TD42T,ZD30,ZD30D	1/1998	2015			AF2041-9267
NISSAN	PINTARA	P	2.0 & 2.4 SOHC CA20E,KA24E	6/1986	10/1992		AF2296-2008	AF2031-2031
NISSAN	PRAIRIE	P	1.5 CARB E15	12/1982	1987		AF2296-2008	
NISSAN	PULSAR	P	1.3,1.4,1.5,1.6 DOHC A14,E13,E15,E16	1980	1989		AF2296-2008	
NISSAN	PULSAR	P	1.6 & 1.8 EFI 16LF,18LF	7/1987	1991		AF2296-1001	
NISSAN	PULSAR	P	2.0 MPFI DOHC 16V SR20DE,SR20DET	1990	9/1995		AF2296-1003	AF2031-2031
NISSAN	PULSAR	P	1.6 MPFI DOHC 16V GA16DE	10/1991	2000		AF2296-2008	AF2031-2031
NISSAN	PULSAR	P	1.6,1.8 & 2.0 MPFI DOHC 16V QG16DE,QG18DE,SR20DE	10/1995	2006		AF2296-1008	AF2031-2031
NISSAN	PULSAR	P	1.6 & 1.8 MPFI DOHC 16V MR48DE,MR16DDT	2/2013	2015		AF2296-1008	
NISSAN	PULSAR ET	P	1.3,1.5 & 1.6 E15ET	1983	1987		AF2296-2008	
NISSAN	PULSAR EXA	P	1.3,1.5 & 1.6 E15ET	1983	1987		AF2296-2008	
NISSAN	PULSAR EXA	P	2.0 MPFI DOHC 16V SR20DE,SR20DET	1990	1999		AF2296-1003	AF2031-2031
NISSAN	PULSAR VAN	P	1.3 E13	9/1983	1985		AF2296-2008	
NISSAN	QASHQAI	P	2.0 DI DOHC 16V MR20	6/2014	2015		AF2296-2008	
NISSAN	S-CARGO	P	1.5 CARB E15S	1989	1996		AF2296-2008	
NISSAN	SERENA	P	2.0 MPFI DOHC 16V SR20DE	10/1991	1995		AF2296-1003	AF2031-2031
NISSAN	SILVIA	P	1.8 DOHC CA18DE,CA18DET	1988	1991		AF2296-2008	
NISSAN	SILVIA	P	2.0 DOHC 16V SR20DE,SR20DET	1991	10/1993		AF2296-1003	AF2031-2031
NISSAN	SILVIA	P	2.0 MPFI DOHC 16V SR20DE,SR20DET	10/1993	1999		AF2296-1008	AF2031-2031
NISSAN	SKYLINE	P	2.0,2.5 & 2.6 MPFI DOHC 24V RB20DE,RB20DET,RB25DE,RB25DET,RB26DET,RB30E	1985	5/2001		AF2296-2008	AF2031-2031
NISSAN	SUNNY	P	1.2 & 1.5 E15	1977	1984		AF2296-2008	
NISSAN	TERRANO	P	2.4 MPFI SOHC 12V KA24E	3/1997	6/2000		AF2296-2008	AF2031-2031

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
NISSAN	TIDA	P	1.8 MPFI DOHC 16V	MR18	2/2006	2015	AF2296-1008	
NISSAN	URVAN	P	2.0,2.3 & 2.4 SOHC	E23,Z20,SD23,Z24S	1981	1993	AF2296-2008	
NISSAN	UTE	P			1988	1993	AF2296-3001	
NISSAN	VANETTE	P	1.2 & 2.0 CARB	A12,Z20	10/1980	9/1993	AF2296-2008	
NISSAN	VB VAN	P			1977	1984	AF2296-2008	
NISSAN	X-TRAIL	P	2.5 MPFI DOHC 16V	QR25DE	10/2001	9/2007	AF2296-1008	AF2031-2031
NISSAN	X-TRAIL	P	2.0 & 2.5 MPFI DOHC 16V	MR20DE,QR25DE,MR20,QR25	10/2007	2015	AF2296-1008	
PEUGEOT								
PEUGEOT	4008	P	2.0 MPFI DOHC 16V	4B11	5/2012	2015	AF2296-2004	
PEUGEOT	505	P	2.0 & 2.2 MPFI SOHC 8V	ZEJ,ZDJ,K,ZDJL	8/1983	1988	AF2296-2004	
PEUGEOT	604	P	2.7 CARB OHV 8V	ZM	4/1978	1982	AF2296-2004	
PROTON								
PROTON	EXORA	P	1.6 DI DOHC 16V	S4PH	10/2013	2015	AF2296-1010	
PROTON	GEN 2	P	1.6 MPFI DOHC 16V	S4PH	10/2004	2015	AF2296-1010	
PROTON	JUMBUCK UTE	P	1.5 MPFI SOHC 12V	4G15P	2/2003	2015	AF2296-1010	
PROTON	M21 COUPE	P	1.8 MPFI DOHC 16V	4G33P	9/1997	2000	AF2296-1010	
PROTON	PERSONA	P	1.3 & 1.6 MPFI DOHC 16V	4G13P,4G32P,S4PH	11/1996	2015	AF2296-1010	
PROTON	PREVE	P	1.6 MPFI DOHC 16V	S4PH	10/2012	2015	AF2296-1010	
PROTON	S16	P	1.3 & 1.6 MPFI DOHC 16V	S4PH	12/2009	2015	AF2296-1010	
PROTON	SATRIA	P	1.3,1.6 & 1.8 MPFI DOHC 16V	02	2/1997	2015	AF2296-1010	
PROTON	SUPREMA	P	1.6 MPFI DOHC 16V	S4PH	2/2014	2015	AF2296-1010	
PROTON	WAJA	P	1.6 MPFI SOHC 16V	4G18P-S4	11/2001	2005	AF2296-1010	
PROTON	WIRA	P	1.6 MPFI SOHC 16V	05	5/1995	1996	AF2296-1010	
RENAULT								
RENAULT	20TS	P	1.6,2.0 & 2.2		1979	1983	AF2296-2004	
RENAULT	FUEGO	P	2.0 CARB SOHC 12V	J6R	1982	1987	AF2296-2004	
ROVER								
ROVER	416i	P	1.6 MPFI	D16A3	9/1987	1990	AF2296-1004	
SAAB								
SAAB	9-3	P	2.0 & 2.3 MPFI DOHC 16V	B204,B234,B235	6/1998	2001	AF2296-1002	
SAAB	9-5	P	2.0,2.3 & 3.0 MPFI DOHC 24V	B205,B235,B308	11/1997	2009	AF2296-1002	
SAAB	900	P	2.0 MPFI DOHC 16V	B201X1,B202L	1979	1993	AF2296-2004	
SAAB	900	P	2.0,2.1 & 2.3 MPFI DOHC 16V	B206L,B204L,B212L,B234	1980	1998	AF2296-1002	
SAAB	900	P	2.5 MPFI DOHC 24V	B256,B258	1993	1998	AF2296-1001	
SAAB	9000	P	2.0 & 2.3 MPFI DOHC 16V	B202L	1986	1998	AF2296-1002	
SAAB	9000	P	3.0 MPFI DOHC 24V	B308	1994	1997	AF2296-2001	
SKODA								
SKODA	OCTAVIA	TD	1.9 & 2.0 MPFI DOHC 16V	BXE,BKD,CEG,BMM	2006	2015	AF2031-2865	
SKODA	OCTAVIA	P	2.0 MPFI DOHC 16V	CCZ	10/2007	2/2015	AF2031-2865	
SKODA	SUPERB	P	2.0 DOHC 16V	CB8B,CFG	5/2009	7/2011	AF2031-2865	
SKODA	SUPERB	P	1.8 MPFI DOHC 16V	CD A	5/2009	2015	AF2031-2865	
SKODA	YETI	TD	2.0 DI DOHC 8V	CFH	9/2011	2015	AF2031-2865	
SKODA	YETI	P	1.8 DI DOHC 16V	CDAA	3/2012	5/2014	AF2031-2865	
SMART								
SMART	FORFOUR	P	1.3 & 1.5 MPFI DOHC 16V	M135,930,M135,950	10/2004	1/2007	AF2296-1010	
SUBARU								
SUBARU	BRZ	P	2.0 DI DOHC 16V	FA20	7/2012	2015	AF2296-1004	
SUBARU	FIORI	P	0.8 SOHC 8V	EN08	11/1989	12/1992	AF2296-1008	
SUBARU	FORESTER	P	2.0 MPFI DOHC 16V	EJ205,EJ20J	8/1997	7/2002	AF2031-2031	
SUBARU	FORESTER	P	2.0 MPFI DOHC 16V	ED202,EJ25D	4/1999	7/2003	AF2031-2154	
SUBARU	FORESTER	P	2.5 MPFI SOHC 16V	EJ251,EJ253	7/2002	2/2008	AF2296-1008	AF2031-2154
SUBARU	FORESTER	P	2.5 MPFI DOHC 16V	EJ25DET	8/2003	2/2008	AF2296-1008	AF2031-2031
SUBARU	FORESTER	P	2.5 MPFI DOHC 16V	EJ25,EJ25DET,FB25	3/2008	2015	AF2296-1008	AF2031-2304
SUBARU	FORESTER	P	2.5 MPFI DOHC 16V	FB25	2/2011	2015	AF2296-1004	AF2031-2304
SUBARU	FORESTER	P	2.0 DI DOHC 16V	FA20	6/2012	2015	AF2296-1010	AF2031-2304
SUBARU	IMPREZA	P	1.6,1.8 & 2.0 MPFI SOHC 16V	EJ16,EJ18S,EJ20E,EJ16J	4/1993	10/2000	AF2031-2031	
SUBARU	IMPREZA	P	2.0 MPFI DOHC 16V	EJ205,EJ201,EJ205,				
SUBARU	IMPREZA	P	2.0 MPFI DOHC 16V	EJ207	4/1998	9/2005	AF2031-2154	
SUBARU	IMPREZA	P	2.0 MPFI DOHC 16V	FB20	2/2012	2015	AF2296-1010	AF2031-2304
SUBARU	IMPREZA WRX	P	2.0 & 2.5 MPFI DOHC 16V	EJ251,EJ255,EJ205	10/2000	8/2007	AF2296-1008	AF2031-2154
SUBARU	IMPREZA WRX	P	2.0 & 2.5 MPFI DOHC 16V	EJ257	7/2003	8/2007	AF2296-1008	AF2031-2031
SUBARU	IMPREZA WRX & STI	P	2.0 & 2.5 MPFI DOHC 16V	EJ20,EJ255,EJ257,EJ204,FA	9/2007	2015	AF2296-1008	AF2031-2304
SUBARU	LIBERTY	P	2.0,2.2 & 2.5 MPFI DOHC 16V	EJ22E,EJ25D,EJ20E,EJ206,EJ208	10/1989	8/2003	AF2031-2031	
SUBARU	LIBERTY	P	2.0 & 2.5 MPFI SOHC 16V	EJ20E,EJ201,EJ251,EJ25D	10/1998	8/2003	AF2031-2154	
SUBARU	LIBERTY	P	2.0 & 2.5 MPFI DOHC 16V	EJ20Y,EJ202,EJ20T,EJ204,EJ20X,EJ251,EJ255,EJ25,EJ20E,EJ25D,EJ253	9/2003	2015	AF2296-1008	AF2031-2304
SUBARU	LIBERTY	P	3.0 & 3.6 MPFI DOHC 24V	EZ30D,EZ36D	8/2004	2015	AF2296-1004	AF2031-2304
SUBARU	OUTBACK	P	2.5 MPFI DOHC 16V	EJ25	9/1996	10/1998	AF2031-2031	
SUBARU	OUTBACK	P	2.5 MPFI SOHC	EJ25D,EJ251,EJ25	10/1998	8/2009	AF2031-2154	
SUBARU	OUTBACK	P	3.0 MPFI DOHC 24V	EZ30D	10/2000	8/2003	AF2296-1004	AF2031-2031
SUBARU	OUTBACK	P	3.0 & 3.6 MPFI DOHC 24V	EZ30D,EZ36D	10/2002	2015	AF2296-1004	AF2031-2304
SUBARU	OUTBACK	P	2.5 MPFI SOHC 16V	EJ253,EJ25	9/2003	8/2012	AF2296-1008	AF2031-2304
SUBARU	OUTBACK	TD	2.0 MPFI DOHC 16V	EE20	11/2009	2015	AF2031-2304	
SUBARU	OUTBACK	P	2.5 MPFI	FB25	9/2012	2015	AF2296-1010	AF2031-2304
SUBARU	SHERPA	P	0.7 SOHC	EK42	10/1982	8/1989	AF2296-1008	
SUBARU	SVX	P	3.3 MPFI DOHC 24V	E633M	3/1992	4/1997	AF2296-1004	AF2031-2031

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
SUBARU	TRIBECA	P	3.0 & 3.6 MPFI DOHC 24V	EZ30,EZ36	11/2006	2015	AF2296-1004	AF2031-2304
SUBARU	XV	P	2.0 MPFI DOHC 16V	FB20	1/2012	2015	AF2296-1010	AF2031-2304
SUZUKI								
SUZUKI	ALTO	P	0.8 & 1.0 CARB SOHC 8V	F8B,G10B	1980	1998	AF2296-1002	
SUZUKI	ALTO	P	1.0 MPFI DOHC 12V	K10BN	7/2009	2015	AF2296-1003	
SUZUKI	BALENO	P	1.3,1.6 & 1.8 MPFI SOHC 16V	G16B,J18A,J18B	1992	2001	AF2296-1002	
SUZUKI	BARINA	P	1.3 MPFI		1992	1993	AF2296-1002	
SUZUKI	CARRY VAN	P	1.3 MPFI SOHC 16V	G13BB	5/1999	2005	AF2296-1002	
SUZUKI	CRESENT	P	1.3 MPFI		1992	1993	AF2296-1002	
SUZUKI	CULTUS	P	1.3 MPFI		1992	1993	AF2296-1002	
SUZUKI	GRAND VITARA	P	2.0 MPFI DOHC 16V	J20A	4/1998	9/2008	AF2296-1002	
SUZUKI	HATCH	P	0.5 & 0.8 MPFI	F5A,F8B	2/1980	1985	AF2296-1002	
SUZUKI	IGNIS	P	1.3 & 1.5 MPFI DOHC 16V	M13A,M15A	10/2000	2/2005	AF2296-1002	
SUZUKI	JIMNY	P	1.3 MPFI SOHC 16V	G13BB,M13A	10/1998	2015	AF2296-1002	
SUZUKI	LIANA	P	1.6 MPFI DOHC 16V	M16A	10/2001	9/2007	AF2296-1002	
SUZUKI	MIGHTY BOY	P	0.5	F5A	7/1985	1988	AF2296-1002	
SUZUKI	R+5 DOOR WAGON	P	1.0 MPFI	K10A	10/1997	11/1998	AF2296-1002	
SUZUKI	SIERRA	P	1.0 CARB	F10A	7/1981	1998	AF2296-1002	
SUZUKI	SK410	P	1.0		7/1985	1990	AF2296-1002	
SUZUKI	STOCKMAN	P	1.0 CARB		1981	9/2000	AF2296-1002	
SUZUKI	SUPER CARRY	P	1.0 CARB	F10A	7/1985	1992	AF2296-1002	
SUZUKI	SWIFT	P	1.1,1.3 & 1.6 MPFI DOHC 16V	G10,G10A,G13A,G13B,G16B	1984	2000	AF2296-1002	
SUZUKI	TRUCK	P	1.3 MPFI		5/1999	7/2005	AF2296-1002	
SUZUKI	UTE	P	1.3 MPFI		5/1999	2015	AF2296-1002	
SUZUKI	VITARA	P	1.6 & 2.0 MPFI DOHC 16V	G16B,J20A	8/1991	2000	AF2296-1002	
SUZUKI	X-90	P	1.6 MPFI SOHC 16V	G16B	4/1996	5/1998	AF2296-1002	
TOYOTA								
TOYOTA	4 RUNNER	D	2.4 & 2.8L 3L		7/1984	1996	AF2296-3001	
TOYOTA	4 RUNNER	P	2.4 & 3.0 CARB SOHC 12V	22RC,3VZE	10/1990	1996	AF2296-1002	
TOYOTA	86	P	2.0 DI DOHC 16V	4UGSE	6/2012	2015	AF2296-1004	
TOYOTA	AVALON	P	3.0 MPFI DOHC 24V	1M2-FE	7/2000	3/2006	AF2296-1002	
TOYOTA	AVENSIS	P	2.0 & 2.4 MPFI DOHC 16V	1A2-FE,2A2-FE	12/2001	12/2010	AF2296-1003	
TOYOTA	BLIZZARD	D	2.2L		3/1982	1983	AF2296-3001	
TOYOTA	BUNDERA	TD	2.4	3B,13BT	1985	1987	AF2296-3001	AF2041-2443
TOYOTA	BUNDERA	TD	2.4	2LT	3/1986	1989	AF2296-3001	
TOYOTA	CAMRY	P	1.8,2.0,2.2 & 2.4 MPFI DOHC 16V	1SE,2SE,3SE,3SFC,5SFE,2A2-FE	4/1983	2/2012	AF2296-1003	
TOYOTA	CAMRY	P	2.5 & 3.0 MPFI DOHC 24V	2VZ-FE4,3VZ-FE,1M2-FE	6/1988	2006	AF2296-1002	
TOYOTA	CARINA	P	IMPORT		1987	1990	AF2296-1003	
TOYOTA	CELICA	P	1.8,2.0 & 2.2 MPFI DOHC 16V	2SC,3SGELC,3SFE,5SFE,3SGTE,2ZZ-GE	10/1983	3/2006	AF2296-1003	
TOYOTA	CHASER	P	2.5	1JZ-GTE	1/1992	2001	AF2296-1002	
TOYOTA	COASTER BUS	D	3.2 & 3.4 OHV 2B,3B		1978	1999	AF2296-3001	
TOYOTA	COASTER BUS	D	4.0 & 4.2 SOHC	2H,1HZ	1/1987	2003	AF2041-2443	
TOYOTA	COMMUTER BUS	D	3.0		10/1990	1993	AF2296-3001	
TOYOTA	COROLLA	P	1.3,1.4,1.6 & 1.8 DOHC 16V	4AC,2ALC,4ALC,6AFC,4AFC,4AGE,4AFE,7AFE,1ZZ-FE,2ZZ-FE,2ZR-FE	10/1983			
TOYOTA	CORONA	P	1.9 CARB	STARFIRE	10/1979	1983	AF2296-2003	
TOYOTA	CORONA	P	1.8 & 2.0 CARB	4SF,2S	8/1983	1993	AF2296-1003	
TOYOTA	CRESSIDA	P	3.0 MPFI DOHC 24V	7MGE	10/1988	1992	AF2296-1002	
TOYOTA	CROWN	P	2.6	4M	1981	1985	AF2296-3001	
TOYOTA	CROWN	P	2.5,2.8 & 4.0 MPFI DOHC 24V	5MGEU,1JZ-GTE,1JZ-FE	12/1985	2005	AF2296-1002	
TOYOTA	DYNA	D	4.0 OHV	2H,1W	7/1982	1995	AF2041-2443	
TOYOTA	DYNA	D	2.4,2.8,3.0,3.4 & 3.7 SOHC OHV	2L,3L,3B11,14B	11/1985	4/2005	AF2296-3001	
TOYOTA	DYNA	D	4.6 & 4.9 SOHC 16V	S05C,S05D	3/2001	2003	AF2041-2444	
TOYOTA	ECHO	P	1.3 & 1.5 MPFI DOHC 16V	1N2-FE,2N2-FE	9/1999	2005	AF2296-1003	
TOYOTA	HARRIER	P	3.0	IMPORT	1997	2003	AF2296-1002	
TOYOTA	HIACE	D	2.2,2.4,2.8 & 3.0 SOHC	L2L,3L	3/1981	2000	AF2296-3001	
TOYOTA	HIACE	P	2.4 SOHC	2RZ	10/1989	1998	AF2296-2004	
TOYOTA	HIACE	P	2.4 & 2.7 MPFI SOHC DOHC 16V	2RZ,2RZE,2TR-FE	1993	2015	AF2296-1002	
TOYOTA	HIACE	D	2.5 & 3.0 DI DOHC 16V	1KD-FTV,2KD-FTV	5/2005	2015	AF2296-1002	
TOYOTA	HILLUX	D	2.2,2.4,2.8 & 3.0 SOHC 8V	L2L,3L,5L	10/1978	2000	AF2296-3001	
TOYOTA	HILLUX	P	1.8 CARB	2Y	10/1988	1998	AF2296-1003	AF2041-2444
TOYOTA	HILLUX	P	2.4 SOHC	22RC	1/1993	1997	AF2296-1002	
TOYOTA	HILLUX	D	3.0 SOHC 8V	5L	10/1997	2000	AF2296-3001	AF2041-2015
TOYOTA	HILLUX	P	2.0,2.7 & 3.4 MPFI DOHC 24V	1RZ-FE,3RZ-FE,5VZ-FE	10/1997	4/2005	AF2296-1002	AF2041-2233
TOYOTA	HILLUX	P	4.0 MPFI DOHC 24V	1GR-FE	4/2005	2015	AF2296-1002	AF2031-2281
TOYOTA	HILLUX	P	2.7 MPFI DOHC 16V	2TR-FE	4/2005	2015	AF2296-1002	AF2041-2296
TOYOTA	HILLUX	TD	3.0 MPFI DOHC 16V	1KD-FTV	4/2005	2015	AF2296-3001	AF2041-2296
TOYOTA	KLUGER	P	3.3 MPFI DOHC 24V	3MZ-FE	10/2003	7/2007	AF2296-1002	
TOYOTA	LANDCRUISER	D	3.4 OHV OHV	3B,13BT	10/1980	1990	AF2296-3001	AF2041-2443
TOYOTA	LANDCRUISER	D	3.5,4.0 & 4.2 MPFI SOHC 24V	1PZ,2H,12HT,1HZ,1HD-FTE,1HD-T	10/1980	2007	AF2041-2443	
TOYOTA	LANDCRUISER	P	4.0,4.2 & 4.5 OHV DOHC 24V	2F,3F,1FZ-FE	11/1980	1999	AF2296-3001	AF2041-2443
TOYOTA	LANDCRUISER	P	4.5 MPFI DOHC 24V	1FZ-FE	4/1996	2007	AF2296-1002	AF2041-2443
TOYOTA	LANDCRUISER	P	4.5 & 4.7 MPFI DOHC 24V 32V	1FZ-FE,2UZ-FE	3/1998	10/2007	AF2296-1002	AF2041-2444
TOYOTA	LANDCRUISER	TD	4.2 MPFI SOHC 24V	1HD-FTE	10/2000	10/2007	AF2041-2444	
TOYOTA	LANDCRUISER	P	4.5 MPFI DOHC 32V	1VD-FTV	3/2007	2015	AF2031-2144	
TOYOTA	LANDCRUISER	P	4.7 MPFI DOHC 32V	2UZ-FE	11/2007	3/2012	AF2296-1002	
TOYOTA	LANDCRUISER PRADO	P	3.4 MPFI	5VE-FE	7/1996	2/2003	AF2296-1002	AF2041-2233
TOYOTA	LANDCRUISER PRADO	P	2.7 MPFI DOHC	3RZ-FE	7/1996	8/2004	AF2296-1002	
TOYOTA	LANDCRUISER PRADO	TD	3.0 SOHC 8V	1KZ-T	3/2000	2/2003	AF2041-2444	
TOYOTA	LANDCRUISER PRADO	TD	3.0 MPFI SOHC DOHC 8V 16V	1KD-FTV	2/2003	2015	AF2296-1002	AF2031-2144
TOYOTA	LANDCRUISER PRADO	P	4.0 MPFI DOHC	1GR-FE	3/2003	11/2009	AF2296-1002	AF2031-2281
TOYOTA	LANDCRUISER SAHARA	TD	4.7 DTFI	2UZ-FE	11/2007	2015	AF2296-1002	
TOYOTA	LEXCEM	P	3.8 MPFI	VH	9/1989	1997	AF2296-1001	AF2031-2031
TOYOTA	LITE ACE	D	1.8 SOHC	1C	2/1983	1992	AF2296-2004	
TOYOTA	MIR-S	P	2.0 TMPI	1ZZ-FE	1989	1995	AF2296-1003	

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
TOYOTA	MR2	P	1.6,1.8 & 2.0 MPFI DOHC 16V					
			4AG-EL,1ZZ-FE,3SGE,3SGTE	11/1987	3/2006		AF2296-1003	
TOYOTA	PASEO	P	1.5 MPFI DOHC 16V 5E-FE	7/1991	1999		AF2296-1003	
TOYOTA	PRIUS	H	1.5 MPFI DOHC 16V 1NZ-FXE	10/2001	2015		AF2296-1003	
TOYOTA	RAV4	P	2.0 & 2.4 MPFI DOHC 16V					
			3S-FE,1AZ-FE,2AZ-FE	5/1994	1/2013		AF2296-1003	
TOYOTA	RAV4	P	2.4 MPFI DOHC 16V 2AZ-FE	5/2010	2015		AF2296-1003	
TOYOTA	SERA	P	1.5 MPFI	5E-FE	1990	1995	AF2296-1003	
TOYOTA	SOARER	P	2.5,3.0 & 4.0 MPFI DOHC					
			1JZ-GTE,2JZGE,MZ20,MZ21,1JZ-FE	1986	1999		AF2296-1002	
TOYOTA	SPACIA	P	2.0 & 2.2 MPFI DOHC 16V					
			3S-FE,4YEC	10/1993	8/2002		AF2296-1003	
TOYOTA	SPRINTER	P	1.6 & 1.8 CARB DOHC					
			4A-C,7A-FE	7/1983	1997		AF2296-1003	
TOYOTA	STARLET	P	1.3 TMPFI DOHC 16V					
			4E-FE,4E-FTE	1988	10/1999		AF2296-1003	
TOYOTA	SUPRA	P	3.0 MPFI DOHC 24V					
			7MGE,2JZGE,2JZGTE	1988	1997		AF2296-1002	
TOYOTA	TARAGO	P	2.4 MPFI DOHC 16V 2TZ-FE	9/1990	8/2000		AF2296-1002	
TOYOTA	TARAGO	P	2.4 MPFI DOHC 16V 2AZ-FE	6/2000	2015		AF2296-1003	
TOYOTA	TERCEL	P	1.5 CARB	3AC	10/1983	1988	AF2296-1003	
TOYOTA	TOWNACE	P	1.9 & 2.0 MPFI OHV 8V					
			7K,7K-E,3YC	4/1992	2004		AF2296-1003	
TOYOTA	TOYOACE	P	2.0 CARB	5R	6/1980	1986	AF2296-3001	
TOYOTA	TOYOACE	D	2.2 & 2.4	L,2L	3/1982	1985	AF2296-3001	
TOYOTA	VIENTA	P	3.0 MPFI DOHC 24V					
			3VZ-FE4,1MZ-FE	8/1995	2000		AF2296-1002	
TOYOTA	YARIS	P	1.3 & 1.5 MPFI DOHC 16V					
			1NZ-FE,2NZ-FE	11/2005	2015		AF2296-1003	

VOLKSWAGEN

VOLKSWAGEN	BEETLE	P	1.4 DI DOHC 16V	CTHD	2/2013	2015		AF2031-2865
VOLKSWAGEN	CADDY	TD	1.9 & 2.0 SOHC DOHC 8V 16V					
			BJB,BLS,CFHC	2/2005	2015		AF2031-2865	
VOLKSWAGEN	CC	TD	2.0 DOHC 16V	CFGB	7/2012	2015		AF2031-2865
VOLKSWAGEN	EOS	TD	2.0 DOHC 16V					
			BMM,CBAB,CFFA	3/2007	2015		AF2031-2865	
VOLKSWAGEN	EOS	P	2.0 MPFI DOHC 16V					
			CAWB,CCZB	8/2008	2015		AF2031-2865	
VOLKSWAGEN	GOLF	TD	1.5 & 1.9 SOHC 8V	CK,1Z	3/1978	1998	AF2296-2004	
VOLKSWAGEN	GOLF	P	1.4,1.6,1.9 & 2.0 MPFI DOHC					
			BLG,BKC,BKD,BMN,CAVD,CAYC,CBAB,CFFA,CFH,CCZB,CBBB,CFGB	8/2004	2013		AF2031-2865	
VOLKSWAGEN	JETTA	TD	1.6,1.9 & 2.0 DOHC 16V	BLS,BKD,CAYC,CBD,CFB,CFA,CFFB	2006	2015	AF2031-2865	
VOLKSWAGEN	JETTA	P	1.4 & 2.0 DI DOHC 16V					
			CAVD,CAWB,CCZA,CTHD	11/2009	2015		AF2031-2865	
VOLKSWAGEN	PASSAT	D	1.5 CARB SOHC 8V	CK	1978	1983	AF2296-2004	

Make	Model	Fuel	Engine	Notes	From	To	Oil Filter	Air Filter
VOLKSWAGEN	PASSAT	P	2.8 MPFI DOHC 30V	ACK,APR,AMX,BBG	3/1998	2004	AF2296-2004	
VOLKSWAGEN	PASSAT	TD	2.0 DOHC 16V	BKP,BMR,CBAB,CFF,CFGB,CFGC,CBBB	2/2006	2015		AF2031-2865
VOLKSWAGEN	PASSAT	P	1.8,2.0 & 3.6 MPFI DOHC 24V	CDA,CDA,CAWB,BWS	3/2006	2015		AF2031-2865
VOLKSWAGEN	TIGUAN	P	1.4 & 2.0 MPFI DOHC 16V	CAVD,CTH,CAWA,CCZA,CCZD,CAWB,CCZB	8/2008	2015		AF2031-2865
VOLKSWAGEN	TIGUAN	TD	2.0 DOHC 16V	CBAB,CFFB	11/2008	2015		AF2031-2865

VOLVO

VOLVO	240	P	2.1 & 2.3 CARB MPFI SOHC 8V					
			B21A,B21E,B23E, B230E, B230F	1969	1993		AF2296-2004	
VOLVO	242	P						
VOLVO	244	P	B21A 2.1 CARB SOHC 8V					
VOLVO	245	P						
VOLVO	260	P						
VOLVO	262	P						
VOLVO	264	P						
VOLVO	265	P						
VOLVO	360	P	2.0 MPFI SOHC 8V					
			B19E,B200E,B200EA	1969	12/1990		AF2296-2004	
VOLVO	740	TD						
VOLVO	740	P	2.3 MPFI SOHC DOHC 8V 16V					
			B230FT,B230E,B230F,B234FA	1969	12/1992		AF2296-2004	
VOLVO	760	TD						
VOLVO	760	P	2.3 MPFI SOHC 8V 12V					
			B230ET,B230E,B23ET,B280F	2/1983	12/1990		AF2296-2004	
VOLVO	760	P	2.8L MPFI V6	B28E	2/1983	1991	AF2296-2004	AF2031-2080
VOLVO	850	P	2.3 & 2.5 MPFI DOHC 10V 20V					
			B523T,B525E,B523A,B525A	10/1993	1997		AF2296-2004	
VOLVO	940	P	2.3 MPFI SOHC DOHC 8V 16V					
			B230,B234	11/1990	1998		AF2296-2004	
VOLVO	960	P	2.8 & 2.9 MPFI DOHC 12V 24V					
			B280F,B6304F	1990	1997		AF2296-2004	
VOLVO	C70	P	2.3 MPFI DOHC 20V	B5234T3	1/1998	9/2004	AF2296-2004	
VOLVO	S40	P	1.8,1.9 & 2.0 MPFI DOHC 16V					
			B4184S2,B4194T,B4204S	2/1997	3/2001		AF2296-2004	
VOLVO	S70	P	2.3,2.4 & 2.5 MPFI DOHC 20V					
			B5252S,B523A,B525A	2/1997	8/2000		AF2296-2004	
VOLVO	S80	P	2.8 & 2.9 MPFI DOHC 24V					
			B6284T,B6304	5/1998	10/2003		AF2296-2004	
VOLVO	S90	P	2.9 MPFI DOHC 24V	B6304	2/1997	8/1998	AF2296-2004	
VOLVO	V40	P	1.8,1.9 & 2.0 MPFI DOHC 16V					
			B6304,B4184,B4204,B4194	2/1997	2002		AF2296-2004	
VOLVO	V70	P	2.3 & 2.5 MPFI DOHC 20V					
			B5234,B5252,B525A	2/1997	8/2000		AF2296-2004	
VOLVO	V90	P	2.9 MPFI DOHC 24V					
			B6304SF1	2/1997	8/1998		AF2296-2004	



Universal Round Filter Elements

K&N replacement elements for K&N and other brands of round air filter assemblies. Upgrade to a K&N element to improve the airflow and filtration of any universal filter while adding the convenience and economy of a washable filter.

OD	ID	Height	Part No.
3.625" (92mm)	2.875" (73mm)	2.000" (51mm)	KNE-3120
5.625" (143mm)	4.625" (117mm)	2.000" (51mm)	KNE-3221
5.875" (149 mm)	4.875" (124 mm)	3.25" (83 mm)	KNE-3218
6.375" (162mm)	5.000" (127mm)	2.500" (64mm)	KNE-3260
6.375" (162mm)	5.000" (127mm)	3.250" (83mm)	KNE-3270
5.875" (149mm)	4.375" (111mm)	3.000" (76mm)	KNE-2410
6.063" (154mm)	4.688" (119mm)	1.875" (48mm)	KNE-2470
6.063" (154mm)	4.688" (119mm)	2.250" (57mm)	KNE-3350
6.250" (159mm)	5.250" (133mm)	3.250" (83mm)	KNE-3340
6.250" (159mm)	5.250" (133mm)	4.000" (102mm)	KNE-3344
6.250" (159mm)	5.250" (133mm)	6.000" (152mm)	KNE-3346
6.375" (162 mm)	5" (127 mm)	3.625" (92 mm)	KNE-3280
7.000" (178mm)	5.188" (132mm)	2.000" (51mm)	KNE-3360
7.000" (178mm)	5.500" (140mm)	2.000" (51mm)	KNE-3402
7.000" (178mm)	5.500" (140mm)	3.000" (76mm)	KNE-3403
7.750" (197mm)	6.375" (162mm)	5.500" (140mm)	KNE-3480
9.000" (229mm)	8.000" (203mm)	2.000" (51mm)	KNE-3527
9.000" (229mm)	8.000" (203mm)	2.875" (73mm)	KNE-3530
9.000" (229 mm)	7.5 in (191 mm)	7 in (178 mm)	KNE-3657
9.000" (229mm)	7.500" (191mm)	4.000" (102mm)	KNE-3640
9.000" (229mm)	7.500" (191mm)	5.000" (127mm)	KNE-3650
9.000" (229mm)	7.000" (178mm)	6.625" (168mm)	KNE-4780
10.00" (254mm)	7.375" (187mm)	2.750" (70mm)	KNE-4790
11.00" (279mm)	9.000" (229mm)	2.188" (56mm)	KNE-1200
11.00" (279mm)	9.250" (235mm)	3.500" (89mm)	KNE-1250
11.00" (279mm)	9.250" (235mm)	5.000" (127mm)	KNE-3680
11.00" (279mm)	9.250" (235mm)	6.000" (152mm)	KNE-3690
12.50" (318mm)	10.75" (273mm)	2.000" (51mm)	KNE-1515
12.50" (318mm)	11.00" (279mm)	2.750" (70mm)	KNE-1530
13.75" (349mm)	11.75" (298mm)	4.031" (102mm)	KNE-1690
14.00" (356mm)	12.00" (305mm)	2.813" (71mm)	KNE-3742
14.00" (356mm)	12.00" (305mm)	3.000" (76mm)	KNE-1650
14.00" (356mm)	12.00" (305mm)	3.500" (89mm)	KNE-3745
14.00" (356mm)	12.00" (305mm)	4.000" (102mm)	KNE-3750
14.00" (356mm)	12.00" (305mm)	5.000" (127mm)	KNE-3760
14.00" (356mm)	12.00" (305mm)	6.000" (152mm)	KNE-3770



Tapered Clamp On Filters

Chrome Top

These clamp on filters are the classic pod filter design. They are tapered with the base smaller than the top and feature attractive chrome end caps.

Flange Diameter	Base Diameter	Top Diameter	Filter Length	Part Number
2.06" (52mm)	3.50" (89mm)	2.00" (51mm)	4.00" (102mm)	KNRC-1200
2.06" (52mm)	3.25" (83mm)	3.00" (76mm)	4.00" (102mm)	KNRC-1350
2.12" (54mm)	3.50" (89mm)	2.00" (51mm)	4.00" (102mm)	KNRC-1920
2.12" (54mm)	3.00" (76mm)	2.00" (51mm)	2.75" (70mm)	KNRC-2340
2.12" (54mm)	3.00" (76mm)	2.00" (51mm)	3.00" (76mm)	KNRC-2330
2.25" (57mm)	3.50" (89mm)	2.00" (51mm)	4.00" (102mm)	KNRC-1250
2.87" (73mm)	4.00" (102mm)	3.00" (76mm)	5.00" (127mm)	KNRC-2600
3.00" (76mm)	5.00" (127mm)	4.50" (114mm)	6.50" (165mm)	KNRF-1030
3.12" (79mm)	5.00" (127mm)	3.50" (89mm)	6.00" (152mm)	KNRC-3250
3.50" (89mm)	8.00" (203mm)	6.62" (168mm)	12.0" (305mm)	KNRC-5169
3.75" (95mm)	5.75" (146mm)	3.50" (89mm)	6.75" (171mm)	KNRC-8480
4.00" (102mm)	6.62" (168mm)	5.25" (133mm)	9.50" (241mm)	KNRC-4780
4.50" (114mm)	8.00" (203mm)	6.62" (168mm)	12.0" (305mm)	KNRC-5166
6.00" (152mm)	7.50" (191mm)	5.00" (127mm)	5.00" (127mm)	KNRC-2960
6.00" (152mm)	7.50" (191mm)	5.87" (149mm)	6.00" (152mm)	KNRC-5173
6.00" (152mm)	7.50" (191mm)	7.00" (178mm)	18.0" (457mm)	KNRC-3070



Tapered Clamp On Filters - Rubber Top

These clamp on filters are the classic pod filter design. They are tapered with the base smaller than the top and feature black rubber end caps.

Flange Diameter	Base Diameter	Top Diameter	Filter Length	Part Number
3.00" (76mm)	6.00" (152mm)	4.62" (117mm)	6.00" (152mm)	KNRE-0930
3.00" (76mm)	5.00" (127mm)	4.62" (117mm)	8.00" (203mm)	KNRE-0910
3.00" (76mm)	6.00" (152mm)	4.62" (117mm)	9.00" (220mm)	KNRE-0810
3.00" (76mm)	6.00" (152mm)	4.62" (117mm)	12.0" (305mm)	KNRE-0800
3.00" (76mm)	6.00" (152mm)	4.62" (117mm)	14.0" (355mm)	KNRE-0820
3.00" (76mm)	5.00" (127mm)	4.62" (117mm)	8.00" (203mm)	KNRE-0910
3.50" (89mm)	6.00" (152mm)	4.62" (117mm)	6.00" (152mm)	KNRE-0950
3.50" (89mm)	6.00" (152mm)	4.62" (117mm)	9.00" (228mm)	KNRE-0920
4.00" (102mm)	6.00" (152mm)	4.62" (117mm)	9.00" (220mm)	KNRE-0870
4.00" (102mm)	6.00" (152mm)	4.62" (117mm)	12.0" (305mm)	KNRE-0860

X-Stream Clamp On Filters

These X-Stream Air Filters take performance to the next level with innovative K&N air flow technology. The X-Stream Air Filter provides awesome air flow and outstanding filtration. When racing, in any environment, racers need all the protection and airflow they can get. K&N delivers. Two styles are available: standard tapered or reverse tapered (non is larger diameter).



Flange Diameter	Base Diameter	Top Diameter	Filter Length	Part Number
2.44" (62mm)	4.00" (102mm)	4.00" (102mm)	4.75" (121mm)	KNRX-4040
2.50" (63mm)	4.50" (114mm)	4.00" (102mm)	6.12" (155mm)	KNRX-3800
2.50" (63mm)	4.50" (114mm)	6.00" (152mm)	6.12" (155mm)	KNRX-3801-1
2.50" (63mm)	4.50" (114mm)	4.00" (102mm)	3.81" (97mm)	KNRX-4010
2.75" (70mm)	6.00" (152mm)	5.00" (127mm)	5.50" (140mm)	KNRX-4950
2.75" (70mm)	6.00" (152mm)	5.00" (127mm)	6.50" (165mm)	KNRX-4860
2.87" (73mm)	4.25" (108mm)	4.00" (102mm)	4.75" (121mm)	KNRX-4020-1
3.00" (76mm)	4.50" (114mm)	6.00" (152mm)	4.62" (117mm)	KNRX-3900-1
3.31" (76mm)	6.00" (152mm)	5.00" (127mm)	5.56" (141mm)	KNRX-4990
3.31" (76mm)	6.00" (152mm)	5.00" (127mm)	6.50" (165mm)	KNRX-4730
3.31" (76mm)	6.00" (152mm)	4.00" (102mm)	8.69" (220mm)	KNRX-3990-1
3.31" (84mm)	4.87" (124mm)	4.00" (102mm)	4.25" (108mm)	KNRX-4120
3.50" (89mm)	4.00" (102mm)	4.00" (102mm)	5.75" (146mm)	KNRX-4140
3.81" (97mm)	6.81" (173mm)	6.00" (152mm)	2.12" (54mm)	KNRX-4130

Universal Air Filters - Oval Straight

When selecting one of K&N's universal oval air filters, you should consider the following dimensions as they relate to the specification chart:

(F) Mounting Flange Inside Diameter — This is the most critical dimension and should be very close to the diameter of the application's inlet flanges.

The flanges will stretch up to 1/16" for those in-between sizes. (MA / SA) Filter Oval Dimensions — This is the length and width of the filter. Always use the largest filter practical to fit the application. (L) Filter Length — This dimension is the length of the filter body only, it does not include the flange length Always use the longest filter practical, for maximum filtration. (FA / FL) Flange Angle and/or Length — If no angle is listed in the specifications table, the flange is straight. Any angle listed is in degrees and can be utilised when space is a problem.

Flange Type — The location of the flange in relation to the outside of the filter is sometimes offset to one edge of the filter for more clearance.

(F) Mounting Flange Inside Diameter	(MA/SA) Filter Dimensions	(L) Filter Length	(FL) Flange Length	(FA) Flange Style	(FO) Flange Offset	Rubber End Cap Part #	Chrome End Cap Part #	PreCharger Part #
Inch mm	Inch mm	Inch mm	Inch mm	Type Angle	Inch mm			
1-1/2 38	3-3/4x4-1/2 95x114	2-3/4 70	1 25	Angled 30°		R-0640		
2-1/4 57	3-3/4x4-1/2 95x114	4 102	5/8 16	Centered		RU-0990		
2-1/4 57	3-3/4x4-1/2 95x114	5 127	5/8 16	Centered		RU-1100		
2-1/4 57	3-3/4x4-1/2 95x114	5 127	1 25	Angled 10°		RU-1140		
2-7/16 62	3-1/2x4-1/2 89x114	7 178	5/8 16	Centered		RU-1810		RU-1240PK
2-7/16 62	3-3/4x4-1/2 95x114	5 127	5/8 16	Centered		RU-1180		
2-1/4 57	3-3/4x4-1/2 95x114	4 102	5/8 16	Centered		RU-0990		
2-1/4 57	3-3/4x4-1/2 95x114	5 127	5/8 16	Centered		RU-1100		
2-1/4 57	3-3/4x4-1/2 95x114	5 127	1 25	Angled 10°		RU-1140		
2-7/16 62	3-1/2x4-1/2 89x114	7 178	5/8 16	Centered		RU-1810		RU-1240PK
2-7/16 62	3-3/4x4-1/2 95x114	5 127	5/8 16	Centered		RU-1180		
2-7/16 62	3-3/4x4-1/2 95x114	5 127	1 25	Angled 10°		RU-1220		
2-7/16 62	3-3/4x4-1/2 95x114	5 127	1-1/4 32	Angled 20°		RU-1370		
2-7/16 62	3-3/4x4-1/2 95x114	6 152	1 25	Angled 10°		RU-1230		RU-1230PK
2-7/16 62	3-3/4x4-1/2 95x114	6 152	1-1/4 32	Angled 20°		RU-1380		RU-1230PK
2-7/16 62	4x6-1/4 102x159	5 127	1 25	Angled 10°		RU-1350		
2-7/16 62	4x6-1/4 102x159	6 152	1 25	Angled 10°		RU-1360		
2-1/2 63	3-3/4x4-1/2 95x114	7 178	2-1/8 54	Angled 10°		RU-1830		RU-1240PK
2-1/2 63	3-3/4x4-1/2 95x114	9 228	2-1/8 54	Angled 10°		RU-1840		RU-1260PK
2-9/16 65	4-1/2x7 114x178	2 51	7/8 22	Offset2	2-1/8 54	RA-0760	RA-076V	22-2000PL or E-3321PK
2-3/4 70	4x6-1/4 102x159	5 127	5/8 16	Centered		RU-1500		
2-3/4 70	4x6-1/4 102x159	5 127	1 25	Angled 10°		RU-1530		
2-3/4 70	4x6-1/4 102x159	6 152	1 25	Angled 10°		RU-1540	RC-1540	
2-3/4 70	4x6-1/4 102x159	7 178	5/8 16	Centered		RU-1520		
2-3/4 70	4x6-1/4 102x159	7 178	1 25	Angled 10°		RU-1550		
2-3/4 70	4-1/2x7 114x178	2 51	5/8 16	Centered			RC-2000	22-2000PL or E-3321PK
2-3/4 70	4-1/2x7 114x178	3 76	5/8 16	Centered			RC-2860	22-2020PL
3-1/2 89	4-1/2x7 114x178	3-1/2 89	5/8 16	Centered			RC-3180	E-3341PK
6 152	6-1/2x8-1/4 159x209	3-1/4 82	1 25	Centered			RF-1002	

Footnotes: 1 - Filter has molded-in velocity stack (inside of filter flange is rounded) 2 - Offset is vertical 3 - 5/8" vent standard 4 - 1/2" vent standard 5 - Offset is vertical and to the right

Universal Air Filters - Oval Tapered

(F) Mounting Flange Inside Diameter	(MA/SA) Filter Base Dimensions	(MA/SA) Filter Top Dimensions	(L) Filter Length	(FL) Flange Length	(FA) Flange Style	(FO) Flange Offset	Rubber End Cap	Chrome End Cap
Inch mm	Inch mm	Inch mm	Inch mm	Inch mm	Type Angle	Inch mm	Part #	Part #
1-3/4 44	3x4 76x102	2x3 51x76	2-3/4 70	5/8 16	Offset2	1/2 13		RC-
2 51	3x4 76x102	2x3 51x76	2-3/4 70	5/8 16	Offset2	1/2 13		RC-1820
2 51	3x4 76x102	2x3 51x76	5 127	5/8 16	Offset2	1/2 13		RC-2770
2 51	3x4 76x102	2x3 51x76	2-3/4 70	5/8 16	Offset	1/2 13		RC-1824
RC-1820DK								
2 51	3x4 76x102	2-1/2x3-1/2 63x89	2-3/4 70	5/8 16	Offset2	1/2 13	RU-1820	
RU-0981DK								
2-1/8 54	3x4 76x102	2x3 51x76	4 102	5/8 16	Offset2	7/16 11	RC-2810	
2-1/8 54	3x4 76x102	2x3 51x76	4 102	5/8 16	Offset5	7/16 11		RC-
2900								
2-1/8 54	3x4 76x102	2x3 51x76	2-3/4 70	5/8 16	Offset2	7/16 11		RC-0981
2-1/8 54	3x4 76x102	2-1/2x3-1/2 63x89	4 102	5/8 16	Offset2	7/16 11	RU-2810	
2-1/8 54	3x4 76x102	2x3 51x76	4 102	5/8 16	Offset6	7/16 11		RC-2890
2-1/8 54	3x4 76x102	2-1/2x3-1/2 63x89	2-3/4 70	5/8 16	Offset6	7/16 11	RU-3010	
2-1/8 54	3x4 76x102	2-1/2x3-1/2 63x89	5 127	5/8 16	Offset2	7/16 11	RU-2750	
2-7/16 62	3-1/2x4-1/2 89x114	2-1/2x3-1/2 63x89	2-3/4 70	5/8 16	Centered		RU-2780	
2-7/16 62	3-3/4x4-1/2 95x114	2x3 51x76	6 152	5/8 16	Centered			RC-3680
6 152	6-1/4x8-1/4 159x209	4x6-1/4 102x159	5 127	1 25	Centered			RC-3160

Footnotes: 1 - Filter has molded-in velocity stack (inside of filter flange is rounded) 2 - Offset is vertical 3 - 5/8" vent standard 4 - 1/2" vent standard 5 - Offset is vertical and to the right 6 - Offset is vertical and to the left 7 - XStream Top Filter

Universal Air Filters - Dual Flange Oval

2-1/8 54	4x6 102x152	3-3/4x4-1/2 95x114	4 102	5/8 16	Dual	2-15/16 75	RU-2850	-
2-3/8 60	3-3/4x6-1/4 95x159	3-3/4x6-1/4 95x159	3 76	3/8 10	Dual	3 76	RU-2920	-
2-3/8 60	3-3/4x6-1/4 95x159	3-7/16x4-7/16 87x113	6-3/4 171	3/8 10	Dual	3 76	RU-4710	RU-4710PK

Special Application Clamp-On Air Filters

Special filters to clamp directly on GM TPI throttle bodies using 1990-92 stock GM or Digital Fuel Injection Computer. Will not work on engines that use a mass-air sensor. NOTE: Not legal for use on emission controlled vehicles that operate on public streets. 21-5/16" x 43/4" oval mounting flange, 4-3/4" x 61/2" oval base, 3-1/4" x 4-1/2" stainless steel oval top, 55/8" filter height, 7/8" flange length RC-5000

21-5/16" x 43/4" oval mounting flange, 4-1/2" x 7" oval base, 4-1/2" x 7" chrome top oval top, 2" filter height, 3/4" flange length RC-5010

21-5/16" x 43/4" oval mounting flange, 5-1/4" x 85/8" oval base, 4" x 6-1/4" stainless steel oval top, 5-1/2" filter height, 7/8" flange length RC-5050

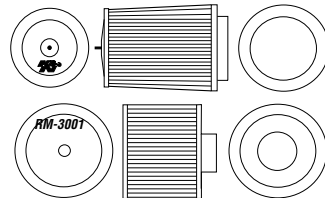


Special filters with metal base and flanges, to allow mounting the filter with a hose, ideal for high temperature applications.

3"OD round mounting flange, 7" filter diameter, 7" chrome top w/1" hole, 6" filter height, 1-5/8" flange length RM-3001

3-1/2"OD round mounting flange, 4-1/2" x 7" oval base, 41/2" x 7" stainless steel top, 31/2" filter height, 5/8" flange length RM-3501

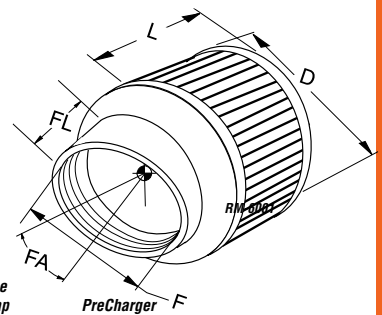
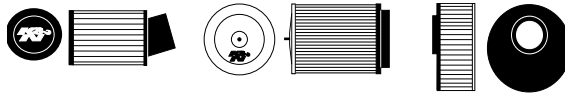
6"OD round mounting flange, 7-1/2" base diameter, 7" chrome top w/1/4-20 stud, 10" filter height, 1" flange length RM-6001



Universal Air Filters - Round Straight

When selecting one of K&N's universal round straight air filters, you should consider the following dimensions as they relate to the specification chart:

(F) Mounting Flange Inside Diameter — This is the most critical dimension and should be very close to the diameter of the application's inlet flange. The flange will stretch up to 1/16" for those in-between sizes. (D) Filter Diameter — This is the overall diameter of the filter. Always use the largest diameter practical to insure maximum filtration. (L) Filter Length — This dimension is the length of the filter body only, it does not include the flange length. Always use the longest filter practical for maximum filtration. (FA / FL) Flange Angle and/or Length — If no angle is listed in the specifications table, the flange is straight. Any angle listed is in degrees and can be utilized when space is a problem. Flange Type — The location of the flange in relation to the OD of the filter is sometimes offset to one edge of the filter for more clearance in an application.



(F) Mounting Flange Inside Diameter	(D) Filter Diameter	(L) Filter Length	(FL) Flange Length	(FA) Flange Style	(FO) Flange Offset	Rubber End Cap Part #	Chrome End Cap Part #	PreCharger Part #
Inch MM	Inch MM	Inch MM	Inch MM	Type Angle	Inch MM			
5/16 8	1-3/8 35	1-1/8 29	7/16 11	Centered			62-2470	
3/8 10	2 51	1-1/2 38	5/8 16	Centered			62-1320	
1/2 13	2 51	1-1/2 38	5/8 16	Centered			62-1330	
5/8 16	1-3/8 35	1-1/8 29	3/8 10	Centered		RU-3230		
5/8 16	2 51	1-1/2 38	5/8 16	Centered			62-1340	
3/4 19	2 51	1-1/2 38	5/8 16	Centered			62-1360	
1 25	2 51	1-1/2 38	5/8 16	Centered			62-1370	
1 25	3 76	2-1/4 57	5/8 16	Centered			62-1420	
1 25	3 76	2-3/8 60	5/8 16	Centered		62-1410		
1-1/16 27	3 76	3 76	5/8 16	Centered		R-1040		22-8008PK
1-1/4 32	3 76	2-1/2 63	5/8 16	Centered		62-1380	62-1390	RU-0150PK
1-1/4 32	3 76	2-1/2 63	1 25	Centered				RU-0150PK
1-1/4 32	3 76	3 76	5/8 16	Centered		RU-0060		22-8008PK
1-1/4 32	3 76	4 102	5/8 16	Centered		RU-0070		22-8009PK
1-1/4 32	3 76	4 102	3/4 19	Angled 20°		RU-0100		22-8009PK
1-3/8 35	3 76	2-1/2 63	5/8 16	Centered		62-1430	62-1440	RU-0150PK
1-1/2 38	3 76	2-1/2 63	5/8 16	Centered		62-1450	62-1460	RU-0150PK
1-1/2 38	3 76	4 102	5/8 16	Centered		RU-0160	-	22-8009PK
1-9/16 40	3 76	2 51	5/8 16	Centered			RC-0840	
1-9/16 40	3 76	2-1/2 63	5/8 16	Centered			RC-0160	RU-0150PK
1-9/16 40	3 76	3 76	5/8 16	Centered			RC-0870	22-8008PK
1-11/16 43	3 76	2-1/2 63	5/8 16	Centered		RU-1130	RC-1130	RU-0150PK
1-11/16 43	3 76	3 76	5/8 16	Centered			RC-1120	22-8008PK
1-11/16 43	3 76	4 102	5/8 16	Centered		RU-0200		22-8009PK
1-11/16 43	3 76	5 127	5/8 16	Centered		RU-0210		RU-0210PK
1-11/16 43	3 76	6 152	1-1/2 38	Angled 40°		R-1030		22-8010PK
1-15/16 49	3 76	2-1/2 63	5/8 16	Centered		RU-2760	-	RU-0150PK
1-3/4 44	3 76	2-1/2 63	5/8 16	Centered		62-1470	62-1480	RU-0150PK
1-3/4 44	3-1/2 89	4-1/2 114	1 25	Angled 10°		RU-1030		
1-3/4 44	3-1/2 89	5 127	5/8 16	Centered		RU-0360		RU-0510PK
1-3/4 44	3-1/2 89	5 127	3/4 19	Angled 10°		RU-1040		RU-0510PK
1-3/4 44	3-1/2 89	6 152	5/8 16	Centered		R-1050		RU-0520PK
1-3/4 44	3-1/2 89	6 152	3/4 19	Angled 10°		RU-1050		RU-0520PK
1-13/16 46	3 76	2-1/4 57	5/8 16	Centered			RC-0910	
1-13/16 46	3 76	3 76	5/8 16	Centered			RC-0890	22-8008PK
1-7/8 48	3 76	4 102	5/8 16	Centered		RU-0400		22-8009PK
1-7/8 48	3 76	4 102	1-3/4 44	Angled 10°		RU-1280	RC-1280	22-8009PK
1-7/8 48	3 76	5 127	5/8 16	Centered		RU-0410	RC-0410	RU-0210PK
1-7/8 48	3-1/2 89	6 152	5/8 16	Centered		RD-0470		RU-0520PK
2-1/16 52	3 76	2-1/2 63	5/8 16	Centered		RU-1880	RC-1880	RU-0150PK
2-1/16 52	4-1/2 114	4 102	7/8 22	Centered		RA-0530	-	22-8012PK
2-1/8 54	3 76	3 76	5/8 16	Centered		-	RC-1910	-
2-1/8 54	3-1/2 89	4 102	7/8 22	Centered		RD-0500	-	RU-0500PK
2-1/8 54	3-1/2 89	5 102	7/8 22	Centered		RD-0510	-	RU-0510PK
2-1/2 64	7 178	9 229	5/8 16	Centered		-	41-12002	22-8022PK
1-7/8 48	3 76	6 152	5/8 16	Centered		RU-0420		22-8010PK
1-7/8 48	3-1/2 89	4 102	5/8 16	Centered		RD-0450		RU-0500PK
1-7/8 48	3-1/2 89	5 127	5/8 16	Centered		RD-0460		RU-0510PK
3 76	2-1/2 63	5/8 16	Centered	RU-2760		RU-0150PK		
1-15/16 49	3-1/2 89	4 102	2 51	Angled 20°		RU-1400		RU-0500PK
1-15/16 49	3-1/2 89	5 127	2 51	Angled 20°		RU-1410		RU-0510PK
1-15/16 49	3-1/2 89	6 152	2 51	Angled 20°		RU-1420		RU-0520PK
2 51	5-1/8 130	2 51	11/16 17	Offset	1 25		RC-2400	
2 51	5-3/8 136	2 51	5/8 16	Centered			RC-2440	
2-1/16 52	3 76	3 76	5/8 16	Centered			RC-1890	22-8008PK
2-1/16 52	3-1/2 89	4 102	5/8 16	Centered		RA-0500	RA-050V	
2-1/16 52	3-1/2 89	4 102	5/8 16	Centered		RU-0500	RC-0500	RU-0500PK
2-1/16 52	3-1/2 89	5 127	5/8 16	Centered		RU-0510		RU-0510PK
2-1/16 52	3-1/2 89	5 127	3/4 19	Angled 10°		RU-1060		RU-0510PK
2-1/16 52	3-1/2 89	5 127	2-1/2 63	Angled 17°		RU-1780		RU-0510PK
2-1/16 52	3-1/2 89	6 152	5/8 16	Centered		RA-0520		RU-0520PK
2-1/16 52	3-1/2 89	6 152	5/8 16	Centered		RU-0520		RU-0520PK
2-1/16 52	3-1/2 89	6 152	3/4 19	Angled 10°		RU-1070		RU-0520PK
2-1/16 52	4-1/2 114	5 127	7/8 22	Centered		RA-0540		22-8013PK
2-1/16 52	5-1/2 140	2 51	5/8 16	Offset	5/16 8	RU-0570		
2-1/16 52	5-1/2 140	2 51	7/8 22	Centered		RA-0550	RA-055V	
2-1/16 52	5-1/2 140	3 76	7/8 22	Centered		RA-0560	RA-056V	22-8015PK
2-1/16 52	5-1/2 140	4 102	7/8 22	Centered		RA-0570	RA-057V	
2-1/16 52	6 152	3 76	7/8 22	Offset	1-1/8 29	RA-0460	RA-046V	22-8018PK
2-1/16 52	6 152	4 102	7/8 22	Offset	1-1/8 29	RA-0470	RA-047V	
2-1/8 54	3 76	3 76	5/8 16	Centered			RC-1910	22-8008PK
2-1/8 54	3-1/2 89	4 102	7/8 22	Centered		RD-0500		RU-0500PK
2-1/8 54	3-1/2 89	4 102	1 25	Angled 5°		RB-0500		RU-0500PK
2-1/8 54	3-1/2 89	5 127	7/8 22	Centered		RD-0510		RU-0510PK
2-1/8 54	3-1/2 89	5 127	1 25	Angled 5°		RB-0510	RC-0510	RU-0510PK
2-1/8 54	3-1/2 89	6 152	7/8 22	Centered		RD-0520		RU-0520PK
2-1/8 54	3-1/2 89	6 152	1 25	Angled 5°		RB-0520		RU-0520PK
2-1/4 57	3-1/2 89	1-1/2 38	5/8 16	Centered			RC-2880	
2-1/4 57	3-1/2 89	4 102	5/8 16	Centered		RU-0600		RU-0500PK
2-1/4 57	3-1/2 89	4 102	1 25	Angled 5°		RB-0600		RU-0500PK
2-1/4 57	3-1/2 89	4 102	1 25	Angled 20°		RU-1700		RU-0500PK
2-1/4 57	3-1/2 89	5 127	5/8 16	Centered		RD-0610		RU-0510PK
2-1/4 57	3-1/2 89	5 127	5/8 16	Centered		RU-0610		RU-0510PK
2-1/4 57	3-1/2 89	5 127	3/4 19	Angled 10°		RU-1080		RU-0510PK
2-1/4 57	3-1/2 89	5 127	1 25	Angled 5°		RB-0610		RU-0510PK
2-1/4 57	3-1/2 89	5 127	1 25	Angled 20°		RU-1710		RU-0510PK
2-1/4 57	3-1/2 89	6 152	5/8 16	Centered		RU-0620		RU-0520PK
2-1/4 57	3-1/2 89	6 152	3/4 19	Angled 10°		RU-1090		RU-0520PK
2-1/4 57	3-1/2 89	6 152	1 25	Angled 5°		RB-0620		RU-0520PK
2-1/4 57	3-1/2 89	6 152	1 25	Angled 20°		RU-1720		RU-0520PK
2-1/4 57	3-1/2 89	10 254	5/8 16	Centered		RU-3840		
2-1/4 57	4-1/2 114	2 51	5/8 16	Offset	5/16 8		RC-1950	
2-1/4 57	4-1/2 114	4 102	5/8 16	Centered		RU-0630		22-8012PK
2-1/4 57	4-1/2 114	5 127	5/8 16	Centered		RU-0640		22-8013PK
2-1/4 57	5-1/2 140	3-1/2 89	5/8 16	Centered		RU-0690		
2-7/16 62	3-1/2 89	4 102	5/8 16	Centered		RU-0800		RU-0500PK
2-7/16 62	3-1/2 89	5 127	5/8 16	Centered		RU-0810		RU-0510PK

ADD KN TO FRONT OF ALL PART NUMBERS

Footnotes: 1 - Filter has molded-in velocity stack (inside of filter flange is rounded) 2 - Metal top plate has 1/4-20 stud
3 - Optional 1/2" vent comes standard 4 - 1/2" vent standard

(F) Mounting Flange Inside Diameter		(D) Filter Diameter		(L) Filter Length		(FL) Flange Length		(FA) Flange Style	(FO) Flange Offset		Rubber End Cap Part #	Chrome End Cap Part #	PreCharger Part #
Inch	MM	Inch	MM	Inch	MM	Inch	MM	Type Angle	Inch	MM		Part #	Part #
2-7/16	62	3-1/2	89	6	152	5/8	16	Centered			RU-0820		RU-0520PK
2-7/16	62	3-3/4	95	2	51	2	51	Angled 20°			RU-1730		
2-7/16	62	3-3/4	95	4	102	2	51	Angled 20°			RU-1750		
2-7/16	62	3-3/4	95	5	127	2	51	Angled 20°			RU-1760		
2-7/16	62	3-3/4	95	6	152	2	51	Angled 20°			RU-1770		
2-7/16	62	4-1/2	114	4	102	5/8	16	Centered			RU-0830		22-8012PK
2-7/16	62	4-1/2	114	5	127	5/8	16	Centered			RU-0840		22-8013PK
2-7/16	62	5	127	3	76	5/8	16	Centered				RC-0860	22-8015PK
2-7/16	62	5-1/2	140	3	76	5/8	16	Offset	1/2	13	RU-0870		22-8015PK
2-7/16	62	5-1/2	140	4	102	5/8	16	Offset	1/2	13	RU-0880		
2-7/16	62	5-1/2	140	6	152	5/8	16	Offset	1/2	13	RU-1000		22-8045PK
2-1/2	63	3-1/2	89	4	102	5/8	16	Centered			RD-0700		RU-0500PK
2-1/2	63	3-1/2	89	4	102	1	25	Angled 5°			RB-0700		RU-0500PK
2-1/2	63	3-1/2	89	5	127	5/8	16	Centered			RD-0710		RU-0510PK
2-1/2	63	3-1/2	89	5	127	1	25	Angled 5°			RB-0710		RU-0510PK
2-1/2	63	3-1/2	89	6	152	5/8	16	Centered			RD-0720		RU-0520PK
2-1/2	63	3-1/2	89	6	152	1	25	Angled 5°			RB-0720		RU-0520PK
2-1/2	63	6-7/8	174	5-7/8	148	2-9/16	65	Angled 30°				RC-5049	
2-1/2	63	7	178	9	228	5/8	16	Centered			41-1200		22-8022PK
2-9/16	65	4-1/2	114	5	127	3/4	19	Centered			RA-0610		22-8013PK
2-9/16	65	5-1/2	140	3	76	3/4	19	Centered			RA-06303	RA-063V3	22-8015PK
2-9/16	65	5-1/2	140	5	127	3/4	19	Centered			RA-0650		22-8016PK
2-5/8	67	4	102	4	102	1	25	Angled 5°			RB-0800		22-8011PK
2-5/8	67	4	102	5	127	1	25	Angled 5°			RB-0810		RU-1460PK
2-5/8	67	4-1/2	114	3	76	5/8	16	Centered			RU-2640		
2-5/8	67	4-1/2	114	4	102	5/8	16	Centered			RU-2650		22-8012PK
2-11/16	68	4-1/2	114	4	102	5/8	16	Centered			RU-0900		22-8012PK
2-11/16	68	4-1/2	114	5	127	5/8	16	Centered			RU-0910		22-8013PK
2-3/4	70	4	102	5	127	1	25	Angled 10°			RU-1460		RU-1460PK
2-3/4	70	4	102	6	152	1	25	Angled 10°			RU-1470		RU-1470PK
2-3/4	70	4	102	6	152	2	51	Angled 20°			RU-3190		RU-1470PK
2-3/4	70	4	102	7	178	1	25	Angled 10°			RU-1480		RU-1480PK
2-3/4	70	5	127	2	51	5/8	16	Centered				RC-0920	
2-3/4	70	5	127	3	76	5/8	16	Centered				RC-0930	
2-3/4	70	5-1/2	140	4	102	5/8	16	Offset	7/16	11	RU-0950		
2-3/4	70	5-1/2	140	5	127	5/8	16	Offset	7/16	11	RU-0960		22-8016PK
2-7/8	73	4	102	5-3/8	136	5/8	16	Centered			RU-2410		
3	76	4-1/2	114	4	102	1	25	Angled 5°			RB-0900		22-8012PK
3	76	4-1/2	114	5	127	1	25	Angled 5°			RB-0910		22-8013PK
3	76	5	127	3	76	5/8	16	Centered			RU-2420		
3	76	5	127	5	127	5/8	16	Centered			RU-2430		
3	76	5	127	6-1/2	165	5/8	16	Centered			RU-2820		
3	76	5	127	9	228	5/8	16	Centered			Custom End Cap RC-2530(galv)		
3	76	7	178	3	76	5/8	16	Offset4	7/8	22	RA-0980	RA-098V	RU-0980PK
3	76	7	178	3	76	1-1/8	29	Offset4	1-1/16	27		RC-3140	RU-0980PK
3	76	7	178	4	102	5/8	16	Offset4	7/8	22	RA-0990	RA-099V	22-8019PK
3-1/16	78	7	178	3	76	5/8	16	Centered4			RA-0950	RA-095V	RU-0980PK
3-1/16	78	7	178	4	102	5/8	16	Centered4			RA-0960	RA-096V	2-8019PK
3-1/16	78	7	178	6	152	5/8	16	Centered4			RU-9004		22-8021PK
3-1/2	89	4	102	5-3/4	146	3/4	19	Centered			Custom End cap RX-4140		
3-1/2	89	5	127	3	76	5/8	16	Centered			RU-1790	RC-1790	
4	102	7	178	6	152	1	25	Centered			RD-1450		22-8021PK
4	102	7	178	18	457	5/8	16	Centered			41-1400		
5	127	6-1/2	165	9	228	1	25	Centered			RU-3020		
5	127	6-1/2	165	10	254	1	25	Centered			RU-3220		
5-1/2	140	7	178	9	228	1	25	Centered				RC-3150	22-8022PK
6	152	7-1/2	190	4-1/2	114	1	25	Centered			RU-1850		
6	152	7-1/2	190	6	152	1	25	Centered			RU-3060		
6	152	7-1/2	190	8	203	1	25	Centered			RU-3260		
6	152	7-1/2	190	10	254	1	25	Centered			RU-3270		
6	152	7-1/2	190	12	305	1	25	Centered			RU-3040		

NOTE: ADD KN TO FRONT OF ALL PART NUMBERS

Universal Air Filters - Round

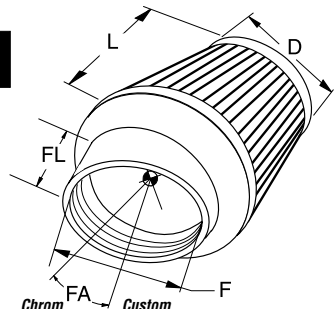
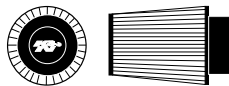
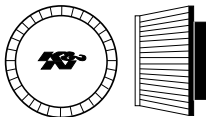
When selecting one of K&N's universal round tapered air filters, you should consider the following dimensions as they relate to the specification chart: (F) Mounting Flange Inside Diameter — This is the most critical dimension and should be very close to the diameter of the application's inlet flange. The flange will stretch up to 1/16" for those in-between sizes. (D) Filter Diameter — This is the outside diameter of the filter. The top size is listed first, then the base size. Always use the largest size filter that is practical for the application. (L) Filter Length — This dimension is the vertical length of the filter body only, it does not include the length of the flange, nor does it take into account the taper of the filter media. Always use the longest filter practical, for maximum filtration. (FA / FL) Flange Angle and/or Length — If no angle is listed in the specifications table, the flange is straight. Any angle listed is in degrees and can be utilised when space is a problem. Flange Type — The location of the flange in relation to the O.D. of the filter is sometimes offset to one edge of the filter for more clearance in an application.

(F) Mounting Flange Inside Diameter Inch MM		(D) FilterBase Diameter Inch MM		(D) Filter Top Diameter Inch MM		(L) Filter Length Inch MM		(FL) Flange Length Inch MM		(FA) Flange Style Type Angle		(FO) Flange Offset Inch MM		Rubber End Cap Part #	Chrom- End Cap Part #	Custom End Cap Part #	PreCharger Part #
1-1/8	29	2-1/4	57	2	51	2-1/2	63	5/8	16	Centered					RC-2540		
1-3/8	35	2-1/2	63	2	51	2-1/4	57	5/8	16	Centered					RC-0790		
1-9/16	40	3	76	2	51	3	76	5/8	16	Centered					RC-2310		22-8028PK
1-11/16	43	3	76	2	51	2-3/4	70	5/8	16	Centered				R-1070	RC-1070		
1-11/16	43	3-1/2	89	2	51	4	102	5/8	16	Centered				R-1080			RC-1200PK
1-3/4	44	3	76	2	51	2-1/2	63	5/8	16	Centered				RU-2690			
1-3/4	44	4-1/2	114	3	76	2-1/2	63	5/8	16	Centered				RU-2680			
1-13/16	46	3	76	2	51	2-1/2	63	5/8	16	Centered				RU-2930			
1-13/16	46	3	76	2	51	3	76	5/8	16	Centered				RU-2320	RC-2320		22-8028PK
1-7/8	48	3	76	2	51	2	51	5/8	16	Centered				RU-2550	RC-2550		
1-7/8	48	3	76	2	51	3	76	5/8	16	Centered				R-1090	RC-1090		22-8028PK
1-7/8	48	3	76	2	51	3-11/16	94	1	25	Angled 10°				RC-1290			
1-7/8	48	3	76	2	51	3-11/16	94	1	25	Angled 10°					RC-1290		
1-15/16	49	3	76	2	51	2-1/2	63	5/8	16	Centered				RU-2660	RC-2500		
1-15/16	49	3	76	2	51	3	76	5/8	16	Centered				R-1060	RC-1060		22-8028PK
2	51	3-1/8	79	2	51	3	76	5/8	16	Centered				RU-2580	RC-2580		
2-1/16	52	3-1/4	82	3	76	4	102	5/8	16	Centered				RC-1350			
2-1/16	52	3-1/2	89	2	51	4	102	5/8	16	Centered				RC-1200			RC-1200PK
2-1/8	54	3	76	2	51	2-3/4	70	5/8	16	Centered				RC-2340			
2-1/8	54	3	76	2	51	3	76	5/8	16	Centered				RC-2330			22-8028PK
2-1/8	54	3-1/2	89	2	51	4	102	5/8	16	Centered				RC-1920			RC-1200PK
2-1/4	57	3-1/2	89	2	51	4	102	5/8	16	Centered				R-1260	RC-1250		RC-1200PK
2-7/16	62	4-1/2	114	4	102	6-1/8	155	7/8	22	Centered1						RX-3820-1	RX-3820PK
2-7/16	62	4-1/2	114	4	102	6-1/8	155	3	76	Angled 20°						RX-3800	RX-3820PK
2-7/16	62	4-1/2	114	6	152	6-1/8	155	7/8	22	Centered1						RX-3810-1	RX-3810PR

NOTE: ADD KN TO FRONT OF ALL PART NUMBERS

NOTE: ADD KN TO FRONT OF ALL PART NUMBERS

Footnotes: 1 - Filter has molded-in velocity stack (inside of filter flange is rounded) 2 - Metal top plate has 1/4-20 stud 3 - Optional 1/2" vent comes standard 4 - 1/2" vent standard



AIR CLEANERS, SCOOPS & FILTERS

Footnotes: 1 - Filter has molded-in velocity stack (inside of filter flange is rounded) 2 - Metal top plate has 1/4-20 stud 3 - 5/8" vent standard 4 - 1/2" vent standard 5 - Metal top-plate has 6 mm stud 6 - Offset is vertical 7 - Top plate is powder coated black, with a 23/32" center hole, and an offset 1/4-20 stud.

K&N VEHICLE APPLICATION LISTING

Make / Model	Engine	Year	Air Filter	Oil Filter
ALFA ROMEO				
33	1.5L (Round Filter)	84-95	KNE-1015	-
33 inc 4WD	1.5L (Panel Filter)	84-95	KN33-2096	-
90	2.0L & 2.5L V6	84-87	KN33-2545	-
147	3.2L V6	03-06	KNE-9268	-
156	3.2L V6	02-06	KNE-9268	-
159	1.9L & 2.2L L4	05-08	KNE-9281	KNHP-7000
159	2.4L DSL	05-08	KNE-9281	-
147	1.6L, 1.8L	00-on	KN33-2218	-
147	1.9L	01-on	KN33-2228	-
155	1.8L, 2.0L, 2.5L V6	92-98	-	KNHP-2004
155	2.5L DSL	93-on	-	KNHP-2004
156	All Engs.	98-on	KNE-9244	-
164	2.0L EFI	88-98	KN33-2645	KNHP-2004
164	3.0L V6	88-98	KN33-2645	KNHP-2004
75/Milano	2.5L V6	85-89	KN33-2545	-
75/Milano	3.0L V6	87-92	KN33-2545	-
Alfa 6	2.0L, 2.5L EFI	79-83	-	KNHP-2004
Alfa 6	2.0L, 2.5L EFI	83-93	KN33-2546	KNHP-2004
Alfa 75	1.6L, 2.0L	85-93	KN33-2508	KNHP-2004
Alfa 75	1.6L &1.8L L4	86-94	KN33-2546	KNHP-2004
Alfa 75	1.8L OHC	86-93	KN33-2508	KNHP-2004
Alfa 75	3.0L V6	87-94	KN33-2545	KNHP-2004
Alfasud 1.8L & 2.0L, GT 1.8L, GTV Strada	1.8L, 2.0L	74-87	-	KNHP-1009
Alfasud L, Ti, Super Sprint	1.2L, 1.3L, 1.5L	74-85	-	KNHP-1009
Alfasud L, Ti, Super Sprint	1.2L, 1.3L	79-85	KNE-1015	KNHP-1009
Alfetta GTV	63HP	1962	KN33-2508	-
Arma	1.2L	83-86	KNE-1015	-
Arma	1.2L, 1.3L, 1.5L	86-93	KN33-2096	-
Berlina GTV & Spyder	2.0L	72-76	-	KNHP-1009
Brera	2.2L L4	05-07	KNE-9281	KNHP-7000
Brera	2.4L DSL	05-07	KNE-9281	-
Brera	3.2L V6	05-07	KNE-9281	-
GT	3.2L V6	04-08	KNE-9268	-
GTV6	2.5L V6	80-87	KN33-2508	KNHP-2004
Guiletta 1.8L & 2.0L, Sportiva 2.0L, Montreal	1.8L, 2.0L	74-87	KN33-2508	KNHP-1009
Spider	2.2L L4	06-08	KNE-9281	KNHP-7000
Spider	3.2L V6	06-08	KNE-9281	-
Spider Twin Spark	2.0L L4	95-on	KNE-9228	-
Spider Twin Spark	3.0L V6	95-on	KNE-9228	-
AUDI				
80	1.7L Carb	67-70	-	KNHP-2005
100	2.0L - 2.8L	90-94	KN33-2029	-
200	2.2L L4	88-92	KN33-2003	KNHP-2005
(100) 5E GL, CD, Executive	2.3L L5	78-82	KN33-2003	KNHP-2005
100CD, 100CD Estate	2.1L, 2.2L	83-88	KN33-2003	KNHP-2005
100CD, CD Avant	2.3L L5	88-92	KN33-2003	KNHP-2005
100LS, GL	1.8L, 1.9L Carb	70-76	-	KNHP-2005
5+5	2.1L L4	81-83	KN33-2003	KNHP-2005
80 1.9E, 1.9E Quattro, S	2.3L L5	88-92	KN33-2001	KNHP-2005
80cc	1.8L MPI	86-87	KN33-2001	KNHP-2005
90, 90 Quattro				
20V, Sport	2.3L L5	89-92	KN33-2001	KNHP-2005
A1	1.0L L3 F/I	15-17	KN33-3037	-
A1	1.6L L4 DSL	15-17	KN33-3035	-
A1	1.8L L4 F/I	15-17	KN33-3035	-
A3	1.6L	97-04	KN33-2128	KNHP-2005
A3	1.8L	97-04	KN33-2128	KNHP-2005
A3	1.8L L4	06-08	KN33-2865	-
A3	1.9L & 2.0L DSL	03-08	KN33-2865	-
A3	2.0L L4 Turbo	04-08	KN33-2888	KNHP-7010
A3	3.2L V6	03-08	KN33-2878	-
RS3	2.5L L5 F/I	15-17	KN33-3036	-
A4	1.8L L4 & Turbo	95-04	KN33-2675	KNHP-2005
A4	1.8L L4	07-09	KN33-2945	-
A4	2.0L L4	01-04	-	KNHP-2005
A4	2.4L V6	95-04	KN33-2675	KNHP-1009
A4	2.6L V6	95-04	KN33-2675	KNHP-1009
A4	2.7L & 3.0L DSL	08-09	KNE-1987	-
A4	2.8L V6	95-04	KN33-2675	KNHP-1009
A4	3.0L V6	01-04	-	KNHP-1009
A4	1.8L L4	97-98	KN33-2125	KNHP-3001
A4	2.0L L4	00-08	KN33-2209	-
A4	3.0L V6	00-07	KN33-2209	-
A4	4.2L V8	08-09	KNE-1987	-
A4	1.6L & 1.8L L4	00-07	KN33-2209	-
A4	4.2L V8 F/I LHS	13	KN33-3031	-
A4	4.2L V8 F/I RHS	13	KN33-3032	-
RS4	4.2L V8 F/I RHS	12-15	KN33-3032	-
RS4	4.2L V8 F/I LHS	12-15	KN33-3031	-
A4 Quattro	1.8L L4 & Turbo	96-04	KN33-2675	KNHP-2005
A4 Quattro	2.0L L4	01-04	-	KNHP-2005
A4 Quattro	2.4L V6	95-04	KN33-2675	KNHP-1009
A4 Quattro	2.6L V6	95-04	KN33-2675	KNHP-1009
A4 Quattro	2.8L V6	95-04	KN33-2675	KNHP-1009
A4 Quattro	3.0L V6	01-04	-	KNHP-1009
A4 Quattro	3.2L V6	08-09	KNE-1987	KNHP-7015
A5	1.8L L4	09-on	KN33-2945	-
A5	2.7L & 3.0L DSL	08-09	KNE-1987	-
A5	4.2L V8	08-09	KNE-1987	-
A5	4.2L V8 F/I LHS	13	KN33-3031	-
A5	4.2L V8 F/I RHS	13	KN33-3032	-
RS5	4.2L V8 F/I RHS	10-15	KN33-3032	-
RS5	4.2L V8 F/I LHS	10-15	KN33-3031	-
Q5	1.8L L4	08-09	KN33-2945	-
Q5	3.0L DSL	08-09	KNE-1987	-
S5	4.2L V8	08-09	KNE-1987	-
A6	2.4L V6	94-97	-	KNHP-1009
A6	2.4L V6	98-04	KN33-2675	KNHP-1009
A6	2.6L V6	94-97	-	KNHP-1009
A6	2.6L V6	98-04	KN33-2675	KNHP-1009
A6	2.8L V6	94-97	-	KNHP-1009
A6	2.8L V6	98-04	-	KNHP-1009
A6	3.0L V6	02-04	-	KNHP-1009

Make / Model	Engine	Year	Air Filter	Oil Filter
A6	1.8L L4	95-97	KN33-2029	-
A6	2.8L V6	95-97	KN33-2029	-
A6	2.0L DSL	04-08	KNE-9282	-
A6	2.0L L4	05-08	KNE-9282	KNHP-7010
A6	2.4L V6	05-08	KNE-0778	-
A6	2.7L & 3.0L DSL	04-08	KNE-0778	-
A6	2.8L V6	98-99	KN33-2125	-
A6	2.8L V6	98-99	KN33-2125	-
A6 Quattro	2.4L V6	97-04	KN33-2675	KNHP-1009
A6 Quattro	2.6L V6	94-97	-	KNHP-1009
A6 Quattro	2.6L V6	97-04	KN33-2675	KNHP-1009
A6 Quattro	2.8L V6	97-04	KN33-2675	KNHP-1009
A6 Quattro	3.0L V6	02-04	-	KNHP-1009
A6 Quattro	4.2L V8	00-04	KN33-2675	-
A6 Quattro	2.8L V6	97-98	KN33-2029	KNHP-3001
A6 Quattro	4.2L V8	04-08	KNE-0778	-
A6 Quattro	3.2L V6	05-08	KNE-0778	-
A8	2.8L V6	95-96	-	KNHP-1009
A8	2.8L V6	94-02	KN33-2779	-
A8	3.0L & 3.2L V6	05-08	KNE-0775	-
A8	3.0L DSL	02-08	KNE-0775	-
A8	3.0L V6	02-08	KNE-0775	-
A8	3.7L V8	94-03	KN33-2779	KNHP-7005
A8	3.7L V8	02-08	KNE-0775	KNHP-7005
A8	4.2L V8	94-04	KN33-2779	KNHP-7005
A8	4.2L V8	02-08	KNE-0775	KNHP-7005
A8 Quattro	4.2L V8	05-08	KNE-0775	KNHP-7005
A8 Quattro	4.0L DSL	03-08	KNE-0775 x 2	-
A8 Quattro	4.2L DSL	05-08	KNE-0775 x 2	-
A8 Quattro	6.0L W12	05-08	KNE-0775 x 2	-
A8	6.0L W12 F/I	04-10	-	KNE-1992
Allroad Quattro	2.7L V6	01-04	KN33-2675	KNHP-1009
Fox	1.5L	74-79	-	KNHP-2005
Fox	1.6L	74-79	-	KNHP-2005
Q7	3.0L DSL	06-08	KN33-2857	-
Q7	3.6L V6	06-08	KN33-2857	KNHP-7005
Q7	4.2L V8	06-08	KN33-2857 x 2	-
S1	2.0L L4 F/I	15-17	KN33-3035	-
S2, S4	2.2L 5 Cyl.	93-96	-	KNHP-2005
S3	1.8L	00-04	KN33-2128	KNHP-2005
S4	2.7L V6	00-04	KN33-2675	KNHP-1009
S4	2.2i & 2.3L	93-94	KN33-2029	-
S4 & RS4	4.2L V8	05-08	KN33-2209	-
S6	4.2L V8	01-04	KN33-2675	-
S6	4.2L V8	05-06	KNE-0778	-
S8	5.2L V10	2008	KNE-0775 x 2	-
TT	1.8L	99-04	KN33-2128	KNHP-2005
TT	2.0L L4	06-08	KN33-2888	KNHP-7010
TT RS	2.5L L5 F/I	16-17	KN33-3036	-
TT Quattro	3.2L V6	05-07	KN33-2857	-
TT Quattro	3.2L V6	06-08	KN33-2878	-
BENTLEY				
Continental	6.7L V8	85-00	KN33-2543	-
Corniche	6.7L V8	84-00	KN33-2543	-
Mulsanne	6.8L V8	78-92	KN33-2543	-
Turbo R	6.8L V8	78-97	KN33-2543	-
BMW				
116i	1.6L L4	04-08	KNRC-9310	-
116D	2.0L L4 DSL	09-12	KN33-2942	-
118i	2.0L L4	04-08	KNE-2021	-
118D	2.0L L4 DSL	09-12	KN33-2942	-
120i	2.0L L4	04-08	KNE-2021	-
120D	2.0L L4 DSL	09-12	KN33-2942	-
120i	1.6L L4 F/I	16-17	KN33-3051	-
123D	2.0L L4 DSL	09-12	KN33-2942	-
125i	2.0L L4 F/I	6/16-17	KN33-3051	-
130i	3.0L L6	05-08	KNE-2022	-
135i	3.0L L6	07-08	KN33-2367	-
135i, 335i & X1	3.0L L6	10-12	KN33-2458	KNHP-7014
218D Active Tourer	2.0L Diesel	14-15	KN33-3029	-
218i Active Tourer	1.5L L3	14-15	KN33-3029	-
220D Active Tourer	2.0L Diesel	14-15	KN33-3029	-
220i, 225i Active Tourer	2.0L	14-15	KN33-3029	-
220i	2.0L L4 F/I	6/16-17	KN33-3051	-
230i	2.0L L4 F/I	16-17	KN33-3051	-
230i XDrive	2.0L L4 F/I	16-17	KN33-3051	-
316	1.6L L4	73-80	KNE-2850	KNHP-1002
316i	1.6L L4	95-00	KN33-2733	-
316i	1.9L L4	98-02	KN33-2231	-
316i	1.6L L4	02-05	-	KNE-2232
316D	2.0L L4 DSL	09-12	KN33-2942	-
318i	1.8L L4	88-91	-	KNHP-1002
318i	1.8L L4	80-87	KN33-2005	-
318i	1.8L L4	88-98	KN33-2059	-
318i	1.9L L4	96-98	KN33-2231	-
318i	1.8L L4	95-99	KN33-2733	-
318i	2.0L L4	05-08	KNE-2021	-
318i	2.0L L4	02-05	-	KNE-2232
318is	1.8L L4	94-97	KN33-2733	-
318is	1.9L L4	95-99	KN33-2733	-
318D	2.0L L4 DSL	09-12	KN33-2942	-
320	2.0L L4	73/80	KNE-2850	-
320i	2.0L L4	79-90	-	KNHP-1002
320i	2.0L L4	88-90	KN33-2059	-
320i	2.0L L6	91-95	KN33-2070	-
320i	2.0L L6	98-05	KN33-2231	KNHP-7007
320i	2.0L L4	05-08	KNE-2021	-
320i	2.0L L4 F/I	15-17	KN33-3051	-
320D	2.0L L4 DSL	09-12	KN33-2942	-
323i	2.5L L6	96-04	KN33-2070	-
323i	2.5L L6	98-00	KN33-2231	KNHP-7007
325ci	2.5L L6	00-07	KN33-2231	KNHP-7007
325E, Executive, 352i	2.5L L6	86-95	KN33-2059	KNHP-2005
325i	2.5L L6	00-05	KN33-2231	KNHP-7007
325i	2.5L L6	05-08	KNE-2022	KNHP-7007
325i, 352ci	2.5L L6	00-04	KN33-2070	-
325is	2.5L L6	88-89	-	KNHP-2005
325ti	2.5L L6	02-04	KN33-2070	-
328i E36, E46	2.8L L6	95-00	KN33-2070	-
328i	2.8L L6	98-00	KN33-2231	KNHP-7007
328i & 328xi	3.0L L6	07-08	KN33-2332	-

Make / Model	Engine	Year	Air Filter	Oil Filter
330ci	3.0L L6	00-06	KN33-2231	KNHP-7007
330i	3.0L L6	00-05	KN33-2231	-
330i	3.0L L6	05-08	KNE-2022	-
330i, 330ci	3.0L L6	00-04	KN33-2070	-
330E	2.0L L4 F/I	15-17	KN33-3051	-
330i	2.0L L4 F/I	15-17	KN33-3051	-
330i GT	2.0L L4 F/I	16-17	KN33-3051	-
330i GT XDrive	2.0L L4 F/I	17	KN33-3051	-
330D	3.0L L6 DSL	09-12	KN33-2942	-
335xi	3.0L L6	06-08	KN33-2367	-
335D	3.0L L6 DSL	09-12	KN33-2942	-
340i	3.0L L6 F/I	15-17	KN33-3051	-
340i GT	2.0L L4 F/I	16-17	KN33-3051	-
340i GT XDrive	3.0L L6 F/I	17	KN33-3051	-
518D	2.0L L4 DSL	7/14-17	KN33-3042	-
518, 525, 528MDL	6 Cyl.	74-76	KNE-2630	-
520	4 Cyl.	73-78	KN33-2018	-
520i	E34 with M22	90-96	KN33-2005	KNHP-2005
520i	2.0L & 2.5L L6	89-96	KN33-2078	-
520i	2.0L & 2.2L L6	03-04	KN33-2292	-
520i	2.2L L6	07-08	KN33-2294	-
520D	2.0L L4 DSL	7/14-17	KN33-3042	-
523i	2.5L L6	96-00	KN33-2070	-
525e	2.5L L6	86-88	KN33-2059	KNHP-2005
525i	2.5L L6	88-90	KN33-2059	-
525i	2.5L L6	00-03	KN33-2070	-
525i	2.5L L6	89-96	KN33-2078	-
525i	2.5L L6	04-08	KN33-2292	KNHP-7007
528i	2.8L L6	71-85	KN33-2005	-
528i	2.8L L6	73-85	KN33-2005	-
528i	E38 2.8L 6 Cyl.	96-00	KN33-2070	-
530i	E39 3.0L 6 Cyl.	00-03	KN33-2070	-
530i	3.0L L6	04-08	KN33-2292	-
535i		86-88	KN33-2005	-
535i		88-90	KN33-2573	-
535i	E34 3.5L L6	88-93	KN33-2573	-
535i	3.5L L6	96-03	KN33-2142	-
535i & 535xi	3.0L L6	08-0n	KN33-2367	-
535i	3.0L V6	09-12	KN33-2428	KNHP-7014
540i	E34	93-96	KN33-2675	-
540i	E39	96-03	KN33-2675	-
540i	4.0L V8	05-08	KN33-2294	-
540i	4.4L V8	96-04	KN33-2142	-
545i	4.4L V8	03-05	KN33-2294	-
550i & 650i	4.8L V8	05-08	KN33-2294	-
630i	3.0L L6	04-08	KN33-2292	-
645ci	4.4L V8	04-05	KN33-2294	-
730i	E32 3.0L L6	90-93	KN33-2573	-
730i	E32 3.0L V8	92-94	KN33-2675	-
730i	E38 3.0L V8	94-96	KN33-2675	-
730iL	E38 3.0L V8	94-96	KN33-2675	-
735i	3.6L V8	01-04	KN33-2254	-
740i	3.0L V6	09-12	KN33-2428	-
740iL	E32 4.0L V8	96-02	KN33-2675	-
740iL	E38 4.0L V8	92-94	KN33-2675	-
740iL	E38 4.4L V8	94-96	KN33-2675	-
740i, 740iL	4.4L V8	99-01	KN33-2142	-
745i	4.4L V8	01-05	KN33-2254	-
750i	5.0L V12	88-94	KN33-2059 x 2	-
750i & 750iL	4.8L V8	05-08	KN33-2254	-
750i & 750iL	5.4L V12	94-01	KN33-2752 x 2	KNHP-7006
750i & 760Li	4.8L V8 & 6.0L V12	07-0n	KN33-2410	-
760i	6.0L V12	03-08	KN33-2254	-
840Ci	E31 4.0L V8	93-96	KN33-2675	-
840Ci	E31 4.4L V8	96-00	KN33-2675	-
850Ci	E31 5.0L V12	90-95	KN33-2059 x 2	-
M3	E36 3.0L	94-96	KN33-2070	-
M3	E36 3.2L	96-00	KN33-2070	-
M3	E46 3.3L 6 Cyl.	01-04	KN33-2070	-
M3	3.2L L6	00-07	KN33-2231	-
M3	4.0L V8	08-12	KNE-2994	-
M5	E39 5.0L V8	99-04	KN33-2675 x 2	-
M5	3.5L L6	88-92	KN33-2078	-
M5	3.6L L6	91-93	KN33-2078	-
M5	3.8L L6	92-95	KN33-2078	-
M5	5.0L V8	98-04	KN33-2142	-
M5 & M6	V10 RH Side Air Box	05-09	KN33-2350	-
M5 & M6	V10 LH Side Air Box	05-09	KN33-2352	-
X3	2.0L L6	05-07	KN33-2372	KNHP-7007
X3	2.5L & 3.0L L6	04-06	KN33-2231	KNHP-7007
X3	2.5L L6	06-07	KN33-2372	KNHP-7007
X3	3.0L L6	06-08	KN33-2372	KNHP-7007
X3 SDrive 18D	2.0L L4 DSL	4/14-17	KN33-2042	-
X3 SDrive 20D	2.0L L4 DSL	4/14-17	KN33-2042	-
X4	2.0L L4 DSL	14-17	KN33-2042	-
X5	4.0L, 4.4L V8 F/I (2 req)	13-17	KNE-0659	-
X5	3.0L DSL	98-08	KNE-2657	KNHP-7007
X5	3.0L L6	07-08	KN33-2577	-
X5	3.0L V6	00-06	KN33-2255	KNHP-7007
X5	3.0L V6	07-0n	KN33-2406	KNHP-7007
X5	4.4L V8	00-07	KN33-2149	-
X5	4.6L V8	01-03	KN33-2149	KNHP-7006
X5	4.8L V8	03-06	KN33-2149	-
X5	4.8L V8	2008	KN33-2407 x 2	-
X5 & X6	4.4L V8	09-12	KN33-2449 x 2	-
X5 4WD	4.4L MPFI V8	00-04	KN33-2675	-
X5 4WD	4.6L MPFI V8	02-04	KN33-2675	-
X5 XDrive 35D	3.0L L6 DSL	07-12	KN33-2959	-
X6	4.0L, 4.4L V8 F/I (2 req)	14-17	KNE-0659	-
X6	3.0L L6 DSL	07-12	KN33-2959	-
X6	3.0L V6	08-12	KN33-2428	KNHP-7014
Z3	2.0L 6 Cyl.	99-00	KN33-2070	-
Z3	2.2L 6 Cyl.	00-04	KN33-2070	-
Z3	2.8L 6 Cyl.	97-04	KN33-2070	-
Z3	3.0L 6 Cyl.	00-04	KN33-2070	-
Z3	1.8L L4	95-98	KN33-2733	-
Z3	1.9L L4	95-03	KN33-2733	-
Z4	2.5L & 3.0L L6	09-12	KN33-2966	-
Z4	2.5L L6	03-04	KN33-2070	-
Z4	3.0L L6	03-04	KN33-2070	-
Z4	2.0L L6	05-08	KN33-2372	KNHP-7007
Z4	2.5L L6	06-08	KN33-2372	KNHP-7007
Z4	3.0L L6	06-08	KN33-2372	KNHP-7007
Z4	3.2L L6	06-08	KN33-2292	-

Make / Model	Engine	Year	Air Filter	Oil Filter
CHEVROLET				
Australian Assembled Models	327 V8	68-74	KNE-1500	-
Camaro	305-350 V8	68-81	KNE-1500	KNHP-3002
Camaro	V8 2BBL	67-69	KNE-1070	KNHP-3002
Camaro	V8 2BBL	69-78	KNE-1450	KNHP-3002
Camaro	350 2BBL	1970	KNE-1500	KNHP-3002
Camaro	V6 2BBL	80-81	KNE-1450	KNHP-2002
Camaro	2.5L L4 EFI	82-86	KNE-1015	KNHP-1001
Camaro	2.8L V6 EFI	85-92	KN33-2008 x 2	KNHP-1001
Camaro	5.0L, 5.7L V8 EFI	85-92	KN33-2008 x 2	KNHP-2002
Camaro	5.0L V8 TBI	88-92	KNE-1450	KNHP-2002
Camaro	3.1L V6 EFI	90-92	KNE-0890	KNHP-2001
Camaro	3.4L, 3.8L V6 EFI	93-97	KN33-2042	KNHP-1001
Camaro	5.7L V8 EFI	93-97	KN33-2042	KNHP-3002
Camaro	3.8L V6, 5.7L V8	98-0n	KN33-2118	KNHP-1007
Camaro	5.0L V8	82-83	KNE-1117	KNHP-2002
Camaro SS, ZL1	6.2L V8 F/I	16-18	KN33-5047	KNHP-1017
Camaro Z28	5.7L V8	71-74	KNE-1650	KNHP-3002
Camaro, Chevelle	6 Cyl.	64-74	KNE-1070	KNHP-3002
Camaro, Chevelle	V8	67-74	-	KNHP-3002
Camaro, Chevelle	V8	64-74	KNE-1070	KNHP-3002
Camaro, Chevelle	V8	64-74	KNE-1650	KNHP-3002
Chevy II (Nova)	4 Cyl.	62-70	KNE-1070	KNHP-2002
Chevy II (Nova)	6 Cyl.	62-70	KNE-1070	KNHP-3002
Chevy II (Nova)	V8	64-70	KNE-1070	KNHP-3002
Chevy II (Nova)	V8	64-70	-	KNHP-3002
Chevy II (Nova)	V8	64-70	KNE-1650	KNHP-3002
Corvette	V8 4BBL	67-70	KNE-1650	KNHP-2002
Corvette	V8 4BBL	70-73	KNE-1450	KNHP-2002
Corvette	V8 4BBL	74-81	KNE-1500	KNHP-2002
Corvette	5.7L V8 TPI	85-89	KN33-2014	KNHP-2002
Corvette	5.7L V8 EFI	90-96	KN33-2035	KNHP-1007
Corvette	5.7L V8 EFI	97-0n	KN33-2111	KNHP-1007
Corvette	5.7L V8	1982	KNE-1117	KNHP-2002
Impala	V8	60-70	-	-
Impala	327 V8	68-70	KNE-1500	-
Chevrolet Caprice	5.0L & 5.7L	91-93	KN33-2051	KNHP-2202
CHEVROLET COMMERCIAL				
All w/Round 13.75" x 4"	V8 DSL	78-96	KNE-1690	-
Blazer	V8 4BBL	75-95	KNE-1500	KNHP-3002
Blazer	250 L6	69-78	KNE-1070	KNHP-3002
Blazer	V8 2BBL	69-78	KNE-1450	KNHP-3002
Blazer S10	2.2L, 4.3L	92-0n	KN33-2042	KNHP-2001
C20, C30, K20	292ci 6 Cyl.	75-81	KNE-1120	KNHP-2002
C50, C60	292ci 6 Cyl.	76-81	KNE-1120	KNHP-2002
C50, C60	350 V8	76-81	KNE-1120	KNHP-2002
L.U.V	O.H.C Engine	75-78	KNE-2760	KNHP-1005
L.U.V Model KB20 Utility		73-74	KNE-1100	-
Suburban	5.3L V8	99-03	KN33-2129	KNHP-2006
Suburban	5.7L V8	96-99	KNE-1796	KNHP-2001
Suburban	6.5L DSL	97-99	KNE-1796	KNHP-3002
Suburban	7.4L V8	96-99	KNE-1796	KNHP-3002
Silverado & Suburban	6.0L V8	01-09	KN33-2135	KNHP-2006
Silverado & Suburban	8.1L V8	01-06	KN33-2135	KNHP-1011
CHRYSLER				
300C	3.5L V6	05-0n	KN33-2295	KNHP-2004
300C	5.7L Hemi V8	05-0n	KN33-2295	KNHP-2004
300C SRT8	6.1L Hemi V8	05-0n	KN33-2295	KNHP-2004
Crossfire	3.2L V6	03-08	KN33-2290 x 2	KNHP-7004
Crossfire Roadster	3.2L V6	05-0n	KN33-2290	-
Crossfire SRT6	3.2L V6	05-0n	KN33-2256	-
Crossfire SRT6 Roadster	3.2L V6	05-0n	KN33-2256	-
Neon	2.0L L4	96-04	-	KNHP-1002
Neon	2.0L L4	96-98	KN33-2087	KNHP-1002
Neon	2.0L L4	99-05	KNE-1006	KNHP-1002
Neon SRT-4	2.4L L4	04-05	KNE-1006	KNHP-2009
PT Cruiser	2.0L MPFI	00-04	-	KNHP-1002
PT Cruiser	1.6L & 2.4L L4	06-08	KN33-2351	-
PT Cruiser	1.6L & 2.4L L4	00-06	KN33-2153	-
Valiant AP5, AP6	225 6 Cyl.	63-67	KNE-1000	KNHP-3001
Valiant CH, CJ	265 6 Cyl.	71-72	KNE-1120	KNHP-3001
Valiant CH, CJ	360 V8	71-72	-	KNHP-3001
Valiant CL, CM	265 6 Cyl.	77-81	KNE-1120	-
Valiant CL, CM	318 V8	77-81	KNE-1120	-
Valiant VE	273 V8	67-69	KNE-1100	-
Valiant VE, VF	225 6 Cyl.	67-70	-	KNHP-3001
Valiant VG, VH	245 6 Cyl.	70-73	KNE-1000	KNHP-3001
Valiant VG, VH, VJ	318 V8	70-72	-	KNHP-3001
Valiant VJ	245 6 Cyl.	73-76	KNE-1000	-
Valiant VJ	265 6 Cyl.	73-76	KNE-1120	-
Valiant VK, VJ	265 6 Cyl, 318 V8	76-77	KNE-1120	-
Voyager	3.3L V6	91-95	KN33-2006	-
Voyager	2.4L L4	00-08	KN33-2206	-
Voyager	3.3L V6	00-08	KN33-2206	KNHP-1009
Voyager	3.8L V6	00-08	KN33-2206	-
CITROEN				
Berlingo	1.6L L4	00-07	KN33-2844	-
Berlingo	1.6L DSL	05-08	KN33-2847	-
Berlingo	1.6L L4	08-09	KN33-2813	-
C3	1.1L, 1.4L & 1.6L	02-08	KN33-2844	-
C3	1.4L DSL	02-08	KN33-2847	-
Citroen C4 & C3	1.4L & 1.6L L4	08-12	KN33-2941	-
C4	1.6L L4	04-08	KN33-2937	-
C4	2.0L L4	04-09	KN33-2957	-
C4 Cactus	1.2L L3 F/I Turbo	14-17	KN33-3039	-
C4 II	1.2L L3 F/I	15-17	KN33-3039	-
C4 Picasso	1.2L L3 F/I	15-17	KN33-3039	-
C5	2.0L L4 DSL	04-12	KN33-2928	-
C5	1.6L DSL	04-08	KN33-2929	-
C5	1.8L & 2.0L L4	04-08	KN33-2886	-
C5	3.0L V6	04-08	KN33-2886	-
C63, E63 & S63	3.0L V6	05-08	KN33-2911	-
Xanita	3.0L V6	97-0n	KN33-2539	-
Xanita	2.0L L4	95-0n	KN33-2539	-
Xanita	1.9L DSL	93-0n	KN33-2539	-
Xanita	2.0L L4	93-95	KNE-9000	-
Xanita	1.6L, 1.8L, 2.0L	92-0n	KN33-2673	-
Xsara Picasso	1.6L L4	05-08	KN33-2813	-
DAEWOO				
1.5i	1.5L L4	94-95	KN33-2548	KNHP-2001
Cielo	1.5L L4	95-97	KN33-2548	KNHP-2001
Daewoo Espero	1.5, 1.8 & 2.0L	91-99	KN33-2548-A	-
Espero	2.0L L4	95-97	KN33-2548	KNHP-2001
Kalos	1.5L L4	03-04	KN33-2320	KNHP-2001

Make / Model	Engine	Year	Air Filter	Oil Filter
DAEWOO CONTINUED				
Korando	2.3L L4	98-00	KN33-2214	-
Lanos	1.5L L4 SOHC	97-03	KN33-2795	KNHP-2001
Lanos	1.5L L4 DOHC	97-03	KN33-2548	KNHP-2001
Leganza	2.0L L4 DOHC	97-04	KN33-2800	KNHP-2001
Leganza	2.2L L4 DOHC	97-04	KN33-2800	KNHP-2001
Musso 4x4 Wagon	2.3L L4	97-98	KN33-2214	-
Musso 4x4 Wagon	2.9L DSL	96-04	KNE-3490	-
Nubira	1.6L L4	97-00	KN33-2802	KNHP-2001
Nubira	2.0L L4	98-03	KN33-2802	KNHP-2001
Tacuma	2.0L L4	00-04	-	KNHP-2001

DAIHATSU				
Applause	1.6L L4	89-95	KN33-2533	-
Applause	1.6L L4	95-98	KN33-2533	-
Applause	1.6L L4	98-99	KN33-2533	-
Berlina	1000 (F40)	69-70	KNE-1100	KNHP-1009
Charade G10 incl. Turbo	1.0L L3	80-82	KNE-1110	KNHP-1002
Charade G11 Turbo	1.0L L3	83-87	KN33-2592	KNHP-1002
Charade G11 Non-Turbo	1.0L L3	83-85	KNE-9173	KNHP-1002
Charade G100 Turbo	1.0L L3	87-88	KN33-2533	KNHP-1003
Charade G100 non-turbo	1.0L L3	87-98	KNE-9173	KNHP-1003
Charade G102, G202	1.0L L3	87-98	KNE-9173	KNHP-1003
Charede G100, G102, G200	1.3L L4	88-98	KN33-2533	KNHP-1003
Feroza without Oil Cooler	1.6L L4	89-99	KN38-9109	KNHP-1003
Feroza with Oil Cooler	1.6L L4	89-99	KN38-9109	-
Mira L201	1.0L L3 Carb	90-92	-	KNHP-1003
Mira L200	1.0L L3 EFI	92-95	-	KNHP-1003
Mira Turbo	.66L L3	1994	KN33-2633	-
Pyzar	1.5L & 1.6L L4	97-00	KN33-2533	-
Rally Limited Edition	1.0L L3	95-98	KNE-1110	-
Terios	1.3L L4	97-00	KN33-2041-1	-
Daihatsu Terios	1.5L L4	06-12	KN33-2967	-
Daihatsu Sirion	1.5L L4	06-12	KN33-2967	-
Daihatsu Rocky	2.8L L4 DSL	82-99	KN38-9070	-

DODGE				
Caliber	1.8L-2.4L L4	06-08	KN33-2362	KNHP-1017
Caliber SRT-4	2.4L L4	08-09	KNE-1988	KNHP-1017
Nitro	3.7L V6	07-08	KN33-2363	KNHP-2009
Nitro	4.0L V6	07-08	KN33-2363	KNHP-2004
Ram	3.7L V6	02-08	KN33-2247	KNHP-2009
Ram	4.7L V8	02-08	KN33-2247	KNHP-2004
Ram	5.7L V8	03-08	KN33-2247	KNHP-2004
Viper	8.0L V10	92-02	KN33-2085 x 2	KNHP-2004
Viper	8.3L V10	03-06	-	KNHP-2004
30X	1.8L	92-95	KN33-2083	KNHP-1010
500		92-96	-	KNHP-1010
800	2.5L V6	94-96	KN33-2072	KNHP-1010
800M	2.3L V6	94-96	KN33-2672	KNHP-1010
Dodge Avenger	2.7L & 3.5L V6	07-10	KN33-2373	KNHP-2010
Dodge Ram	6.7L Diesel L6	13-15	KN33-5005	KNHP-4003
Dodge Ram	5.9L DSL	94-02	KN33-2056	-

FERRARI				
F430	4.3L	05-10	KN33-2494 (X2 Req)	-
360	3.6L	99-05	KN33-2494	-
360	3.6L V8	99-05	KN33-2854 x 2	-
308 GTBi, GTSi	3.0L V8	80-83	KN33-2019 x 2	-
308 GTS, GTB, GT4	3.0L V8	75-79	KNE-2930	KNHP-3001
348	3.4L V8	89-95	KN33-2656	-
512	5.0L V12	80-84	KN33-2019 x 2	-
550 V12	5.5L V12	96-01	KN33-2816 x 2	-
Dino 246	2.4L V6	69-73	KNE-9240	KNHP-3001
F355	3.5L V8	88-92	KN33-2816 x 2	-
F40	3.0L V8	88-92	KN33-2816 x 2	-
GTO	2.8L V8	84-85	KN33-2019 x 2	KNHP-3001
Mondial	3.0L V8	80-83	KN33-2019 x 2	KNHP-3001
Testarossa	5.0L V12	84-91	KN33-2799	-

FIAT				
124 Spider	1.4L L4 F/I	16-17	KN33-5040	-
124	1.2L & 1.4L L4	67-71	KNE-2550	KNHP-2004
125	1.6L L4	67-72	KNE-2550	KNHP-2004
127	0.9L, 1.1L, 1.3L	71-83	KNE-2570	KNHP-2004
128 Bello	1.1L OHC	72-81	KNE-2570	KNHP-2004
128 Transverse	1.1L	70-71	KNE-2540	KNHP-2004
131	All engs.	73-84	KNE-2670	KNHP-2004
132	Carb	73-80	KNE-2670	KNHP-2004
132	2.0L EFI	78-85	KN33-2046	KNHP-2004
850, 850S, 850 Berlina, Coupe Spyder		65-70	KNE-2540	-
Argenta, VX Volumex	1.6L, 2.0L	80-88	KN33-2670	KNHP-2004
Argenta, VX Volumex	2.0L	82-84	KNE-2670 or KN33-2046	KNHP-2004
Argenta, VX Volumex	2.0L EFI	80-88	KN33-2046	KNHP-2004
Panda	1.3L DSL	03-08	KN33-2932	-
Punto	1.3L DSL	03-05	KN33-2932	-
Punto	1.3L & 1.9L L4	06-12	KN33-2935	-
Regata	1.3L - 1.6L L4	85-87	KNE-2670	KNHP-2004
Spyder	2.0L L4	80-82	KN33-2001	-
Strada	1.3L DSL	06-08	KN33-2932	-

FORD				
Anglia	1.2L L4	62-65	KNE-2330	-
Capri	1.6L L4	69-73	KNE-2640	KNHP-2005
Capri & Capri Turbo	1.6L L4	89-95	KN33-2027	KNHP-1004
Capri 3000, GT	3.0L V6	70-73	KNE-2640	KNHP-3001
Corsair UA	2.0L, 2.4L	89-92	KN33-2031-2	KNHP-2008
Cortina	1.5L, 1.6L	64-67	KNE-2330	-
Cortina GT	1.5L L4	63-70	KNE-2640	-
Cortina TC	1.6L L4	71-74	KNE-2566	KNHP-2005
Cortina TC	2.0L L4	71-74	KNE-1210	KNHP-1009
Cortina TC	3.3L & 4.1L L6	73-74	KNE-2740	KNHP-3001
Cortina TD, TE	2.0L L4	74-80	KNE-1210	KNHP-1009
Cortina TD, TE,	3.3L & 4.1L L6	74-80	KNE-2740	KNHP-3001
Cortina TF	2.0L L4	80-82	-	KNHP-3001
Cortina TF	3.3L & 4.1L L6	80-82	KNE-2740	KNHP-3001
Cougar	2.5L V6	99-02	-	KNHP-2010
Escort	1.6L L4	75-81	-	KNHP-2005
Escort	1.6L L4	76-78	KNE-2566	KNHP-2005
Escort	1.6L L4	78-79	KNE-1210	KNHP-2005
Escort	1.6L L4	79-81	KNE-2566	KNHP-2005
Escort	2.0L L4	77-81	KNE-1210	KNHP-1009
Escort	1.1L, 1.3L L4	71-76	KNE-2566	KNHP-2005
Escort	1.3L L4	71-74	-	KNHP-2005
Escort	1.6L L4	70-71	-	KNHP-2005
Everest	3.2L L5 Diesel	15-18	KN33-3086	-
Explorer	4.0L V6	02-05	KN33-2207	KNHP-3001
Explorer	4.6L V8	02-04	KN33-2207	KNHP-2010
Fairlane (1.813" tall)	427 V8	1967	KNE-1960	KNHP-3001
Fairlane (3" tall)	427 V8	1967	KNE-1963	KNHP-3001
Falcon FG	4.0L L6	08-on	KN33-2950	KNHP-2010
Falcon FG	5.4L V8	08-on	KN33-2950	KNHP-2010
Falcon BF	4.0L L6	05-08	KN33-2852	KNHP-2010
Falcon BF excl. 290KW	5.4L V8	05-08	KN33-2852	KNHP-2010
Falcon BA	4.0L L6	03-05	KN33-2852	KNHP-2010
Falcon BA excl. 290KW	5.4L V8	03-05	KN33-2852	KNHP-2010
Falcon BA XR-8 & 290KW	5.4L V8	03-05	KNE-0945	KNHP-2010

Make / Model	Engine	Year	Air Filter	Oil Filter
Falcon AU	4.0L L6	98-02	KN33-2015	KNHP-3001
Falcon FG GS & GT S/C	5.0L	10-on	KNE-1993	KNHP-1010
Falcon AU	5.0L V8	98-02	KN33-2015	KNHP-3001
Falcon EF-EL	4.0L L6	94-98	KN33-2015	KNHP-3001
Falcon EF-EL	5.0L V8	94-98	KN33-2015	KNHP-3001
Falcon EB-ED	4.0L L6	91-94	KN33-2708	KNHP-3001
Falcon EB-ED	5.0L V8	91-94	KN33-2015	KNHP-3001
Falcon EA	3.9L L6 TBI	88-91	KNE-2855	KNHP-3001
Falcon EA	3.9L L6 MPI	88-91	KN33-2708	KNHP-3001
Falcon XF	4.1L L6 Carb	84-88	KNE-2855	KNHP-3001
Falcon XF	4.1L L6 EFI	84-88	KN33-2678	KNHP-3001
Falcon XE	4.1L L6 Carb	82-84	KNE-2855	KNHP-3001
Falcon XE	4.1L L6 EFI	82-84	KN33-2678	KNHP-3001
Falcon XE	5.8L V8	82-84	KNE-1570	KNHP-3001
Falcon XC-XD	4.1L L6	76-82	-	KNHP-3001
Falcon XC-XD	5.0L & 5.8L V8	76-82	KNE-1570	KNHP-3001
Falcon XB	4.1L L6	73-76	KNE-2790	KNHP-3001
Falcon XB	5.0L V8 302W	73-76	KNE-1040	KNHP-3001
Falcon XB	5.0L V8 302C	73-76	KNE-2740	KNHP-3001
Falcon XB	5.8L V8 351C	73-76	KNE-1570	KNHP-3001
Falcon XB GT (Auto)	5.8L V8 351C	73-76	KNE-1570	KNHP-3001
Falcon XB GT (Manual)	5.8L V8 351C	73-76	KNE-1560	KNHP-3001
Falcon XA	3.3L & 4.1L L6	72-73	KNE-2740	KNHP-3002
Falcon XA	5.0L V8 302W	72-73	KNE-1040	KNHP-3001
Falcon XA	5.0L V8 302C	72-73	KNE-2740	KNHP-3001
Falcon XA	5.8L V8 351C	72-73	KNE-1570	KNHP-3001
Falcon XA GT (Auto)	5.8L V8 351C	72-73	KNE-1570	KNHP-3001
Falcon XA GT (Manual)	5.8L V8 351C	72-73	KNE-1560	KNHP-3001
Falcon XY	3.3L & 4.1L L6	70-72	KNE-2790	KNHP-3001
Falcon XY	5.0L V8 302W	70-72	KNE-1040	KNHP-3001
Falcon XY	5.8L V8 351C	70-72	KNE-1570	KNHP-3001
Falcon XY GT (Auto)	5.8L V8 351C	70-72	KNE-1570	KNHP-3001
Falcon XY GT (Manual)	5.8L V8 351C	70-72	KNE-1560	KNHP-3001
Falcon XW	3.1L & 3.6L L6	69-70	KNE-1080	KNHP-3001
Falcon XW	5.0L V8 302W	69-70	KNE-1040	KNHP-3001
Falcon XW GT	5.8L V8 351W	69-70	KNE-1570	KNHP-3001
Falcon XW GT (Auto)	5.8L V8 351C	69-70	KNE-1570	KNHP-3001
Falcon XW GT (Manual)	5.8L V8 351C	69-70	KNE-1560	KNHP-3001
Falcon XT	3.1L & 3.6L L6	68-69	KNE-1080	KNHP-3001
Falcon XT	5.0L V8 302W	68-69	KNE-1040	KNHP-3001
Falcon XR	2.8L L6	66-68	KNE-1080	KNHP-3001
Falcon XR	4.7L V8 289W	66-68	KNE-1040	KNHP-3001
Fiesta	1.4L & 1.6L L4	08-12	KN33-2955	-
Fiesta	2.0L L4	05-08	KN33-2880	-
Festiva WA	1.3L Carb	91-94	KNE-9181	KNHP-1004
Festiva WB	1.3L MPFI	94-96	-	KNHP-1004
Festiva WD	1.3L MPFI	96-98	-	KNHP-1004
Festiva WD	1.5L MPFI	96-98	-	KNHP-1004
Festiva WF	1.3L MPFI	98-00	-	KNHP-1008
Festiva WF	1.5L MPFI	98-00	-	KNHP-1008
Fiesta	1.3L & 1.6L	02-07	KN33-2853	-
Focus	1.6L & 1.8L L4	03-07	KN33-2877	-
Focus	1.8L L4	04-06	KN33-2819	KNHP-2005
Focus	2.0L L4 F/I	08-11	KN33-2401	KNHP-1002
Focus	2.0L L4	02-05	KN33-2819	KNHP-2005
Focus	2.0L L4	04-07	KN33-2877	-
Focus	2.5L L5	05-07	KN33-2873	-
Focus II	1.4 - 2L L4	09	KN33-2993	-
Focus C-Max	1.8L & 2.0L DSL	05-07	KN33-2886	-
Focus LR	1.8L, 2.0L	02-04	-	KNHP-2005
Focus RS	2.0L Turbo	02-05	KN33-2266	-
Galaxie (1.813" tall)	390 V8	61-64	KNE-1960	KNHP-3001
Galaxie (3" tall)	390 V8	61-64	KNE-1963	KNHP-3001
Galaxie (1.813" tall)	427 V8	1967	KNE-1960	KNHP-3001
Galaxie (3" tall)	427 V8	1967	KNE-1963	KNHP-3001
Ka 3 Door Hatch	1.3L MPFI	99-04	-	KNHP-1002
Laser KA-KC Single Carb	1.3L & 1.5L L4	81-87	KNE-2980	KNHP-1004
Laser KA-KC Dual Carb	1.3L & 1.5L L4	81-87	-	KNHP-1004
Laser KC-KE	1.6L L4 Carb	85-90	KNE-1360	KNHP-1004
Laser KC-KE	1.6L L4 EFI	85-90	KN33-2027	KNHP-1004
Laser KF-KH	1.6L L4 Carb	90-94	KNE-9194	KNHP-1004
Laser KF-KH	1.6L L4 EFI	90-94	KN33-2027	KNHP-1004
Laser KJ-KN	1.6L & 1.8L L4	94-01	KN33-2134	KNHP-1004
Laser KO	1.6L, 1.8L & 2.0L	01-02	KN33-2134	KNHP-1006
Meteor GA-GC Single Carb	1.3L & 1.5L L4	81-87	KNE-2980	KNHP-1004
Meteor GA-GC Dual Carb	1.3L & 1.5L L4	81-87	-	KNHP-1004
Meteor GC	1.6L L4 Carb	85-87	KNE-1360	KNHP-1004
Meteor GC	1.6L L4 EFI	85-87	KN33-2027	KNHP-1004
Mondeo	1.6L-2.0L L4	07-09	KN33-2393	-
Mondeo	1.8L-2.0L L4	00-06	KN33-2210	-
Mondeo	2.5L V6	00-06	KN33-2210	KNHP-2010
Mondeo	3.0L V6	04-07	KN33-2210	-
Mondeo HA, HB, HC, HD, HE	2.0L EFI	95-04	KN33-2132	KNHP-2005
Mondeo HE	2.5L EFI V6	00-04	-	KNHP-2010
Mustang	All V8	65-73	-	KNHP-3001
Mustang Cobra	4.6L V8	01-04	KNE-0945	KNHP-2010
Mustang	4.0L V6	05-08	KN33-2298	KNHP-2010
Mustang GT	4.6L V8	05-08	KN33-2298	KNHP-2010
Mustang	2.3L EcoBoost	15-16	KN33-5029	KNHP-1002
Mustang	3.7L V6	15-16	KN33-5029	KNHP-2011
Mustang GT	5.0L	15-16	KN33-5029	KNHP-2011
Probe ST, SV, SU	2.5L EFI V6	94-98	KN33-2049	KNHP-1010
Sierra Cosworth RS500	2.0L L4	82-88	KN33-2532	-
Taurus	3.0L V6	96-98	KN33-2107	KNHP-2009
Taurus DN, DP	3.0L EFI V6	95-98	KN33-2187	KNHP-2010
Telstar AR, AS, TX5	2.0L L4	83-87	KNE-2790	KNHP-1005
Telstar AR, AS, TX5	2.0L Turbo	86-87	KNE-2790	KNHP-1005
Telstar AT, AV, AX, AY	2.0L L4	87-90	KNE-2790	KNHP-1005
Telstar AT, AV, AX, AY	2.2L L4 & Turbo	97-92	KN33-2026	KNHP-1005
Telstar AT, AV, AX, AY	2.0L L4	92-96	KN33-2676	KNHP-1005
Telstar AT, AV, AX, AY	2.5L V6	92-96	KN33-2676	KNHP-1005
Thunderbird (1.813" tall)	410 V8	62-63	KNE-1960	KNHP-3001
Thunderbird (3" tall)	410 V8	62-63	KNE-1963	KNHP-3001

Make / Model	Engine	Year	Air Filter	Oil Filter
F100-F350 & Bronco	5.0L V8	85-87	-	KNHP-3001
F100-F350 & Bronco	5.0L, 5.8L, 7.5L V8	87-96	KN33-2023	KNHP-3001
F150	5.0L	85-86	KN33-2012	KNHP-3001
F150	5.4L V8	04-07	KN33-2287	KNHP-2010
F150 Lightning & Harley	5.4L V8	99-04	KN33-2140-1	KNHP-2010
F250	5.0L V8	85-87	KN33-2012	KNHP-3001
F250	7.3L V8 DSL	94-97	KNE-1946	KNHP-6001
F250 & F350	7.3L V8 DSL	98-03	KN33-2248	KNHP-6001
F250 & F350 Superduty	5.4L V8	05-07	KN33-2287	KNHP-2010
F250 - F550 Super Duty	6.7L Diesel V8	11-15	KN33-5010	KNHP-4005
F250 XL, XLT	5.4L V8	01-04	KNE-0945	KNHP-2010
F350	7.3L V8 DSL	94-97	KNE-1946	KNHP-6001
F350 XL	5.4L V8	01-04	KNE-0945	KNHP-2010
Falcon Ute AU XR8 Pursuit	5.6L V8	01-02	KNE-0945	KNHP-1009
Falcon Ute AU, AU/II	4.0L L6	99-02	KN33-2015	KNHP-3001
Falcon Ute AU, AU/II	5.0L V8	99-02	KN33-2015	KNHP-3001
Falcon Ute BA XR8 Boss	5.4L V8	02-05	KNE-0945	KNHP-2010
Falcon Ute BA-BF incl. Turbo	4.0L L6	02-08	KN33-2852	KNHP-2010
Falcon Ute BF XR8 Boss	5.4L V8	05-08	KN33-2852	KNHP-2010
Falcon Ute, Van XG	4.0L L6	93-96	KN33-2708	KNHP-3001
Falcon Ute, Van XG Outback	4.0L L6	95-96	-	KNHP-3001
Falcon Ute, Van XH	4.0L L6	96-99	KN33-2708	KNHP-3001
Falcon Ute, Van XH Outback	4.0L L6	96-99	-	KNHP-3001
Falcon Ute, Van XH XR6	4.0L L6	96-99	KN33-2015	KNHP-3001
Maverick	4.2L DSL	88-89	KNE-9201	KNHP-3001
Maverick	4.2L DSL	89-93	KNE-9201	KNHP-3001
Raider	2.6L L4	91-97	KN33-2117	KNHP-1010
Ranger	3.2L L5 Diesel	2016	KN33-3086	-
Spectron	1.6L L4	83-84	-	KNHP-1005
Spectron	1.8L, 2.0L L4	84-90	KN38-9102	KNHP-1005
Ford Transit	2.3L L4 F/I	00-08	KN33-2861	-
Ford Transit	2.0L & 2.4L DSL	00-08	KN33-2861	-
Transit Van	1.7L, 2.4L V4	65-74	KNE-2640	KNHP-3001
Transit Van with A/C	2.0L L4	96-00	-	KNHP-1009
Transit Van VH	2.3L L4	00-04	-	KNHP-2005

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Astra BK	1.4L, 1.6L L4 F/I	16-17	KNE-0650	-
Adventra 4WD (VY/II)	5.7L EFI V8	03-04	KN33-2116	KNHP-1007
Apollo	2.2L L4	93-97	KN33-2145	KNHP-1003
Apollo	3.0L V6	93-97	KN33-2145	KNHP-1002
Apollo JK	2.0L Carb	89-93	KN33-2041-1	KNHP-1003
Apollo JK, JL	2.0L EFI	89-93	KN33-2533	KNHP-1003
Apollo JM, JP	2.2L EFI	93-97	KN33-2052	KNHP-1003
Apollo JM, JP	3.0L V6	93-97	KN33-2052	KNHP-1002
Astra LB-LC	1.5L & 1.6L L4	84-87	KNE-2585	KNHP-2008
Astra LD	1.6L L4	87-89	KNE-1068	KNHP-2001
Astra LD	1.8L L4	87-89	KN33-2010	KNHP-2001
Astra TR	1.6L, 1.8L & 2.0L	96-98	KN33-2097	-
Astra TS	1.8L & 2.0L L4	98-05	KN33-2787	-
Astra TS	2.2L L4	01-05	KN33-2213	-
Astra AH	1.8L L4	04-on	KN33-2787	KNHP-2001
Astra AH	2.0L & 2.2L L4	06-on	KN33-2787	-
Astra CD	1.8L L4	10-12	KN33-2966	-
Barina MB-ML	1.3L L4	85-89	KNE-2734	KNHP-1002
Barina MF-MH	1.3L L4	89-94	KNE-9209	KNHP-1002
Barina SB	1.2L, 1.4L & 1.6L	94-01	KN33-2098	KNHP-2001
Barina XC	1.4L & 1.8L L4	01-05	KN33-2212	-
Barina TK	1.6L L4	05-on	-	KNHP-1002
Calibra YE, YE95	2.0L L4	91-98	KN33-2080	KNHP-2001
Calibra YE, YE95	2.5L V6	95-98	KN33-2080	KNHP-2001
Captiva	3.0L & 3.2L V6	06-on	KN33-2404	-
Captiva	2.0L & 2.2L DSL	07-on	KN33-2404	-
Captiva	2.4L L4	06-12	KN33-2956	-
Camira JB	1.6L L4	82-85	KNE-1068	KNHP-2001
Camira JD	1.8L L4 MPI	85-87	KNE-9197	KNHP-2001
Camira JD	1.8L L4 TBI	85-87	KNE-1068	KNHP-2001
Camira JE	2.0L L4	87-89	KNE-9197	KNHP-2001
Colorado	3.0L Turbo DSL	07/08-on	KN33-2013	-
Colorado	2.4L L4 DSL	13-14	KNE-0645	-
Colorado	2.5L, 2.8L L4 DSL	12-17	KNE-0645	-
Colorado 7	2.8L L4 DSL	12-16	KNE-0645	-
Commodore VB-VK	2.8L & 3.3L L6	78-86	KNE-3492	KNHP-2003
Commodore VK	3.3L L6 EFI	84-86	KN33-2512	KNHP-2003
Commodore VB-VL	4.2L & 5.0L V8	84-88	KNE-1210	KNHP-2003
Commodore VL	3.0L L6	86-88	KN33-2031-2	KNHP-2008
Commodore VL Walkinshaw	5.0L V8 EFI	86-88	KN33-2512	KNHP-2003
Commodore VN-VS	3.8L V6	88-97	KN33-2031-2	KNHP-2001
Commodore VN-VS	5.0L V8	88-97	KN33-2031-2	KNHP-2003
Commodore VT	5.0L V8	97-99	KN33-2116	KNHP-2003
Commodore VT-VY	3.8L V6	97-04	KN33-2116	KNHP-2001
Commodore VT-VZ	5.7L V8	99-06	KN33-2116	KNHP-1007
Commodore VZ	3.6L V6	04-06	KN33-2235	KNHP-7003
Commodore VZ	5.7L & 6.0L V8	04-06	KN33-2235	KNHP-1007
Commodore VE - VF	3.6L V6	06-on	KN33-2919	KNHP-7003
Commodore VE - VF	6.0L & 6.2L V8	06-on	KN33-2919	KNHP-1017
Commodore ZB	2.0L L4 F/I	2018	KN33-5049	-
Commodore ZB	3.6L V6 F/I	2018	KN33-5049	-
Cruze	1.6L & 1.8L	09-12	KN33-2964	-
Cruze 4D Wagon	1.5L EFI	02-04	-	KNHP-1002
Drover	1.3L L4	85-87	KNE-2553	KNHP-1009
Frontera 4WD	2.0L	95-99	KN33-2675	KNHP-2001
Frontera 4WD	2.2L EFI	99-04	KN33-2108	KNHP-2001
Frontera 4WD	3.2L V6	99-04	KN33-2108	KNHP-1004
Gemini	Diesel	81-84	KN33-2695	-
Gemini FWD	RB Petrol	85-87	-	KNHP-1005
Gemini TF, TG	Petrol	82-85	KNE-2760	KNHP-1005
Gemini TX, TC, TD, TE	Petrol	75-82	KNE-2760	KNHP-1005
Jackaroo	Exc. Diesel Turbo	81-84	KNE-2220	-
Jackaroo	2.2L Diesel Turbo	84-88	KNE-2220	-
Jackaroo	2.8L Diesel Turbo	88-89	KNE-2220	-
Jackaroo	3.0L DTFI	98-04	KNE-2023	KNHP-1004
Jackaroo	2.0L Petrol	82-85	KNE-2760	KNHP-1005
Jackaroo	2.3L Petrol	85-88	KNE-2760	KNHP-1004
Jackaroo	2.6L Petrol	88-93	KNE-2605-1	KNHP-1004
Jackaroo	3.2L V6	92-98	KN33-2108	KNHP-1004
Jackaroo	3.5L V6	98-04	KN33-2108	KNHP-1004
Jackaroo	3.0L DSL	98-04	KNE-2023	-
Kingswood,				
Premier, Monaro	253-308 V8	69-84	KNE-1210	KNHP-2003
Kingswood,				
Premier, Monaro	307 V8	68-69	KNE-1070	KNHP-3002
Kingswood,				
Premier, Monaro	327 V8	68-74	KNE-1450	KNHP-3002
Monaro	3.8L V6	01-05	KN33-2116	KNHP-2001
Monaro CV8	5.7L V8	01-05	KN33-2116	KNHP-1007
Nova LE, LF	1.4L, 1.6L Carb	89-94	KNE-9107	KNHP-1003
Nova LF	1.6L, 1.8L MPFI	91-94	KN33-2041-1	KNHP-1003
Nova LG	1.6L, 1.8L MPFI	92-94	KN33-2041-1	KNHP-1003
Piazza	2.0L Turbo	86-87	-	KNHP-1004
Statesman VQ	3.8L V6	90-94	KN33-2031-2	KNHP-2001
Statesman VQ	5.0L V8	90-94	KN33-2031-2	KNHP-1007
Statesman VR-VS	3.8L V6	94-97	KN33-2031-2	KNHP-2001
Statesman VR-VS	5.0L V8	94-97	KN33-2031-2	KNHP-1007
Statesman WH, WK	3.8L V6 incl. Supercharged	99-04	KN33-2116	KNHP-2001
Statesman WH, WK	5.7L V8	99-04	KN33-2116	KNHP-1007
Statesman WM	3.6L V6	06-on	KN33-2919	KNHP-2001
Statesman WM	6.0L V8	06-on	KN33-2919	KNHP-1007
Statesman, Brougham	253-308 V8	69-84	KNE-1210	KNHP-2003

Make / Model	Engine	Year	Air Filter	Oil Filter
Statesman, Brougham	307 V8	68-69	KNE-1070	KNHP-3002
Statesman, Brougham	327-350 V8	68-74	KNE-1450	KNHP-3002
Sunbird	1.9L L4	77-78	KNE-3492	KNHP-1002
Sunbird LX, UC	1.9L L4	69-79	KNE-3492	KNHP-1002
Sunbird UC	with Starfire Eng.	78-80	KNE-3492	KNHP-2003
Torana HB, LC, LJ, TA	1.2L, 1.3L 4 Cyl.	67-75	KNE-2320	-
Torana HB, LC, LJ, TA	1.6L, 1.8L 4 Cyl.	71-75	KNE-3492	KNHP-1002
Torana LC	6 Cyl.	69-74	KNE-3492	KNHP-2003
Torana LH, LX	2.0L 4 Cyl.	70-72	-	KNHP-2003
Torana LH, LX	6 Cyl.	74-79	KNE-3492	KNHP-1002
Torana LH, LX	253-308 V8	74-78	KNE-1210	KNHP-2003
Torana LJ	6 Cyl.	72-74	KNE-2320	KNHP-2003
Trailblazer	2.8L L4 DSL	15-16	KNE-0645	-
Vectra JR	2.5L V6	97-99	KN33-2750	KNHP-2001
Vectra JR, JS, JSII	2.0L, 2.2L	97-03	KN33-2750	KNHP-2001
Vectra JS, JSII	2.5L V6, 2.6L V6	99-03	KN33-2750	-
Vectra ZC	2.2L	03-04	KN33-2848	-
Vectra ZC	3.2L V6	03-04	KN33-2848	-
Zafira 4D Wagon TT	2.2L	01-04	KN33-2213	-

HOLDEN COMMERCIAL

Combo Van	1.4L L4	05-0n	KN33-2212	KNHP-2001
Combo Van	1.4L L4	96-04	KN33-2098	KNHP-2001
Combo Van	1.6L L4	02-05	KN33-2212	KNHP-2001
Combo Van	1.6L L4	02-04	-	KNHP-2001
Commodore Ute				
VG, VP, VR, VS	3.8L V6	90-00	KN33-2031-2	KNHP-2001
Commodore Ute				
VG, VP, VR, VS	5.0L V8	90-00	KN33-2031-2	KNHP-1007
Commodore Ute VY, VZ	3.6L V6	02-06	KN33-2116	KNHP-2001
Commodore Ute VY, VZ	5.7L, 6.0L V8	02-06	KN33-2235	KNHP-1007
Commodore Ute VU	3.8L V6	00-02	KN33-2116	KNHP-2001
Commodore Ute VU	3.8L V6 LPG	00-02	KN33-2031-2	KNHP-2001
Commodore Ute VU	5.7L V8	00-02	KN33-2116	KNHP-1007
Rodeo	2.2L Petrol	98-03	KN33-2064	KNHP-2001
Rodeo	2.5L DSL	88-92	KNE-2345	-
Rodeo	2.8L Turbo DSL	90-03	KNE-2345	-
Rodeo	3.0L Turbo DSL	02-08	KNE-2023	-
Rodeo	3.2L EFI V6	98-03	KN33-2064	KNHP-1004
Rodeo	3.5L V6	02-05	KN33-2918	KNHP-1004
Rodeo	2.3L L4	85-86	KNE-2760	KNHP-1004
Rodeo	3.5L V6	03-04	-	KNHP-1004
Rodeo	2.4L L4	03-04	-	KNHP-2001
Rodeo	1.6L, 1.8L & 2.0L	81-87	KNE-2760	KNHP-1005
Rodeo	2.3L L4	87-88	-	KNHP-1004
Rodeo KBD26, 27, 28, 40, 41, 42, 43	Diesel	81-88	KNE-2760	-
Rodeo RA	3.0L DSL Turbo	03-04	-	KNHP-1003
Rodeo TF	2.5L DSL	88-92	KNE-2485	-
Rodeo TF	2.6L L4	88-98	KNE-2605-1	KNHP-1004
Rodeo TF2.3L Petrol	2.3L L4	90-93	KNE-2605-1	KNHP-1004
Scurry	1.0L L4	85-87	KNE-2310	KNHP-1002
Shuttle	5.7L V8	82-91	KNE-2417	KNHP-1005
Suburban 1500	5.7L V8	98-04	KNE-1996	KNHP-2002
Suburban 1500	5.7L V8	98-04	KNE-1996	KNHP-2001
Suburban 2500	6.5L DSL	98-04	KNE-1996	KNHP-3002

HONDA

Accord	1.6L	74-79	KNE-2740	-
Accord	1.6L	77-79	KNE-2740	-
Accord	1.6L	79-83	KNE-2790	-
Accord	1.8L	83-85	KNE-2764	KNHP-1004
Accord	2.0L Carb	85-89	KNE-9030	KNHP-1004
Accord	2.0L EFI	87/89	KN33-2521	KNHP-1004
Accord	2.2L L4	89-98	KN33-2613 or	-
Accord	2.2L L4 VTEC	94-98	KN33-2071	KNHP-1004
Accord	2.2L	97-02	KN33-2124	KNHP-1004
Accord	2.2L	02-05	KN33-2124	KNHP-1010
Accord	3.0L V6	97-02	-	KNHP-1004
Accord	3.0L V6	02-03	-	KNHP-1010
Accord	2.4L L4	2008	KN33-2402	KNHP-1010
Accord	3.4L L4	08-12	KN33-2430	KNHP-1010
Accord	3.5L V6	2008	KN33-2403	KNHP-1010
Accord 40 Series	2.4L L4	03-05	KN33-2276	KNHP-1010
Accord Euro 40 Series	2.4L L4	03-06	KN33-2276	KNHP-1010
Civic	1.2L L4	73-79	KNE-2660	-
Civic	1.3L L4	79-84	KNE-2660	-
Civic	1.3L L4 Carb	91-93	KNE-2980	KNHP-1004
Civic	1.5L L4	75-76	KNE-2660	-
Civic	1.5L L4	76-78	-	-
Civic	1.5L L4	84-88	KNE-2730	-
Civic	1.5L L4Carb	87-95	KNE-9071 or	-
Civic			KNE-2980	KNHP-1004

<i>Make / Model</i>	<i>Engine</i>	<i>Year</i>	<i>Air Filter</i>	<i>Oil Filter</i>
HONDA CONTINUED				
<i>Integra</i>	2.0L L4	01-02	KNE-2427	KNHP-1004
<i>Integra</i>	2.0L L4	02-on	KNE-2427	KNHP-1010
<i>Integra & Type-R</i>	1.8L L4	93-01	KNE-2427	KNHP-1004
<i>Integra Type-R</i>	2.0L L4	03-on	KNE-2429	KNHP-1010
<i>Insight</i>	1.3L	12-on	KN33-2433	-
<i>Insight</i>	1.3L HYBRID	10-12	KN33-2433	-
<i>Insight</i>	1.3L L4 F/I	09-14	KN33-2433	KNHP-1010
<i>Jazz</i>	1.3L L4	02-04	-	KNHP-1010
<i>Jazz</i>	1.3L L4 F/I	15-17	KN33-5027	-
<i>Jazz</i>	1.4L L4	02-04	KN33-2917	-
<i>Jazz (square filter)</i>	1.4L L4	05-08	KN33-2359	-
<i>Jazz</i>	1.5L L4	2004	KN33-2872	-
<i>Jazz</i>	1.2L & 1.4L F/I	09-12	KN33-2242	-
<i>Jazz</i>	1.3L HYBRID	03-on	KN33-2433	-
<i>Jazz</i>	1.3L L4 F/I	11-05/15	KN33-2433	-
<i>Legend</i>	3.2L V6	91-96	KN33-2089	-
<i>Legend</i>	3.5L V6	96-02	-	KNHP-1004
<i>Legend</i>	3.5L V6	02-05	-	KNHP-1010
<i>NSX</i>	3.0L V6	95-02	-	KNHP-1004
<i>NSX</i>	3.0L V6	02-05	-	KNHP-1010
<i>NSX</i>	3.0L V6	91-05	KN33-2713	KNHP-1010
<i>NSX</i>	3.2L V6	97-05	KN33-2713	-
<i>Odyssey</i>	2.2L L4	95-97	KN33-2071	KNHP-1004
<i>Odyssey</i>	2.2L L4	98-00	KN33-2071	KNHP-1004
<i>Odyssey</i>	2.2L L4	00-02	-	KNHP-1004
<i>Odyssey</i>	2.2L L4	02-04	-	KNHP-1010
<i>Odyssey</i>	3.0L V6	00-02	-	KNHP-1004
<i>Odyssey</i>	3.0L V6	02-04	-	KNHP-1010
<i>Odyssey</i>	3.5L V6	99-04	KN33-2174	KNHP-1004
<i>Prelude</i>	1.6L L4	79-82	KNE-2790	-
<i>Prelude</i>	1.8L L4	83-85	KNE-2925	-
<i>Prelude</i>	2.0L L4	85-87	KN33-2521	KNHP-1004
<i>Prelude</i>	2.0L L4	87-91	KNE-2425	KNHP-1004
<i>Prelude</i>	2.2L L4	91-97	KN33-2090	KNHP-1004
<i>Prelude</i>	2.2L L4	94-96	KN33-2090	KNHP-1004
<i>Prelude</i>	2.2L L4	97-02	KN33-2090	KNHP-1004
<i>Prelude</i>	2.2L L4	02-04	KN33-2090	KNHP-1010
<i>S2000</i>	2.0L L4	99-02	-	KNHP-1004
<i>S2000</i>	2.0L L4	02-06	-	KNHP-1010
<i>S2000</i>	2.0L L4	00-04	KNE-2435	-
<i>S2000</i>	2.2L L4	04-06	KNE-2435	KNHP-1004
<i>Vezel</i>	1.5L L4 F/I	14-15	KN33-5027	-
<i>Vezel</i>	1.8L L4 F/I	14	KN33-5037	-

HUMMER				
<i>H1</i>	6.5L DSL	02-04	KNE-1700	KNHP-3002
<i>H3</i>	3.7L L5	2008	KN33-2408	KNHP-2006
<i>H3</i>	3.5L L5	06-07	KNE-0773	KNHP-2006
<i>H3</i>	5.3L V8	2008	KN33-2408	KNHP-1017

HYUNDAI				
<i>Accent</i>	1.5L L4	00-03	KN33-2182	KNHP-1004
<i>Accent</i>	1.6L L4	03-05	KN33-2182	KNHP-1004
<i>Accent</i>	1.6L L4	06-08	KN33-2354	KNHP-1004
<i>Accent</i>	1.6L L4	12-on	KN33-2472	-
<i>Elantra</i>	1.8L, 2.0L L4	00-05	KN33-2201	KNHP-1004
<i>Elantra</i>	1.8L L4	00-05	-	KNHP-1004
<i>Elantra</i>	2.0L L4	07-08	KN33-2380	KNHP-1004
<i>Elantra</i>	1.4L, 2.0L L4 F/I	17-18	KN33-5050	KNHP-1004
<i>Elantra</i>	1.6L L4 F/I	17	KN33-5050	-
<i>Elantra GT</i>	2.0L L4 F/I	18	KN33-5050	-
<i>Excel</i>	1.5L L4 Carb	86-92	KNE-2755	KNHP-1004
<i>Excel</i>	1.5L L4	96-04	KN33-2093	KNHP-1004
<i>Excel - Panel Filter</i>	1.5L L4	90-94	KN33-2680 or KN33-2034	KNHP-1004
<i>Excel - Round Filter</i>	1.5L L4	90-94	KNE-2875	KNHP-1004
<i>FX 2D Coupe</i>	2.0L L4	96-05	KN33-2753	KNHP-1004
<i>Getz</i>	1.3L	03-04	KN33-2094	KNHP-1004
<i>Getz</i>	1.5L L4	02-04	KN33-2094	KNHP-1004
<i>Grandeur</i>	3.0L V6 F/I	99-03	KN33-2199	KNHP-1004
<i>Grandeur</i>	3.0L V6	99-03	-	KNHP-1004
<i>Grandeur</i>	3.8L V6	06-on	KN33-2933	-
<i>I20</i>	1.4 - 2.0	08-On	KN33-2960	-
<i>I30</i>	1.4L & 1.6L L4	07-08	KN33-2380	-
<i>I30</i>	2.0L L4	07-08	KN33-2380	-
<i>I30 III</i>	1.0L L3 F/I	17	KN33-5050	-
<i>I30 III</i>	1.4L L4 F/I	17	KN33-5050	-
<i>I30 III</i>	1.6L L4 DSL	17	KN33-5050	-
<i>Lantra</i>	1.6L L4	91-92	KNE-2875	KNHP-1004
<i>Lantra</i>	1.8L L4	91-95	KNE-2875	KNHP-1004
<i>Lantra</i>	1.8L L4	95-99	KN33-2753	KNHP-1004
<i>Lantra</i>	1.8L L4	99-00	KN33-2753	KNHP-1004
<i>S Coupe - Panel Filter</i>	1.5L L4	90-94	KN33-2679	KNHP-1004
<i>S Coupe - Panel Filter</i>	1.5L L4	94-96	KN33-2679	KNHP-1004
<i>S Coupe - Round Filter</i>	1.5L L4	90-94	KNE-2875	KNHP-1004
<i>S Coupe - Round Filter</i>	1.5L L4	94-96	KNE-2875	KNHP-1004
<i>Santa Fe</i>	2.7L V6	06-08	KN33-2378	KNHP-1004
<i>Santa Fe</i>	3.3L V6	07-08	KN33-2378	-
<i>Santa Fe</i>	2.2L DSL	06-07	KN33-2378	-
<i>Santa Fe</i>	3.5L V5	11-12	KN33-2448	-
<i>Santa Fe 4WD</i>	2.4L, 2.7L V6	00-05	KN33-2198	KNHP-1004
<i>SFX 2D Coupe</i>	2.0L L4	96-99	KN33-2753	KNHP-1004
<i>Sonata</i>	2.0L L4	93-98	KNE-2875	KNHP-1004
<i>Sonata</i>	2.0L L4	98-00	KN33-2188	KNHP-1004
<i>Sonata</i>	2.0L L4 F/I	3/15 (China)	KN33-5026	KNHP-1004
<i>Sonata Hybrid</i>	2.0L L4 F/I	16-17	KN33-5026	KNHP-1004
<i>Sonata</i>	2.4L L4 F/I	15-18	KN33-5026	KNHP-1004
<i>Sonata</i>	2.4L L4	89-92	KNE-2875	KNHP-1004
<i>Sonata</i>	2.4L L4	01-05	KN33-2188	KNHP-1004
<i>Sonata</i>	2.5L V6	98-01	KN33-2188	KNHP-1004
<i>Sonata</i>	2.7L V6	01-05	KN33-2188	KNHP-1004
<i>Sonata</i>	3.0L V6	90-91	KNE-2875	KNHP-1004
<i>Sonata</i>	3.0L V6	91-93	KNE-2875	KNHP-1004
<i>Sonata</i>	3.0L V6	93-98	KNE-2875	KNHP-1004
<i>Sonata</i>	3.3L V6	06-08	KN33-2346	-
<i>Sonata</i>	2.4L L4	06-08	KN33-2887	KNHP-1004
<i>SX 2D Coupe</i>	1.8L L4	96-04	KN33-2753	KNHP-1004
<i>Terracan</i>	3.5L V6	02-07	KN33-2833	KNHP-1004
<i>Terracan</i>	3.0L DSL	05-07	KN33-2833	-
<i>Terracan 4WD</i>	3.5L V6	01-05	-	KNHP-1004
<i>Tiburon</i>	2.0L L4	02-04	KN33-2201	KNHP-1004
<i>Tiburon</i>	2.6L V6	02-04	KN33-2201	KNHP-1004
<i>Trajet</i>	2.6L V6	00-04	KN33-2188	KNHP-1004
<i>Tuscon</i>	2.0L & 2.4L L4	10-on	KN33-2451	-

INFINITI				
<i>Q30</i>	2.0L L4 F/I	16/17	KNE-0663	-
<i>Q50</i>	2.0L L4 F/I	14/18	KNE-0663	-
<i>Q60</i>	2.0L L4 F/I	16/17	KNE-0663	-

ISUZU				
<i>D-MAX</i>	3.0L L4 DSL	07/12-On	KN33-3002	-
<i>MU-X</i>	3.0L L4 DSL	07/12-On	KN33-3002	-

JAGUAR				
<i>Mk1, Mk2</i>	2.4L, 3.4L, 3.8L	55-70	KNE-2350	-

<i>Make / Model</i>	<i>Engine</i>	<i>Year</i>	<i>Air Filter</i>	<i>Oil Filter</i>
<i>Sovereign</i>	3.2L L6	86-98	KN33-2003	-
<i>Sovereign</i>	4.2L L6	67-70	KNE-2350	-
<i>S-Type</i>	3.0L V6	00-02	KN33-2266	-
<i>S-Type</i>	3.0L V6	03-08	KN33-2273	-
<i>S-Type</i>	4.0L V8	00-02	KN33-2266	-
<i>S-Type</i>	4.2L V8	03-08	KN33-2273	-
<i>X300</i>	4.0L	96-98	KN33-2003	-
<i>XJ12, XJS</i>	5.3L V12	73-76	KN33-2011	-
<i>XJ40</i>	3.5L, 4.0L 6 Cyl.	87-97	KN33-2003	-
<i>XJ6 Series I, II, III</i>	2.8L L6,	68-73	KN33-2011	-
<i>XJ6 Series I, II, III</i>	2.8L, 2.9L	1986	KNE-2350	-
<i>XJ6 Series I, II, III</i>	3.0L L6	87-97	KN33-2003	-
<i>XJ6 Series I, II, III</i>	4.2L L6	73-79	KN33-2011	-
<i>XJ6 Series I, II, III</i>	4.2L L6	79-86	KNE-2350	-
<i>XJ6 Series I, II, III</i>	4.2L L6	1986	KNE-2350	-
<i>XJ6 Series I, II, III</i>	4.2L L6	79-86	KN33-2003	-
<i>XJ8 & XJR</i>	4.2L V8	04-08	KN33-2273	-
<i>XJ8, XJ8R</i>	3.2L, 4.0L V8	98-on	KN33-2190	-
<i>XJS</i>	3.5L, 4.0L L6	83-00	KN33-2011 x 2	-
<i>XK8</i>	4.0L V8	97-on	KN33-2190	-
<i>XKR</i>	4.0L V8	98-on	KN33-2190	-

JEEP				
<i>Cherokee</i>	3.2L V6	14-15	KN33-5009	-
<i>Cherokee</i>	2.4L L4	14-15	KN33-5009	KNHP-1017
<i>Cherokee</i>	2.0L L4 DSL	14-15	KN33-5009	-
<i>Cherokee</i>	3.7L V6	01-09	KN33-2233	KNHP-2009
<i>Cherokee</i>	4.0L L6	94-96	KN33-2018	KNHP-1009
<i>Cherokee</i>	2.5L DSL	97-01	KN33-2122	KNHP-2004
<i>Cherokee</i>	4.0L L6	94-01	KN33-2175	KNHP-1009
<i>Cherokee & Grand Cherokee</i>	3.7L V6	05-08	KN33-2231	KNHP-2009
<i>Grand Cherokee</i>	4.0L L6	96-05	KN33-2139	KNHP-1009
<i>Grand Cherokee</i>	4.7L V8	99-04	KN33-2246	KNHP-2004
<i>Grand Cherokee</i>	4.7L & 5.7L V8	05-08	KN33-2233	KNHP-2004
<i>Grand Cherokee</i>	3.0L DSL	08-09	KN33-2420	-
<i>Grand Cherokee</i>	6.1L V8	06-08	KN33-2231	KNHP-2004
<i>Grand Cherokee</i>	4.0L L6	96-04	KN33-2048	KNHP-1009
<i>Grand Cherokee</i>	4.7L V8	99-04	KN33-2048	KNHP-1009
<i>Wrangler</i>	2.8L Diesel	07-15	KN33-5023	-
<i>Wrangler</i>	3.8L V6	07-08	KN33-2364	KNHP-1002
<i>Wrangler</i>	4.0L L6	96-04	KN33-2114	KNHP-1009
<i>Wrangler JL</i>	3.6L V6 F/I	2018-On	KN33-5076	-
<i>Wrangler JL</i>	2.0L L4 F/I	2018-On	KN33-5076	-

KIA				
<i>Amanti</i>	3.8L V6	07-08	KN33-2390	-
<i>Carnival</i>	2.5L V6	99-On	KN33-2268	KNHP-1010
<i>Carnival</i>	2.7L V6	06-on	KN33-2368	-
<i>Cee'd</i>	1.4L & 1.6L L4	07-08	KN33-2380	-
<i>Cee'd</i>	2.0L L4	07-08	KN33-2380	-
<i>Picanto</i>	1.0L & 1.1L L4	04-08	KN33-2930	-
<i>Rio</i>	1.5L MPFI 5 Cyl.	00-05	KN33-2196	KNHP-1010
<i>Rio</i>	1.6L L4	06-08	KN33-2354	KNHP-1004
<i>Rio</i>	1.4L L4	11-on	KN33-2472	-
<i>Sorento</i>	3.5L V6	03-05	KN33-2271	KNHP-1004
<i>Sorento</i>	2.2L L4 DSL	09-12	KN33-2969	-
<i>Soul</i>	1.4 - 2.0	08-On	KN33-2960	-
<i>Spectra</i>	1.8L L4	01-05	KN33-2169	KNHP-1008
<i>Sportage</i>	2.0L L4	96-04	KN33-2168	KNHP-1006
<i>Sportage</i>	2.0L & 2.4L L4	10-on	KN33-2451	-
<i>Stinger</i>	2.0L L4 F/I	2018	KN33-5073	-
<i>Stinger GT L/H Filter</i>	3.3L V6 F/I	2018	KN33-5067	-
<i>Stinger GT R/H Filter</i>	3.3L V6 F/I	2018	KN33-5068	-
<i>Optima</i>	1.7L L4 DSL	10/15-17	KN33-5026	KNHP-1004
<i>Optima</i>	2.0L L4 F/I	10/15-17	KN33-5026	KNHP-1004
<i>Optima</i>	2.4L L4 F/I	10/15-16	KN33-5026	KNHP-1004
<i>Optima Hybrid</i>	2.0L L4 F/I	16	KN33-5026	-
<i>K5</i>	1.6L, 2.0L, 2.4L L4 F/I	16-17	KN33-5026	-
<i>Cadenza</i>	2.4L L4 F/I	17	KN33-5026	-
<i>Cadenza</i>	2.2L L4 DSL	17	KN33-5026	-

LADA				
<i>1300</i>	1.3L L4	81-83	KNE-2670	KNHP-2004
<i>1500</i>	1.5L L4	78-80	KNE-2670	KNHP-2004
<i>2105</i>	1.3L L4	83-86	KNE-2670	KNHP-2004
<i>2107</i>	1.5L L4	88-91	KNE-2670	KNHP-2004
<i>Niva Cossack, Turist</i>	1.5L L4	83-94	KNE-2670	KNHP-2004
<i>Niva Toro</i>	1.5L L4	90-94	KN33-2010	KNHP-2004
<i>Samara SL</i>	1.5L L4	88-95	KNE-2670	KNHP-2004
<i>Taiga</i>	1.6L L4	91-97	KNE-2670	KNHP-2004

LAMBORGHINI				
350 GT	3.5L V12	74-85	KNE-2950	-
400 GT	4.0L V12	74-85	KNE-2950	-
Countach 5000, LP400	4.0L V12		KN33-2574	-
Countach LP400, LP400S	4.0L V12		KNE-2950	-
Countach 5000	5.0L V12	1987	KN33-2574	-
Countach LP400S	4.0L V12	1987	KNE-2950	-
Espada, Islero, Jarama, Miura	All	69-86	KNE-2950	-

Make / Model	Engine	Year	Air Filter	Oil Filter
LEXUS				
ES300	3.0L V6	92-04	KN33-2052	KNHP-1002
ES300	3.0L V6	92-01	KN33-2145	KNHP-1002
ES300	3.0L V6	97-01	KN33-2145-1	KNHP-1002
ES350	3.5L V6	07-08	KN33-2326	-
GS300	3.0L L6	93-97	KN33-2053	KNHP-1002
GS300	3.0L L6	97-04	KN33-2052	KNHP-1002
GS430	4.3L V8	01-05	KN33-2220	-
GS350 - GS430	3.5L - 4.3L	05-09	KN33-2345	-
GS560	4.6L V8	08-11	KN33-2452	-
GX470	4.7L V8	02-09	KN33-2144	KNHP-1002
IS200	2.0L L6	99-05	KN33-2845	KNHP-1002
IS220 - IS350	2.2L - 3.5L	05-09	KN33-2345	-
IS300	3.0L L6	01-04	KN33-2170	KNHP-1002
IS F	5.0L V8	08-12	KN33-2453	KNHP-7018
LS400	4.0L V8	90-00	KNE-2606	KNHP-1002
LS430	4.3L V8	00-04	KN33-2137	KNHP-1002
LS460-600H (requires 2)	4.6L - 5.0L V8	07-09	KN33-2381	-
LS470	4.7L V8	98-04	KN33-2146	KNHP-1002
RX300	3.0L V6	99-03	KN33-2145-1	KNHP-1002
RX330	3.3L V6	03-08	KN33-2145	KNHP-1002
RX400H	3.3L V6	06-09	KN33-2344	KNHP-1002
RX3500	3.5L V6	10-12	KN33-2443	KNPS-7020
SC300	3.0L L6	92-97	KN33-2054	KNHP-1002
SC400	4.0L V8	92-97	KN33-2054	KNHP-1002
SC430	4.3L V8	05-08	KN33-2220	KNHP-1002
Eclat	2.0L L4	79-80	KN33-2011	KNHP-2004
Eclat	2.2L L4	80-83	KN33-2011	KNHP-2004
Elite	2.0L L4	73-80	KN33-2011	KNHP-2004
Elite	2.2L L4	80-93	KN33-2011	KNHP-2004
Esprint	2.0L L4	75-80	KN33-2011	KNHP-2004
Esprint	2.2L L4	80-93	KN33-2011	KNHP-2004
Europa	1.6L L4	1970	KN33-2011	KNHP-2004

LOTUS

Elise (exc Toyota eng.)	1.8L L4	95-05	KN33-2647	-
Elise (W/ Toyota eng.)	1.8L L4	04-07	KN33-2252	-
Exige	1.8L L4	01-08	KN33-2647	-

MAZDA

2	1.5L L4	03-07	KN33-2853	KNHP-1008
626	2.0L & 2.5L	93-97	KN33-2049	-
121 Metro, 121 Metro Shades	1.3L EFI	96-02	-	KNHP-1008
121, 121L	-	76-80	KNE-2790	-
121, 121L	Carb	87-91	KNE-9181	KNHP-1004
121, 121L	1.3L L4	90-97	KNE-9181	KNHP-1008
121, 121L	1.5L L4	94-96	KNE-9181	KNHP-1008
122 Metro & 121 Metro Shades	1.5L L4	96-02	-	KNHP-1008
1300	1.3L L4	70-78	KNE-2630	KNHP-1004
323 Astina incl. Protégé	1.8L L4	89-94	KN33-2680	KNHP-1004
323 Astina incl. Protégé	2.0L V6	94-98	KN33-2026	KNHP-1010
323 Astina incl. Protégé BA	1.6L L4	94-98	KN33-2134	KNHP-1008
323 Astina incl. Protégé BA	1.8L L4	94-98	KN33-2134	KNHP-1008
323 Astina incl. Protégé BJ	1.6L L4	98-02	KN33-2134	KNHP-1008
323 Astina incl. Protégé BJ	1.8L L4	98-03	KN33-2134	KNHP-1008
323 Astina incl. Protégé SP20	2.0L L4	01-03	KN33-2134	KNHP-1008
323 inc. Protégé	1.3L L4	77-80	KNE-2630	KNHP-1004
323 inc. Protégé	1.3L, 1.5L L4	80-81	KNE-2980	KNHP-1004
323 inc. Protégé	1.3L, 1.5L L4	81-85	KNE-2980	KNHP-1004
323 inc. Protégé	1.3L, 1.5L Twin Carb	81-85	KNE-2980	KNHP-1004
323 inc. Protégé	1.6L Single Barrel Carb	85-89	KNE-1360	KNHP-1004
323 inc. Protégé	Series 3 1.6L Carb	89-95	KNE-9194	KNHP-1004
323 inc. Protégé	Turbo EFI	85-89	KN33-2027	KNHP-1004
626	2.0L L4	92-97	KN33-2676	KNHP-1006
626	2.0L L4	97-02	KN33-2676	KNHP-1008
626	2.0L L4	78-87	KNE-2790	-
626	2.0L L4	86-91	KN33-2026	KNHP-1005
626	2.2L L4	87-97	KN33-2026	KNHP-1005
626	2.0L L4	98-02	KN33-2157	KNHP-1008
626	2.5L V6	92-97	KN33-2676	KNHP-1010
626	2.5L V6	98-02	KN33-2676	KNHP-1008
626	Diesel	84-87	-	KNHP-1005
929, 929L	1.8L L4	74-82	KNE-2790	KNHP-1004
929, 929L	2.0L L4	82-84	KN33-2050	KNHP-1004
929, 929L	2.2L L4	84-87	KNE-2790	KNHP-1004
929, 929L	2.2L Turbo	84-87	KNE-2790	KNHP-1004
929, 929L	3.0L V6	87-91	KN33-2117	KNHP-1005
929, 929L	3.0L V6	91-97	KN33-2050	KNHP-1010
Capella	Diesel	87-on	KN33-2100	-
Capella 1600	1.6L	70-78	KNE-2790	KNHP-1004
Capella EX2AP	Rotary Eng.	73-76	KNE-2700	KNHP-1004
Capella RX2	Rotary Eng.	71-73	KNE-2680	KNHP-1004
CX-3	2.0L L4 F/I	15-17	KN33-5042	KNHP-1008
CX-3	1.5L L4 F/I	15-17	KN33-5038	-
CX-5	2.2L L4 DSL	12-17	KN33-3024	-
CX-5	2.2L Diesel	12-16	KN33-3024	-
CX-7	2.3L L4	07-09	KN33-2279	KNHP-7013
CX-9	3.5L & 3.7L V6	07-08	KN33-2395	KNHP-2009
Mazda2	1.5L L4	03-07	KN33-2853	KNHP-1008
Mazda2	1.3L & 1.5L L4	07-08	KN33-2924	KNHP-1008
Mazda 2	1.5L L4 F/I	15-17	KN33-5038	-
Mazda 2	1.5L L4 DSL	15-17	KN33-5038	-
Mazda 3	1.4L & 1.6L L4	03-08	KN33-2924	-
Mazda 3	2.0L L4	04-05	KN33-2293	-
Mazda 3	2.3L L4	04-05	KN33-2293	-
Mazda 3	2.2L Diesel	14-16	KN33-3024	-
Mazda 3	2.2L L4 DSL	09/13-17	KN33-3024	-
Mazda 3	1.5L L4 F/I	13-17	KN33-5038	-
Mazda 6	2.3L L4	02-04	KN33-2278	-
Mazda 6	2.3L L4 Turbo	05-06	KN33-2279	-
Mazda 6	2.2L Diesel	13-16	KN33-3024	-
Mazda 6	2.2L L4 DSL	13-17	KN33-3024	-
MPV	2.5L V6	99-02	-	KNHP-2010
MPV	3.0L V6	02-05	-	KNHP-2010
MPV	3.0L V6	93-99	KN33-2117	KNHP-1010
MPV	2.5L & 3.0L V6	98-06	KN33-2177-1	KNHP-20103
MX-5	1.6L L4	89-93	KN33-2680	KNHP-1004
MX-5	1.8L L4	93-97	KN33-2680	KNHP-1008
MX-5	1.8L L4	98-05	KN33-2676	KNHP-1008
MX-5	1.8L L4	98-05	KN33-2676	KNHP-1008
MX-5	1.8L L4	94-05	-	KNHP-1008
MX-5	2.0L L4	06-08	KN33-2335	-
MX5 IV	1.5L, 2.0L L4 F/I	15-17	KN33-5040	-
MX5 Miata	2.0L L4 F/I	16-17	KN33-5040	KNHP-1008
MX-6	2.2L L4 Turbo	87-91	KN33-2026	KNHP-1008
MX-6	2.5L V6	91-97	KN33-2676	KNHP-1010
MX-6	2.0L L4	93-97	KN33-2049	-
MX-6	2.5L V6	93-97	KN33-2049	KNHP-1010
Premacy	1.8L, 2.0L L4	01-03	KN33-2134	KNHP-1008
RX4	Rotary Eng.	73-79	KNE-2680	-
RX4AP	Rotary Eng.	73-79	KNE-2700	-
RX5, RX7 (Excl. FI & Turbo)	Rotary Eng.	78-81	KNE-2700	-
RX5, RX7 (Excl. FI & Turbo)	Rotary Eng.	81-85	KNE-2700	-
RX7 Turbo	Turbo & F/Iinj	86-92	KN33-2017	KNHP-1004
RX7 Twin Turbo	Rotary Eng.	92-99	KN33-2017	KNHP-1008
RX8	1.3L Rotary Eng.	03-06	-	KNHP-1008

Make / Model	Engine	Year	Air Filter	Oil Filter
RX-8	1.3L Rotary Eng.	03-09	KN33-2284	KNHP-1008
Roadster	1.5L, 2.0L L4 F/I	15-17	KN33-5040	-
Savanna 808	1.3L	72-78	KNE-2630	KNHP-1004
Savanna 808	1.6L	77-78	KNE-2790	-
Savanna RX3	Rotary Eng.	72-73	KNE-2680	-
Savanna RX3AP	Rotary Eng.	73-75	KNE-2700	-
Tribute 4WD	2.0L L4	01-05	KN33-2187	KNHP-2004
Tribute 4WD	3.0L V6	01-05	KN33-2187	KNHP-2010

MAZDA COMMERCIAL

323 Panel Vans (RWD)	-	81-86	KNE-2630	KNHP-1004
B1500 Pick-Up & Utility	-	-	KNE-2475	-
B1600, B1800 Superute, Pick-Up & Utility	-	71-84	KNE-2790	-
B2000	Petrol	81-88	KNE-2790	-
B2200, B2200 Bravo	Petrol	88-93	KNE-2790	KNHP-1005
B2200, B2200 Bravo	Diesel	80-85	KNE-2536	-
B2200, B2200 Bravo	Diesel	85-96	-	KNHP-1005
B2500, B2500 Bravo	Diesel Turbo (Panel Filter)	99-00	KN33-2167	-
B2500, B2500 Bravo	Diesel Turbo (Panel Filter)	00-05	KN33-2167	KNHP-3001
B2600, B2600 Bravo	2.6L Carb	87-91	-	KNHP-1004
B2600, B2600 Bravo	2.6L EFI	91-99	KN33-2117	KNHP-1010
B2600, B2600 Bravo	2.6L MPFI	99-05	KN33-2117	KNHP-1010
E Series Ezyloaders	1.3L, 1.4L Petrol	78-82	-	KNHP-1004
E Series Ezyloaders	1.8L, 2.0L Petrol	84-05	KN38-9181	-
E2200 Ezyloader	Diesel	84-97	KN38-9181	KNHP-1005
E2500	Diesel	97-05	KN38-9181	-
T3500, T3500 Turbo	Turbo & Non Turbo	84-97	KNE-2615	-
T4000	-	92-05	KNE-2615	-
T4600	-	92-05	KNE-2615	-
Traveller	1.8L, 2.0L	84-88	KN38-9181	-
Bongo Van	2.5L DSL	95-99	KNE-9280	-

MERCEDES BENZ

190 - W201	Petrol	88-93	KNE-9178	-
190 - W201	Diesel	88-93	KN33-2702	-
190D	2.5L Diesel	83-85	KN33-2561	-
190E	6 Cyl.	89-93	KNE-2866	-
A&B Class	All F/I	04-11	KN33-2914	-
A&B Class	2.0L L4 DSL	04-11	KN33-2915	-
190E	2.3L 4 Cyl.	88-93	KNE-9178	-
200		68-75	KNE-2530	-
200CE		88-92	KNE-9178	-
200D		76-85	KNE-2800	-
200D		84-85	KN33-2561	-
200E		88-92	KNE-9178	-
200SEB Series W110, 111	All	59-65	KNE-2380	-
200TD	Diesel Turbo	84-85	KN33-2561	-
200TE Seies W124		88-92	KNE-9178	-
220	All	66-74	KNE-2530	-
220CE		92-93	KN33-2678	-
220D Series W123	Diesel	76-85	KNE-2800	-
220E	All	92-93	KN33-2678	-
220SB Series W110, 111	All	59-65	KNE-2530	-
220TE		92-93	KN33-2678	-
230 Series W114, 115		60-76	KNE-2530	-
230CE Series W123, W124 M102 Eng.		80-87	KNE-2865	-
230E Series W123, W124 M102 Eng.		80-89	KNE-2865	-
230G	All		KN38-9118	-
230S		60-76	KNE-2530	-
240TD W123	Diesel	76-78	KNE-2800	-
250C	All	68-72	KNE-3780	-
250D	Diesel	90-93	KN33-2561	-
250S	All	68-72	KNE-3780	-
250SE	All	66-76	KNE-2380	-
250SEC	All	66-69	KNE-2380	-
250SEL	All	66-69	KNE-2380	-
250SL	All	66-76	KNE-2380	-
250T Series W123	All	76-84	KNE-3780	-
250TD	Diesel Turbo	93-95	KN33-2702	-
260E	All	87-89	KNE-2867	-
260SE	All	87-89	KNE-2867	-
280CE, 280E	All	77-81	KNE-2861	-
280CE, 280E W124		92-93	KN33-2705	-
280SE Series	2.8L FI L6	74-81	KNE-2861	-
280SE Series W126		76-85	KNE-9166	-
280SEC, 280SEL	V8	70-73	KNE-1650	-
280SEC, 280SEL	V8	76-86	KNE-9166	-
280SL, 280SLC	V8	70-73	KNE-1650	-
280SL, 280SLC	All	66-85	KNE-2380	-
280TE W124		92-93	KN33-2705	-
300CD	All	82-85	KNE-2870	-
300CE	6 Cyl.	90-93	KNE-9179	-
300E	6 Cyl.	85-93	KNE-2867	-
300SD	6 Cyl.	78-85	KNE-2870	-
300SD W126	Turbo	85-86	KNE-9165	-
300SD W140	Turbo	1991	KN33-2701	-
300SE	6 Cyl.	88-91	KNE-2867	-
300SEC	V8	70-73	KNE-1650	-
300SEC	6 Cyl.	60-72	KNE-2380	-
300SEL	6 Cyl.	60-70	KNE-2380	-
300SEL	6 Cyl.	85-91	KNE-2867	-
300SL	2.8L 6 Cyl. , 6.3L V8	60-71	KNE-2380	-
300SL	3.5L, 4.5L V8	70-73	KNE-1650	-
300SL	M103	85-88	KNE-2866	-
300SL	3.0L L6 6 Cyl.	90-93	KNE-9179	-
300TD		78-85	KNE-2870	-
300TD		86-97	KNE-9165	-
300TE	All	85-93	KNE-2867	-
350GD	Diesel Turbo	91-92	KN33-2642	-
350SD, 350DL	Diesel Turbo	87-97	KNE-9165	-
350SE, 350SEL		76-77	KNE-2872	-
350SL	3.5L FI L6	70-72	KNE-1650	-
380SC, 380SE, 380SEC,				
380SL, 380SL	All	81-85	KNE-2872	-
400E, 400SE, 400SEL	All	91-93	KN33-2678 x 2	-
420SE, 420SEC,				
420SEL, 420SL	All	85-91	KNE-2872	-
450SE, 450SEL,				
450SL, 450SLC	4.5L V8	73-75	KNE-1650	-
500E	All	91-94	KN33-2678 x 2	-
500SE	All	81-85	KNE-2872	-
500SE	5.0L FI V8	91-on	KN33-2678 x 2	-
500SEC	W126	80-85	KNE-2872	-
500SEC	W140	1991	KN31-2678 x 2	-
500SEC	5.0L FI V8	1993	KNE-2872	-
500SEL	All	80-85	KNE-2872	-
500SEL	All	91-93	KN33-2678 x 2	-
500SL	W126	80-85	KNE-2872	-
500SLC	W126	80-85	KNE-2872	-
560SE, 560SEC,				
560SEL, 560SL	All	84-91	KNE-2872	-
600	6.0L FI V8		KNE-2380 x 2	-
600SE, 600SEC	W140	1991	KN33-2677	-
600SEL, 600SL	W140, R129	1991	KN33-2677	-
600SEL, 600SL	6.0L FI V12	92-95	KN33-2677 x 2	-
A45 AMG	2.0L L4 F/I	14-17	KNE-0661	-
A140, A160	All	98-99	KNE-9242	-
A170	Diesel	98-99	KNE-9260	-

Make / Model	Engine	Year	Air Filter	Oil Filter
MERCEDES BENZ CONTINUED				
A180	1.6L L4 F/I	12-17	KN33-2995	
A190	1.9L	98-99	KNE-9242	-
A200	1.6L, 2.0L L4	12-17	KN33-2995	
A250	2.0L L4 F/I	12-17	KN33-2995	
B180	1.6L L4 F/I	12-16	KN33-2995	
B200	1.6L, 2.0L L4 F/I	12-17	KN33-2995	
B250	2.0L L4 F/I	12-17	KN33-2995	
C160 K/Pressor	1.8L L4	05-07	KNE-2011	-
C180	W202	1993	KN33-2703	-
C180	2.0L L4	01-02	KN33-2244	-
C180	1.8L L4	09-12	KN33-2965	-
C180	1.6L L4 F/I	08/12-14	KNE-0663	-
C180 Kompressor	L4	2001	KN33-2193	-
C180 K/Pressor	1.8L L4	02-11	KNE-2011	-
C200	W202	1994	KN33-2703	-
C200	1.8L L4	09-12	KN33-2965	-
C200 K/Pressor	1.8L L4	02-11	KNE-2011	-
C220, C230	All	1993	KN33-2703	-
C240	2.6L V6	2001	KN33-2181 x 2	
C240	2.6L V6	2002	KN33-2181	KNHP-7004
C250	Diesel	93-94	KN33-2703	-
C280	1.8L L4	09-12	KN33-2965	-
C280	All	93-00	KN33-2703	KNHP-7004
C280	3.0L DSL	05-08	KN33-2940	KNHP-7004
C320	3.2L V6	2001	KN33-2181 x 2	KNHP-7004
C320	All	02-on	KN33-2181	KNHP-7004
C320, CLK320, CLS320	3.0L DSL	05-08	KN33-2940	-
C36	All	95-97	KN33-2703	-
C43	3.6L FI L6	01-on	KN33-2183 x 2	KNHP-7004
C63, E63 & S63	6.3L V8	06-08	KN33-2405	-
CLA45 AMG	2.0L L4 F/I	14-18	KNE-0661	-
CLA180	1.6L L4 F/I	13-17	KN33-2995	-
CLA200	1.6L L4 F/I	13-17	KN33-2995	-
CLA250	2.0L L4 F/I	13-18	KN33-2995	-
GLA45 AMG	2.0L L4 F/I	15-18	KNE-0661	-
GLA180	1.6L L4 F/I	14-17	KN33-2995	-
GLA200	1.6L L4 F/I	14-17	KN33-2995	-
GLA250	2.0L L4 F/I	14-18	KN33-2995	-
CL65	6.0L V12	05-09	KN33-2412	-
CL500, CL55 AMG	V8	99-03	KN33-2181 x 2	KNHP-7004
CL500, CL55 AMG	V8	03-on	KN33-2181	KNHP-7004
CL600	5.5L V12	03-09	KN33-2412	-
CLK200, CLK230, CLK320	All	91-02	KN33-2703	KNHP-7004
CLK430	4.3L V8	99-02	KN33-2183 x 2	KNHP-7004
CLK430	4.3L V8	2003	KN33-2183	-
CLK55 AMG	5.5L V8	2001	KN33-2183 x 2	KNHP-7004
CLK55 AMG	5.5L V8	2002	KN33-2183	KNHP-7004
CLK63 & CLS63 AMG	6.3L V8	07-08	KN33-2405	-
E200	W124 Diesel	1993	KN33-2561	-
E200	W124	93-95	KN33-2704	-
E200	W210	1995	KN33-2747	-
E200	1.8L L4	09-12	KN33-2965	-
E200	1.8L L4 F/I	13/16	KNE-0663	-
E200	2.0L L4 F/I	13/16	KNE-0663	-
E220	W124	93-95	KN33-2704	-
E220	W210 All	95-96	KN33-2747	-
E220	CDI	99-00	KN33-2158	-
E230	W210	95-96	KN33-2747	-
E240	2.6L V6	03-on	KN33-2181	-
E250	W124	93-95	KN33-2702	-
E250	W210 Diesel	1995	KN33-2747	-
E250	1.8L L4	09-12	KN33-2965	-
E250	2.0L L4 F/I	13/16	KNE-0663	-
E270	CDI	99-00	KN33-2158	-
E280	W214	93-95	KN33-2705	KNHP-7004
E280	W210	96-97	KN33-2747	KNHP-7004
E280, E320	3.0L DSL	05-08	KN33-2940	-
E290	W210 Diesel Turbo	96-97	KN33-2747	-
E300	Diesel Turbo	1993	KNE-9165	-
E300	W210 Diesel	95-96	KN33-2747	-
E320	3.2L V6	96-99	KN33-2747	KNHP-7004
E320	3.2L V6	00-on	KN33-2184	KNHP-7004
E320	3.2L DSL	04-06	-	KNHP-7017
E350	3.5L Diesel Turbo	94-95	KN33-2701	-
E420	All	93-96	KN33-2678 x 2	-
E420	All	96-97	KN33-2747	-
E430	4.3L V8	98-99	KN33-2747	KNHP-7004
E430	V8	00-on	KN33-2184	-
E50 AMG	All	KN33-2747	-	-
E500	5.0L FI V8	92-95	KN33-2678 x 2	-
E500	4.3L FI V8	03-on	KN33-2184	KNHP-7004
E55	5.5L FI V8	99-01	KN33-2183 x 2	KNHP-7004
E55	5.4L FI V8	02-on	KN33-2183	-
E55 AMG	5.5L V8	99-00	KN33-2183 x 2	KNHP-7004
G250	Diesel Turbo		KN33-2642	-
G250	Diesel	89-90	KN33-2549	-
G300			KNE-2867	-
G300	Diesel	1990	KN33-2642	-
G320	3.2L V6	99-01	KN33-2181	KNHP-7004
G350	Diesel		KN33-2642	-
G400	4.0L Diesel V8	01-02	KN33-2205	-
G500			KN33-2678 x 2	KNHP-7004
G500	5.0L FI V8	99-on	KN33-2181	KNHP-7004
ML280, ML320	3.0L DSL	05-08	KN33-2940	KNHP-7004
ML320, ML430,				
ML500, ML55	V6, V8	98-02	KN33-2703	KNHP-7004
ML55 AMG	5.5L V8	1999	KN33-2703 x 2	-
ML55 AMG	5.5L V8	2001	KN33-2703	KNHP-7004
R280	3.0L DSL	06-08	KN33-2940	-
R320	3.0L DSL	05-08	KN33-2940	-
S65, SL65	6.0L V12	03-09	KN33-2412	-
S280	2.8L V6	99-00	KN33-2181	KNHP-7004
S320	3.2L FI L6	94-99	KN33-2130	KNHP-7004
S320	3.2L V6	99-01	KN33-2181	KNHP-7004
S350	All	92-95	KN33-2701	-
S400	4.0L Diesel V8	2000	KN33-2205	-
S420	4.2L V8	94-97	KN33-2678 x 2	-
S500	5.0L FI V8	94-97	KN33-2678 x 2	-
S500	5.0L FI V8	99-01	KN33-2181 x 2	KNHP-7004
S500	5.0L FI V8	02-on	KN33-2181	-
S55 AMG	5.4L FI V8	20-on	KN33-2181 x 2	KNHP-7004
S600, SEL600	6.0L V12	92-97	KN33-2677 x 2	KNHP-7004
S600, SL600	5.5L V12	03-09	KN33-2412	-
SL280, SL320	All	1993	KN33-2765	-
SL280, SL320	V6	99-01	KN33-2181	KNHP-7004
SL500	5.0L FI V8	90-92	KN33-2683 x 2	-
SL500	5.0L FI V8	93-97	KN33-2678 x 2	-
SL500	5.0L FI V8	99-01	KN33-2181 x 2	KNHP-7004
SL500	5.0L FI V8	02-on	KN33-2181	KNHP-7004
SL600	All	93-97	KN33-2677 x 2	-
SLK200			KN33-2767	-
SLK200 K/Pressor	1.8L L4	04-11	KNE-2011	-
SLK230	2.3L FI L4	98-02	KN33-2767	-
SLK230	2.3L L4	98-04	KN33-2767	KNHP-7008
Sprinter Van	2.3L DSL	95-04	KN33-2764	-
Sprinter Van	2.9L DSL	95-04	KN33-2764	-

Make / Model	Engine	Year	Air Filter	Oil Filter
Sprinter Van	2.3L L4	96-04	KN33-2764	KNHP-7008
Sprinter Van	3.5L V6	06-11	KN33-2391	KNHP-7004
Sprinter Van	3.0L V6 DSL	06-11	KN33-2391	
V200D	2.1L L4 DSL	14-17	KN33-3033	
V220D	2.1L L4 DSL	14-17	KN33-3033	
V250D	2.1L L4 DSL	14-17	KN33-3033	
Vito	1.6L, 2.0L DSL	14-17	KN33-3033	
Vito Van	2.3L L4	99-04	KN33-2764	KNHP-7008
Vito Van	2.0L L4	95-03	KN33-2766	KNHP-7008
Vito Van	2.3L DSL	96-03	KN33-2766	-
Vito Van	3.2, 3.5, 3.7L V6	03-11	KN33-2912	
Vito VAn	2.0L & 2.2L DSL	03-11	KN33-2912	
MINI				
Cooper	1.5L L3	14-15	KN33-3025	
Cooper S	2.0L	14-15	KN33-3025	
Cooper SD	2.0L Diesel	14-15	KN33-3025	
Cooper	1.6L DSL	07-08	KN33-2929	-
Cooper	1.6L EFI	to 07/04	KN33-2239	-
Cooper (Auto)	1.6L MPFI	04-on	KN33-2239	-
Cooper (Auto)	1.6L L4	07-08	KN33-2386	-
Cooper (Manual)	1.6L MPFI	04-on	KN33-2885	-
Cooper S	1.6L L4	07-08	KN33-2936	-
Cooper S	1.6L L4	04-06	KN33-2270	-
Mini & Mini Clubman		72-74	KNE-9001	-
Mini S & Mini Clubman GT		72-74	KNE-9001	-
MITSUBISHI				
3000GT	3.0L V6.	92-98	-	KNHP-1004
380	3.8L V6	05-0n	KN33-2285	-
Colt	1.3L & 1.5L L4	04-08	KN33-2881	-
Colt 1000F, 1000F Fastbacks	1.2L	67-70	-	KNHP-1005
Colt RA	1.4L, 1.6L	80-82	KNE-2740	KNHP-1004
Colt RB, RC, RD, RE	1.4L, 1.6L	82-90	KNE-2755	KNHP-1004
Cordia AA, AB, AC	1.6L	83-84	KNE-2755	KNHP-1004
Cordia AA, AB, AC	1.8L	84-89	KNE-2874	KNHP-1004
Cordia GSR AA, AB, AC Turbo	2.0L L4 Turbo	84-89	KNE-2873	KNHP-1004
Delicia Import	2.6L & 2.8L DSL	95-01	KNE-2877	-
FTO	2.0L V6	94-on	KN33-2072	KNHP-1010
Galant	1.3L, 1.4L, 1.5L	71-78	KN33-2760	KNHP-1005
Galant	2.4L L4	04-08	KN33-2285	KNHP-1010
Galant	3.8L V6	04-08	KN33-2285	KNHP-1010
Galant HG, HH	2.0L L4	89-93	KNE-2875	KNHP-1004
Galant HJ	2.0L V6	93-97	KN33-2072	KNHP-1010
Galant VI	2.0L L4	96-04	KN33-2794	-
Galant VI	2.5L V6	96-04	KN33-2794	-
Lancer	2.0L	13-15	KN33-3015	KNHP-1004
Lancer	1.5L - 2.0L L4	08-09	KN33-2392	KNHP-1010
Lancer	2.0L & 2.4L L4	2009	KN33-2392	KNHP-1010
Lancer CA	1.5L L4	88-90	KNE-2755	KNHP-1004
Lancer CA 3 Door, 4 Door	1.5L L4	89-90	KNE-2875	KNHP-1004
Lancer CB	1.5L L4	90-91	KNE-9199	KNHP-1004
Lancer CB	1.5L L4	91-92	KNE-9199	KNHP-1004
Lancer CB 3 Door	1.5L, 1.6L L4	90-91	KNE-2875	KNHP-1004
Lancer CB 3 Door	1.5L, 1.6L L4	91-92	KNE-2875	KNHP-1010
Lancer CB 4 Door	1.5L, 1.6L L4	90-91	KNE-2875	KNHP-1004
Lancer CB 4 Door	1.5L, 1.6L L4	91-92	KNE-2875	KNHP-1010
Lancer CB, CC GSR (Auto)	1.6L L4	90-92	KNE-2875	KNHP-1004
Lancer CB, CC GSR (Manual)	1.6L L4	90-92	KNE-2875	KNHP-1004
Lancer CC 3 Door	1.6L L4	92-96	KN33-2074	KNHP-1010
Lancer CC 4 Door	1.6L L4	92-96	KN33-2074	KNHP-1010
Lancer CC Excl. S/Wagon	1.8L L4	92-96	KN33-2074	KNHP-1010
Lancer CC Hatchback	1.5L L4	92-96	KNE-9199	KNHP-1010
Lancer CC S/Wagon	1.8L L4	92-96	KN33-2074	KNHP-1010
Lancer CC Sedan & Coupe	1.5L L4	92-96	KNE-9199	KNHP-1010
Lancer CE	1.5L L4	96-04	KN33-2105	KNHP-1010
Lancer CE Excl. S/Wagon	1.8L L4	96-04	KN33-2105	KNHP-1010
Lancer CE S/Wagon	1.8L L4	96-04	KN33-2074	KNHP-1010
Lancer CG	2.0L L4	02-03	KN33-2105	KNHP-1010
Lancer CH	2.0L L4	03-05	KN33-2105	KNHP-1010
Lancer CH	2.4L L4	05-06	KN33-2105	KNHP-1010
Lancer CY, CZ EVO	2.0L L4	04-06	KN33-2105	KNHP-1008
Lancer EVO (Not 10)	2.0L L4	08-on	KN33-2392	KNHP-1010
Lancer LB, LC		74-81	KNE-2760	KNHP-1005
Magna TE, TF	2.6L L4.	96-99	KN33-2151	KNHP-1010
Magna TE, TF				
TH, TJ (Excl. LPG)	3.0L & 3.5L V6	96-03	KN33-2151	-
Magna TJ II AWD	3.0L & 3.5L V6	03-on	KN33-2151	-
Magna TM, TN, TP	2.6L L4	87-92	KNE-2875	KNHP-1005
Magna TM, TN, TP, TR, TS	2.6L L4	85-96	KNE-2874	KNHP-1005
Magna TR, TS	2.6L L4	92-96	KN33-2045	KNHP-1005
Magna TR, TS	3.0L V6	93-96	KN33-2045	KNHP-1004
Mirage CE	1.5LL4	96-05	KN33-2105	KNHP-1010
Nimbus UA	1.8L L4	94-92	KNE-2874	KNHP-1004
Nimbus UB, UC	1.8L, 2.0L L4	94-92	KNE-2874	KNHP-1004
Nimbus UF	2.3L L4	92-98	KN33-2072	KNHP-1004
Nimbus UG	2.3L L4	98-05	KN33-2167	KNHP-1008
Outlander	2.0L	12-15	KN33-3015	KNHP-1004
Outlander Sport	2.0L	12-15	KN33-3015	KNHP-1004
Outlander	2.4L	14-15	KN33-3015	KNHP-1004
Outlander	3.0L V6	14-15	KN33-3015	KNHP-1010
Outlander	2.0L & 2.2L DSL	07-08	KN33-2392	-
Outlander	2.4L L4	07-08	KN33-2392	-
Outlander	3.0L V6	07-08	KN33-2392	KNHP-1008
Pajero	2.6L L4	87-93	KNE-2723	KNHP-1004
Scorpion	2.0L, 2.6L L4	78-82	KNE-2755	KNHP-1005
Scorpion	2.0L, 2.6L L4	82-86	KNE-2810	KNHP-1005
Sigma GE, GH, GJ, GK, GN	1.6L, 1.8L L4	77-86	KNE-2760	KNHP-1005
Sigma GE, GH, GJ, GK, GN	2.0L, 2.6L L4	77-87	KNE-2755	KNHP-1005
Sigma GH Turbo	2.0L L4	81-82	-	KNHP-1005
Starion JA, JB, JD	2.0L L4	82-87	KNE-2873	KNHP-1004
Verada KE, KF, KH	3.5L V6	96-00	KN33-2151	-
Verada KJ (Excl. AWD)	3.5L V6	00-03	KN33-2151	-
Verada KJ AWD	3.5L V6	00-03	KN33-2151	-
Verada KR, KS	3.0L V6	91-97	KN33-2045	KNHP-1004
MITSUBISHI COMMERCIAL				
Challenger	3.0L V6	98-05	KN33-2045	KNHP-1004
Express Van SF	2.0L L4	86-90	-	KNHP-1004
Express Van SF	2.3L L4	86-90	-	KNHP-1004
Express Van SG	2.0L L4	90-91	-	KNHP-1004
Express Van SG	2.3L L4	90-91	-	KNHP-1004
Express Van SH	2.0L L4	91-94	-	KNHP-1004
Express Van SH	2.3L L4	91-94	-	KNHP-1004
Express Van SJ	2.0L L4	94-05	-	KNHP-1010
Express Van SJ	2.3L L4	94-05	-	KNHP-1010
Express Van WA	2.3L L4	94-05	KN33-2045	KNHP-1010
L200 Express	1.6L L4	80-87	KNE-2760	KNHP-1005
L200 Express	2.0L L4	79-84	KNE-2755	KNHP-1005
L200 Express	2.0L L4	82-87	KNE-2810	KNHP-1005
L300 Express to Eng. No. 4632BP2785	1.6L L4	80-82	KNE-2873	KNHP-1005
L300 Express from Eng. No. 4632BP2786	1.6L L4	82-86	KNE-2873	KNHP-1004
L300 Express	1.8L, 2.0L L4	82-86	KNE-2873	KNHP-1004
Outlander ZE	2.4L L4	03-05	KN33-2105	KNHP-1008

Make / Model	Engine	Year	Air Filter	Oil Filter
Pajero	2.5L DSL Turbo	91-93	KN38-9207	-
Pajero	2.8L DSL Turbo	93-99	KN38-9207	-
Pajero NM	2.8L DSL Turbo	00-02	KN33-2164	-
Pajero NM	3.2L DSL Turbo	02-on	KN33-2164	-
Pajero NP	3.2L DSL Turbo	02-05	KN33-2164	-
Pajero NA, NB, NC, ND	2.5L L4	83-87	KNE-2725	KNHP-1004
Pajero NE, NF, NG, NH	2.5L L4	87-93	KNE-2723	KNHP-1004
Pajero NF	3.0L V6	88-89	KNE-2875	KNHP-1004
Pajero NG	3.0L V6	89-91	KNE-2875	KNHP-1004
Pajero NH	3.0L V6	91-93	KN33-2045	KNHP-1004
Pajero NJ	3.0L V6	93-96	KN33-2045	KNHP-1004
Pajero NJ	3.5L V6	93-96	KN33-2112	KNHP-1004
Pajero NK	3.0L V6	96-97	KN33-2045	KNHP-1004
Pajero NK	3.5L V6	96-97	KN33-2112	KNHP-1004
Pajero NL	3.5L V6	97-00	KN33-2112	KNHP-1004
Pajero NM	3.5L V6	00-02	KN33-2164	KNHP-1004
Pajero NP	3.5L V6	02-05	KN33-2164	KNHP-1004
Pajero NP	3.8L V6	03-05	KN33-2164	KNHP-1004
Starwagon SJ	2.0L L4	95-97	KN38-9207	KNHP-1010
Starwagon WA	2.0L L4	94-05	KN38-9207	KNHP-1010
Starwagon WA	2.3L L4	94-98	KN33-2045	KNHP-1010
Starwagon WA	2.3L L4	98-05	KN38-9207	KNHP-1010
Starwagon WA	2.0L, 2.3L L4	94-05	KN33-2045	KNHP-1010
Starwagon WA	3.0L V6	94-96	KN33-2045	KNHP-1004
Triton	2.5L DSL	86-97	KN38-9207	-
Triton MK	2.8L DSL	96-03	KN38-9207	-
Triton MK	2.8L DSL Turbo	03-05	KN38-9207	-
Triton MF, MG, MH, MJ	2.5L L4	86-96	-	KNHP-1004
Triton MH, MJ	3.0L V6	90-96	KN33-2045	KNHP-1004
Triton MK	2.3L L4	96-05	KN33-2045	KNHP-1010
Triton	2.5L L4 DSL - All	08	KN33-2951	-
Triton MK	3.0L V6	96-05	KN33-2045	KNHP-1004

NISSAN				
1000, 1200	1.0L & 1.2L L4	67-73	KNE-1050	KNHP-3001
1200	1.2L L4	73-74	KNE-1050	KNHP-2008
120Y	1.2L L4	74-79	KNE-1050	KNHP-2008
1600	1.6L L4	68-72	KNE-2760	KNHP-3001
180B	1.8L L4	72-77	KNE-2760	KNHP-3001
180B SSS	1.8L L4	72-77	-	KNHP-3001
180SX, 200ZX	1.8L CA18DET	89-91	KN33-2031-2	KNHP-2008
180SX, 200ZX	2.0L SR20	91-on	KN33-2031-2	KNHP-1003
2000	2.0L L4	66-68	KNE-1100	-
2000 Special	2.0L L4	66-68	-	KNHP-3001
200B	2.0L L4	78-81	KNE-2830	KNHP-3001
200B SS	2.0L L4	78-81	-	KNHP-3001
200SX	2.0L MPFI	94-00	KN33-2031-2	KNHP-1008
2300 Personal	2.3L L4	69-70	KNE-1100	KNHP-3001
2300 Super 6	2.3L L4	69-70	-	KNHP-3001
2400	2.4L L4	70-71	KNE-1100	KNHP-3001
240C, 240K, 260C	2.4L L6	71-78	KNE-2760	KNHP-3001
240Z, 260Z	2.4L L6	71-73	-	KNHP-3001
240Z, 260Z	2.4L L6	73-76	KN33-2052	KNHP-3001
240Z, 260Z	2.4L L6	76-78	-	KNHP-3001
280C	2.8L L6	78-82	KNE-2760	KNHP-3001
280C	2.8L L6	82-84	KN33-2031-2	KNHP-1009
280ZX	2.8L L6	78-81	KNE-2880	KNHP-3001
280ZX	2.8L L6	81-84	KNE-2990	KNHP-3001
300C	3.0L V6	84-87	KN33-2031-2	KNHP-2008
300ZX, 300ZX Turbo	Model Z31	84-97	KN33-2010	KNHP-2008
300ZX, 300ZX Turbo	Model Z32	84-97	KN33-2036	KNHP-2008
350Z	3.5L V6	03-05	KN33-2031-2	KNHP-1008
350Z	3.5L V6	07-08	KN33-2399 x 2	KNHP-1008
Bluebird	1.2L L4	64-65	KNE-2760	-
Bluebird	1.3L L4	65-68	KNE-2760	-
Bluebird	2.0L L4	81-82	-	KNHP-3001
Bluebird	2.0L L4	82-83	-	KNHP-3001
Bluebird	2.0L L4	83-85	-	KNHP-3001
Bluebird	2.0L L4	85-86	KNE-2983	KNHP-2008
Bluebird	2.4L L4	93-97	KN33-2031-2	KNHP-2008
Bluebird (Import)	2.4L L4	89-on	-	KNHP-1003
Bluebird (Import)	2.4L L4	96-on	-	KNHP-1008
Bluebird (Import)	2.4L L4	89-on	KN33-2031-2	-
Dualis	2.0L DSL	07-08	KN33-2944	-
Exa	KN12 Turbo	83-86	KN33-2010	KNHP-2008
Exa	KN13 Twin Cam	87-91	KN33-2031-2	KNHP-2008
Frontier	4.0L V6	05-08	KN33-2286	KNHP-1010
Frontier	2.5L L4 F/I	05-12	KN33-2324	KNHP-1008
Gazelle	2.0L L4	84-88	KN33-2010	KNHP-2008
Infiniti	4.5L V8	93-97	-	KNHP-2008
Maxima	3.0L V6	90-95	KN33-2031-2	KNHP-2008
Maxima (Import)	2.0L L4	84-88	KN33-2010	KNHP-2008
Maxima A32, A33	3.5L V6	95-03	KN33-2031-2	KNHP-2008
Maxima J31	3.5L V6	03-05	KN33-2031-2	KNHP-1008
Micra	1.3L L4	95-97	KN33-2060	KNHP-1003
Micra	1.5L Diesel	03-10	KN33-2927	-
NX, NX-R Coupe	2.0L L4	91-97	KN33-2031-2	KNHP-1003
Pathfinder	4.0L V6	05-08	KN33-2286	KNHP-1010
Pintara	2.0L L4	86-89	KN33-2010	KNHP-2008
Pintara U12 & TRX	2.0L, 2.4L L4	89-92	KN33-2031-2	KNHP-2008
Prairie	1.5L L4	83-87	KNE-1050	KNHP-2008
Pulsar N12	1.3L, 1.5L & 1.6L	81-87	KNE-2585	KNHP-2008
Pulsar N12 Non Turbo	1.3L, 1.5L, 1.6L	81-87	KNE-1050	KNHP-2008
Pulsar N12 Turbo	1.3L, 1.5L, 1.6L	83-87	KN33-2010	KNHP-2008
Pulsar N13	1.6L L4	87-91	KNE-1068	KNHP-2001
Pulsar N13	1.8L L4	87-91	KN33-2010	KNHP-2001
Pulsar N14	1.6L L4	91-95	KN33-2031-2	KNHP-2008
Pulsar N14	2.0L L4	91-95	KN33-2031-2	KNHP-1003
Pulsar N15	1.6L L4	95-00	KN33-2031-2	KNHP-2008
Pulsar N15	2.0L L4	95-05	KN33-2031-2	KNHP-1008
Pulsar N16	1.6L L4	00-03	KN33-2031-2	KNHP-1008
Pulsar N16	1.8L L4	00-05	KN33-2031-2	KNHP-1008
Pulsar, Exa (Import)	2.0L SR20	90-on	KN33-2031-2	KNHP-1003
Serena ST, Ti	2.0L L4	91-95	KN33-2031-2	KNHP-1003
Silvia	1.8L CA18	88-91	KN33-2031-2	KNHP-2008
Silvia	2.0L SR20	91-93	KN33-2031-2	KNHP-1003
Skyline	2.4L L6	78-81	KNE-2760	KNHP-3001
Skyline	2.4L L6	81-86	KN33-2031-2	KNHP-1009
Skyline	3.0L L6	86-90	KN33-2031-2	KNHP-2008
Skyline	2.0L RB20	85-on	KN33-2031-2	KNHP-2008
Skyline	2.5L RB25	91-98	KN33-2031-2	KNHP-2008
Skyline	2.5L RB25	98-on	KN33-2031-2	KNHP-1003
Skyline	2.6L RB26DETT	89-on	KN33-2031-2	KNHP-2008
Skyline R35 GTR	3.8L V6	09-10	KN33-2413 x 2	-
Stanza	1.6L L4	78-83	KNE-2760	KNHP-3001
Sunny	1.2L - 1.5L L4	79-81	KNE-1050	KNHP-2008
Tiida	1.8L L4	06-on	-	KNHP-1008
Tiida	1.8L L4	06-on	KN33-2375	KNHP-1008
Terrano II	2.4L L4	97-00	KN33-2031-2	KNHP-2008
Terrano (import)	2.7L DSL	97-02	KNE-9251	-
Xterra	4.0L V6	05-08	KN33-2286	KNHP-1010
X-Trail	2.5L L4	01-05	KN33-2031-2	KNHP-1008
X-Trail	2.0L DSL	08-09	KN33-2944	-

NISSAN COMMERCIAL				
520 Pick-Up Van	1.3L, 1.5L L4	68-71	KNE-2760	KNHP-3001
620 King Cab, 620 Van & Pick-Up		73-75	KNE-1050	KNHP-3001
620 King Cab, 620 Van & Pick-Up		75-79	KNE-1050	KNHP-2008
720 King Cab, 720 Pick-Up	SD22 Diesel	79-83	KNE-2760	-

Make / Model	Engine	Year	Air Filter	Oil Filter
720 King Cab, 720 Pick-Up	SD22 Diesel	79-81	KNE-2760	-
720 King Cab, 720 Pick-Up	SD23, SD25, SF25 Diesel	83-86	KNE-2760	KNHP-3001
720 King Cab, 720 Pick-Up	J15, J16 Petrol	80-81	KNE-2760	KNHP-2008
720 King Cab, 720 Pick-Up	1.8L L4	80-82	KNE-2760	KNHP-3001
720 King Cab, 720 Pick-Up	L18 Petrol	83-86	KNE-2760	KNHP-1009
720 King Cab, 720 Pick-Up	Z22 Petrol	83-84	KN33-2010	KNHP-1009
735, 745 Vans	Petrol	81-84	-	KNHP-2008
C20 Van, Vannette	81-86	-	-	KNHP-2008
C80 3.5 Ton	H30 Eng.	67-73	-	KNHP-3001
C80 3.5 Ton	H30 Eng.	73-76	-	KNHP-2008
Caball	C240, C340 Petrol	67-73	KNE-2210	KNHP-3001
Caball	C240, C340 Petrol	73-81	KNE-2210	KNHP-2008
Navara	2.3L L4 DSL	15-17	KN33-3059	-
Navara NP300	2.3L L4 DSL	15-17	KN33-3059	-
Navara D21 Series	with SD23 2.5L Diesel	86-87	KNE-2760	-
Navara D21 Series	with TD25 2.5L Diesel	88-92	KNE-2760	KNHP-3001
Navara D21 Series	with TD27 2.7L Diesel	88-92	KNE-2760	KNHP-3001
Navara D21 Series	with TD27 2.7L Diesel	92-97	KNE-2760	-
Navara D21 Series	with Z20 2.0L Carb	86-95	KNE-2760	KNHP-1009
Navara D21 Series	with Z24 2.4L	86-95	KNE-2760	KNHP-1009
Navara D21 Series	KA24E 2.4L 4 Cyl.	95-97	KN33-2031-2	KNHP-1003
Navara D21 Series	3.0L V6	92-97	KN33-2031-2	KNHP-2008
Navara D21 Series (4WD only)	2.4L L4	86-95	KN33-2010	KNHP-1009
Navara D22 Series	2.4L L4	97-05	KN33-2031-2	KNHP-2008
Navara D22 Series	2.4L L4	99-05	KN33-2031-2	KNHP-1010
Navara D22 Series	3.0L V6	00-05	KN33-2031-2	KNHP-1003
Navara D22 Series	3.3L V6	03-05	KN33-2031-2	KNHP-1003
Navara D40	2.5 L4 TD25	05-12	KN33-2980	-
Navara D22	2.5L L4 T/DSL	08-on	KNE-2020	-
Nomad	2.4L L4	86-92	KNE-2210	KNHP-2008
Pathfinder	3.0L V6	92-95	KN33-2031-2	KNHP-2008
Pathfinder	3.3L V6	95-05	KN33-2031-2	KNHP-1010
Pathfinder 4x4	2.4L L4	86-92	KNE-2760	KNHP-1009
Patrol	3.2L DSL	80-83	KNE-3720	-
Patrol	3.2L DSL	83-87	KNE-3720	-
Patrol	3.2L DSL	83-87	KNE-3720	-
Patrol	2.8L DSL	95-97	KN38-9102	-
Patrol GQ	TD42 4.2L DSL	87-89	KNE-9201	KNHP-3001
Patrol GQ	TD42 4.2L DSL	89-95	KNE-3346	KNHP-3001
Patrol GQ	3.0L L6	90-95	KNE-2830	KNHP-2008
Patrol GQ	4.2L L6	87-95	KNE-9201	KNHP-1009
Patrol GQ ST & TI	4.2L L6	92-97	KN33-2031-2	KNHP-1009
Patrol GU	2.8L DSL Turbo	97-00	KNE-9267	-
Patrol GU	4.2L DSL	97-03	KNE-9201	-
Patrol GU IV	4.8L L6	04-06	KNE-9266	KNHP-1010
Patrol GU, GUII	4.5L L6	97-01	KNE-9266	KNHP-1010
Patrol GU, GUII, GUIII	4.2L DSL Turbo	99-04	KNE-9267	-
Patrol GUII, GUIIII	3.0L DSL Turbo	00-04	KNE-9267	-
Patrol GUIII	4.8L L6	01-04	KNE-9266	KNHP-1010
Patrol GUIV DT	3.0L DSL Turbo	04-06	KNE-9267	-
Patrol GUIV DT	4.2L DSL Turbo	04-06	KNE-9267	-
Patrol MQ, MK	4.0L L6	80-83	-	KNHP-3001
Patrol MQ, MK	2.8L L6	83-87	KNE-2760	KNHP-1009
Patrol RX	4.2L DSL	94-97	KNE-3346	KNHP-3001
Patrol RX	3.0L L6	96-98	KNE-2830	KNHP-2008
Patrol RX	4.2L L6	94-98	KNE-9201	KNHP-1009
Prairie	2.0L L4	83-87	KNE-1050	KNHP-2008
Pulsar Van	VB11	83-86	KNE-1050	KNHP-2008
Urvan	SD23 Diesel	81-84	KNE-2210	-
Urvan	SD23 Diesel	84-85	KNE-2210	-
Urvan	E24 2.7L Diesel	87-93	-	KNHP-3001
Urvan	E23 Petrol	81-83	KNE-2210	KNHP-2008
Urvan	E23 Petrol	83-87	KNE-2210	KNHP-2008
Urvan	E24 2.4L Petrol	87-93	KNE-2210	KNHP-2008
Vanette	2.0L L4	82-86	-	KNHP-2008
Vanette	BRC22, ERC22, GC22 4 Cyl. Carb	86-93	KNE-2210	KNHP-2008
VB210, VB310 Vans (120Y & Sunny)		77-84	KNE-1050	KNHP-2008

PEUGEOT				
407	2.0I L4 DSL	04-12	KN33-2928	
205	1.6L L4	91-94	KNE-9121	-
205 GTI	1.9L L4	87-95	KNE-9000	-
206	1.4L DSL	03-06	KN33-2847	-
206	1.1L L4	98-06	KN33-2813	-
206	1.4L L4	98-08	KN33-2813	-
206	1.6L L4	98-05	KN33-2813	-
206	1.6L L4	06-09	KN33-2937	-
206	1.9L L4	98-05	KN33-2813	-
206	2.0L L4	99-07	KN33-2813	-
206 RC	2.0L L4	02-05	KN33-2510	-
207	1.4L L4	06-08	KN33-2844	-
207	1.6L Non-Turbo	06-08	KN33-2844	-
207	1.6L Turbo	07-08	KN33-2936	-
208	1.2L L3 F/I Turbo	13-17	KN33-3039	-
208	1.2L L3 F/I Turbo	13-17	KN33-3039	-
307	1.4L DSL	03-07	KN33-2847	-
307	1.6L DSL	04-07	KN33-2847	-
307	1.6L L4	05-08	KN33-2937	-
307	2.0L L4	04-09	KN33-2957	-
308	1.6L DSL	07-08	KN33-2847	-
308	1.6L L4	07-08	KN33-2936	-
308	1.2L L3 F/I Turbo	13-17	KN33-3039	-
308S	1.2L, 1.6L L3 F/I	15	KN33-3039	-
407	1.6L DSL	04-08	KN33-2929	-
407	1.8L - 2.2L L4	04-07	KN33-2911	-
407	3.0L V6	04-07	KN33-2911	-
305	1.3L & 1.5L L4	77-89	KNE-9184	-
306	1.8L, 2.0L 16V	97-on	KN33-2781	-
306 S16	2.0L	94-97	KNE-9000	-
306 XT, XR, XSI	1.8L, 2.0L	94-97	KN33-2673	-
309	1.8L	1989	KN33-2539	-
309 GRI, SRI, XSI	1.6L, 2.0L	86-91	KNE-9000	-
405	1.9L (Round)	89-97	KNE-9000	-
405 MIL6	1.9L (Panel)	89-97	KN33-2539	-
406	1.8L, 2.0L, L4	96-99	KN33-2539	-
406	2.0L, 2.2L	00-on	KN33-2226	-
504	2.0L L4	71-78	KNE-2360	-
508	1.2L L3 F/I	15-17	KN33-3039	-
604	2.5L V6	79-80	KNE-3740	-
604	2.8L V6	84-85	KN33-2726	-
605	All	90-94	KN33-2648	-
806	All	95-98	KN33-2539	-
Expert	All	96-97	KN33-2539	-
Partner	1.2L L3 F/I	16-17	KN33-3039	-

Make / Model	Engine	Year	Air Filter	Oil Filter
PORSCHE CONTINUED				
Boxster	2.7L & 3.2L H6	05-08	KNE-2295	KNHP-7011
Cayenne	3.2L H6	04-08	KN33-2857	KNHP-7005
Cayenne	3.6L H6	07-08	KN33-2857	-
Cayenne	4.5L V8	02-07	KN33-2857 x 2	KNHP-7011
Cayman	2.7L & 3.4L H6	06-08	KNE-2295	KNHP-7011
Porsche 911	2.7L & 3.0L H6	74-83	KN33-2004	KNHP-4004
911	3.4L	98-99	KN33-2786	-
911	3.4L F6	2000	KN33-2786	-
911	3.6L F6	2000	KN33-2786	-
911	3.6L F6	90-94	KN33-2077	-
911 Carrera	3.6L F6	1993	KN33-2731	-
911 Carrera Targa		84-89	KN33-2076	-
911 RS Carrera	2.4L, 2.7L	66-78	KNE-2380	-
911 Turbo	3.0L, 3.3L, 3.6L	73-89	KN33-2530	-
911 Turbo	3.6L F6	2000	KN33-2189	-
911, 993	3.6L F6	95-98	KN33-2731	-
912	All	65-69	KNE-4490	-
912E	2.0L F6	1976	KN33-2003	-
914/4	L4	73-76	KN33-2003	-
914/6	F6	73-76	KNE-2380	-
924	2.0L L4	76-82	KN33-2003	-
924	2.5L L4	85-87	KN33-2079	-
924 Turbo	2.0L L4	79-86	KN33-2570	-
928	All	78-95	KN33-2591	-
930	All	76-89	KN33-2530	-
944	2.7L L4	85-88	KN33-2640	-
944	2.5L Turbo	86-89	KN33-2081	-
944	3.0L S2	86-91	KN33-2807	-
944	2.5L, 3.0L	83-92	KN33-2079	-
968	3.0L L4	91-95	KN33-2722	-

PROTON				
M21 2D Coupe	1.8L L4	97-00	KN33-2074	KNHP-1010
Persona	1.5L L4	96-05	KN33-2074	KNHP-1004
Persona	1.6L L4	96-00	KN33-2074	KNHP-1010
Persona	1.3L L4	99-05	KN33-2074	KNHP-1010
Satria	1.5L L4	97-05	KN33-2074	KNHP-1004
Satria	1.6L L4	97-00	KN33-2074	KNHP-1010
Satria	1.3L L4	99-05	KN33-2074	KNHP-1010
Satria	1.8L L4	99-05	KN33-2074	KNHP-1010
Waja	1.6L L4	01-05	KN33-2074	KNHP-1010
Wira Gli	1.5L L4	95-96	KN33-2074	KNHP-1004
Wira Xli	1.6L L4	95-96	KN33-2074	KNHP-1010

RAMBLER				
Hornet	4.2L V8	70-74	KNE-1080	KNHP-2003
Matador	288L, 488L	72-78	KNE-4790	KNHP-2003
Clio	1.4L & 1.6L L4	01-04	KN33-2194	-
Clio	2.0L L4	01-04	KN33-2863	-
Megane	1.4L L4	99-07	KN33-2194	-
R25 GTX	2.2L L4	85-90	-	KNHP-1005

RENAULT				
Clio III	1.2L Turbo	07-12	KN33-2927	
Clio III	1.2L	07-12	KN33-2927	
Clio III	1.5L Diesel	05-12	KN33-2927	
Clio III	1.6L	05-12	KN33-2927	
Clio III	2.0L	05-12	KN33-2927	
Espace V	1.6L L4 DSL	15-17	KN33-3057	
Espace V	1.6L L4 F/I	15-17	KN33-3057	
Megane IV	1.2L, 1.6L L4 F/I	15-17	KN33-3057	
Megane IV	1.5L, 1.6L L4 DSL	15-17	KN33-3057	
Samsung SM6	1.5L L4 DSL	15-17	KN33-3057	
Samsung SM6	1.6L, 2.0 L4 F/I	15-17	KN33-3057	
Talisman	1.5L, 1.6L L4 DSL	15-17	KN33-3057	
Talisman	1.6L L4 F/I	15-17	KN33-3057	

ROVER				
3500 Vitesse	3.5L V8	82-88	KNE-2350	-
416i, 416i Vitesse	1.6L L4	86-87	KN33-2021	-
416i, 416i Vitesse	1.6L L4	87-90	KN33-2021	KNHP-1004
Quintet	1.6L L4	83-86	KNE-2790	-

SAAB				
900	2.0L L4	79-87	KNE-2450	KNHP-1009
900	2.0L L4	87-93	KNE-2457	KNHP-1002
900	2.0L-2.3L L4	93-98	KN33-2663	KNHP-1002
900	2.0L Turbo	86-88	KNE-2457	KNHP-1002
900	2.1L L4	91-94	KNE-9140	KNHP-1002
900	2.0L & 2.3 L4	96-97	KN33-2166	KNHP-1002
9000	3.0L V6	94-98	KNE-9060	KNHP-2001
9000 - Panel Filter	2.0L & 2.3L L4	85-91	KN33-2020	KNHP-1002
9000 - Round Filter	2.3L L4	84-98	KNE-9060	KNHP-1002
9000 - Round Filter	2.0L L4	87-98	KNE-9060	KNHP-1002
9-3	2.0L L4	98-04	-	KNHP-1002
9-3	2.3L L4	98-02	-	KNHP-1002
9-3	2.0L & 2.3L L4	99-03	KN33-2165	-
9-3	2.0L L4 F/I	03-07	KN33-2337	-
9-5	2.3L L4	97-04	-	KNHP-1002
9-5	3.0L V6	99-01	-	KNHP-1002
9-5	2.0L L4	97-03	KNE-2455	KNHP-1002
9-5	2.3L L4	98-08	KNE-2455	KNHP-1002
9-5	3.0L V6	98-04	KNE-2455	KNHP-1002
99	2.0L L4	76-80	KNE-2450	KNHP-1002
Cordoba	1.8L L4	95-99	KN33-2649	KNHP-2005
Ibiza	1.4L L4	95-97	KN33-2774	KNHP-2005
Ibiza	2.0L L4	95-99	KN33-2649	KNHP-2005
Toledo	2.0L L4	95-99	KN33-2649	KNHP-2005

SEAT				
Ibiza	1.0L L3 F/I Turbo	15-17	KN33-3037	

SMART				
ForTwo	0.7	05-06	KNE-9257	-
ForFour	1.3L	05-06	KN33-2881	-

SSANGYONG				
Musso 4x4 Wagon	2.9L DSL	96-02	KNE-3490	-
Rexton	2.9L DSL	01-05	KN33-2834	-
Rexton	3.2L DSL	01-05	KN33-2834	-
Rexton	2.7L DSL	04-05	KN33-2834	-

SUBARU				
BRZ (Manual Trans)	2.0L H4 F/I	17	KN33-5060	KNHP-1004
BRZ	2.0L H4 F/I	13 - on	KN33-2300	
Fiori	758cc Carb	89-92	-	KNHP-1008
Forester	2.0L H4	97-02	KN33-2031-2	KNHP-1008
Forester	2.0L H4	98-05	KN33-2154	KNHP-1008
Forester	2.5L H4 Turbo	02-05	KN33-2031-2	KNHP-1008
Forester	2.5L H4	04-08	KN33-2075	KNHP-1008
Forester	2.0L H4	97-05	KN33-2232	
Forester	2.5L H4	97-05	KN33-2232	KNHP-1008
Impreza	1.6L MPFI	93-98	KN33-2031-2	KNHP-1008
Impreza	1.6L H4 F/I	92-00	KN33-2232	
Impreza	1.8L MPFI	93-96	KN33-2031-2	KNHP-1008

Make / Model	Engine	Year	Air Filter	Oil Filter
Impreza	2.5L H4	01-05	KN33-2154	KNHP-1008
Impreza	2.5L H4	05-06	KN33-2031-2	KNHP-1008
Impreza Inc WRX	2.0L H4 F/I	94-05	KN33-2232	
Impreza Inc WRX	2.5L H4 F/I	05-07	KN33-2232	
Impreza including WRX	2.0L H4 Turbo	94-98	KN33-2031-2	KNHP-1008
Impreza including WRX	2.0L H4 Turbo	98-00	KN33-2154	KNHP-1008
Impreza including WRX	2.0L H4 Turbo	00-05	KN33-2031-2	KNHP-1008
Impreza including WRX	2.0L H4 Turbo	03-05	KN33-2304	KNHP-1008
Imprezza & WRX	2.5L	04-08	KN33-2075	KNHP-1008
Leone	EFI	87-90	KN33-2010	-
Leone, Brumby, Ski Wagon	1.8L H4	80-95	KNE-2970	-
Liberty	2.2L MPFI	89-99	KN33-2031-2	KNHP-1008
Liberty	2.5L H4	96-98	KN33-2031-2	KNHP-1008
Liberty	2.5L H4	98-00	KN33-2154	KNHP-1008
Liberty	2.0L H4 Turbo	91-94	KN33-2010	KNHP-1008
Liberty	2.0L H4	98-01	KN33-2154	KNHP-1008
Liberty	2.5L H4	95-06	KN33-2304	KNHP-1008
Liberty MY01	2.5L H4	00-05	KN33-2154	KNHP-1008
Liberty MY02	2.0L H4	01-02	KN33-2154	KNHP-1008
Liberty MY03	2.0L H4	02-05	KN33-2154	KNHP-1008
Outback	2.5L H4	96-98	KN33-2031-2	KNHP-1008
Outback	2.5L H4	98-00	KN33-2154	KNHP-1008
Outback	2.5L H4	00-02	KN33-2154	KNHP-1008
Outback	2.5L H4	05-06	KN33-2304	KNHP-1008
Outback	3.0L MPFI 6 Cyl.	00-05	KN33-2031-2	KNHP-1004
Outback	3.0L MPFI 6 Cyl.	05-06	KN33-2304	KNHP-1008
Outback	2.5L	04-05	KN33-2075	KNHP-1008
Outback MY01	2.5L H4	02-03	KN33-2154	KNHP-1008
Outback MY01	2.5L H4	03-05	KN33-2154	KNHP-1008
SVX 2D Coupe	3.3L V6	92-97	KN33-2031-2	KNHP-1004
Vortex	1.8L H4	86-90	KN33-2010	-

SUZUKI				
Alto	993cc Carb	96-99	KNE-2570	KNHP-1002
Alto	1.1L L4	02-10	KN33-2826	
Baleno	1.6L & 1.8L L4	95-01	KN33-2790	KNHP-1002
Baleno GTX	1.8L MPFI	96-01	KN33-2790	KNHP-1002
Grand Vitara	1.6L L4	05-07	KN33-2361	-
Grand Vitara	2.0L L4	05-07	KN33-2361	KNHP-1001
Grand Vitara	2.0L MPFI	98-05	KN33-2791	KNHP-1002
Grand Vitara	2.4L L4	09-00	KN33-2429	KNHP-1003
Grand Vitara	2.5L MPFI V6	98-05	KN33-2151	KNHP-1009
Grand Vitara	2.7L V6	06-08	KN33-2361	KNHP-1002
Grand Vitara	3.2L V6	09-00	KN33-2429	KNHP-1003
Grand Vitara	2.0L & 2.5L V6	94-05	KN33-2155	KNHP-1002
Hatch, Alto Hatch	993cc Carb	80-90	KNE-2570	KNHP-1002
Ignis	1.3L MPFI	00-05	-	KNHP-1002
Ignis	1.5L MPFI	03-05	-	KNHP-1002
Jimny	1.3L MPFI	98-05	-	KNHP-1002
Jimny	1.3L L4	00-04	KN33-2162	-
Jimny	1.4L L4	05-07	KN33-2162	-
Kizashi	2.4L L4	10-12	KN33-2441	KNHP-1003
Liana (243mm x 162mm)	1.6L L4	01-04	KN33-2282	KNHP-1002
Liana	1.4L DSL	04-06	KN33-2847	-
Mighty Boy Utility	0.5L L3	85-88	KNE-2570	KNHP-1002
Sierra	1.3L Carb	84-99	KNE-2553	KNHP-1009
Sierra Incl. Stockman	970cc Carb	1981	KNE-2310	KNHP-1002
SK410, Super Carry	970cc Carb	85-90	KNE-2310	KNHP-1002
ST90, ST90K, ST90V	797cc Carb	79-85	KNE-2310	KNHP-1002
Swift	1.3L Carb	90-95	KNE-9209	KNHP-1002
Swift	1.6L EFI	90-95	-	KNHP-1002
Swift	1.5L L4	05-08	KN33-2824	KNHP-1002
Swift Cino	1.3L Carb	94-00	KNE-9209	KNHP-1002
Swift GA, GC, GL	993cc 3 Cyl. Carb	84-89	KNE-2734	KNHP-1002
Swift GA, GC, GL	993cc 3 Cyl. Carb	89-95	KNE-9209	KNHP-1002
Swift GLX	1.6L EFI	89-95	-	KNHP-1002
Swift GTi	1.3L DOHC EFI	86-89	-	KNHP-1002
Swift GTi	1.3L DOHC EFI	89-00	KNE-9132	KNHP-1002
Swift Gti	1.3L L4	86-89	KN33-2523	KNHP-1002
SK4	2.0L L4	07-08	KN33-2371	KNHP-1003
Vitara	1.6L Carb	88-95	KNE-9113	KNHP-1009
Vitara	1.6L L4	93-98	KN33-2065	-
Vitara	2.0L V6	95-99	KN33-2791	KNHP-1009
Vitara	1.6L L4	88-98	KN33-2654	
Vitara	2.0L v6	95-99	KN33-2155	KNHP-1002
X-90	1.6L L4	95-97	KN33-2065	KNHP-1002
XL-7	2.7L V6	04-06	KN33-2327	KNHP-1002
XL-7 (4x4)	2.7L V6	01-05	KN33-2327	KNHP-1009

TOYOTA				
Avalon	3.0L V6	00-06	KN33-2145-1	KNHP-1002
Avenis	2.0L L4	01-05	KN33-2252	KNHP-1003
C-HR	1.2L L4 F/I	16-18	KN33-3080	
Camry	2.5L V6	88-93	KN33-2030	KNHP-1002
Camry	2.2L L4	92-02	KN33-2052	KNHP-1003
Camry	2.4L L4	02-04	KN33-2260	KNHP-1003
Camry	3.0L V6	00-02	KN33-2052	KNHP-1002
Camry	3.0L V6	02-05	KN33-2260	KNHP-1002
Camry	3.0L V6	92-00	KN33-2145	KNHP-1002
Camry	2.2L L4	92-02	KN33-2145	KNHP-1003
Camry	2.4L L4	07-09	KN33-2370	KNHP-1003
Camry	2.2L L4 F/I	97-01	KN33-2145-1	KNHP-1003
Camry	3.0L V6 F/I	97-01	KN33-2145-1	KNHP-1002
Camry SV11	2.0L L4	83-87	KN33-2533	KNHP-1003
Camry SV20	1.8L L4	87-93	KN33-2533	KNHP-1003
Camry SV21	2.0L L4	87-93	KN33-2533	KNHP-1003
Camry SV22	2.0L L4	89-91	KN33-2041-1	KNHP-1003
Camry Vienta	3.0L V6	92-00	KN33-2052	KNHP-1002
Celica	2.2L L4	94-99	KN33-2145	KNHP-1003
Celica RA23	2.0L L4	76-77	KNE-2610	KNHP-3001
Celica RA24, RA40	2.0L L4	77-81	KNE-2610	KNHP-3001
Celica RA60	2.0L L4	81-83	KNE-2820	KNHP-2005
Celica RA63	2.0L L4	83-84	KNE-2610	KNHP-1003
Celica RA65	2.4L L4	84-85	KNE-2487	KNHP-2005
Celica ST162	2.0L L4	85-90	KN33-2030	KNHP-1003
Celica ST184R	2.2L L4	89-91	KN33-2041-1	KNHP-1003
Celica ST184R	2.2L L4	91-94	KN33-2030	KNHP-1003
Celica ST185R	2.0L L4	90-92	KN33-2030	KNHP-1003
Celica ST204R	2.2L L4	94-99	KN33-2052	KNHP-1003
Celica TA23	1.6L L4	71-76	KNE-2640	KNHP-1009
Celica ZZZ231R	1.8L L4	99-05	KN33-2041-1	KNHP-1003
Corolla	1.1L, 1.2L, 1.3L	67-80	KNE-2510	KNHP-2005
Corolla AE101R	1.6L L4	94-00	KN33-2672	KNHP-1003
Corolla AE102X, AE102R, AE112R	1.8L L4	94-01	KN33-2672	KNHP-1003
Corolla AE82	1.3L, 1.6L L4	85-89	KNE-2690	KNHP-1003
Corolla AE82	1.6L L4	85-89	KN33-2533	KNHP-1003
Corolla AE90	1.4L, 1.6L Carb	89-94	KNE-9107	KNHP-1003
Corolla AE90	1.6L EFI	91-94	KN33-2030	KNHP-1003
Corolla AE92	1.6L L4 carb	89-94	KNE-9107	KNHP-1003
Corolla AE92	4AFE 1.6L SOHC	89-95	KN33-2041-1	KNHP-1003
Corolla AE92	4AGE 1.6L DOHC	89-95	KN33-2030	KNHP-1003
Corolla AE93	4AGE 1.6L DOHC	89-94	KN33-2030	KNHP-1003
Corolla AE93	7AFE 1.8L EFI	92-94	KN33-2041-1	KNHP-1003
Corolla AE94	1.6L L4	90-94	KN33-2041-1	KNHP-1003
Corolla AE95R 4WD	1.6L L4 EFI	88-95	KN33-2041-1	KNHP-1003
Corolla AE95R 4WD	1.6L L4 Carb	90-94	KNE-9107	KNHP-1003
Corolla Hi-Cam RWD	1.3L L4	83-85	KNE-2370	KNHP-2005

<i>Make / Model</i>	<i>Engine</i>	<i>Year</i>	<i>Air Filter</i>	<i>Oil Filter</i>
Corolla KE55, KE70	1.1L, 1.2L, 1.3L	80-83	KNE-2370	KNHP-2005
Corolla KE55, KE70	1.1L, 1.2L, 1.3L	69-76	KNE-2488	KNHP-2005
Corolla KE70	1.1L, 1.2L, 1.3L	81-83	KNE-2370	KNHP-2005
Corolla RWD	1.6L L4	83-85	KNE-2690	KNHP-1003
Corolla Sportivo ZZE122R	2ZZ-GE 1.8L L4	03-05	KN33-2252	KNHP-1003
Corolla ZZE122R	1ZZ-FE 1.8L L4	01-05	KN33-2252	KNHP-1003
Corona	1.5L, 1.6L L4	64-74	KNE-2640	-
Corona MX10, MX13, MX22, MX23	6 Cyl. Carb	72-77	KNE-2820	KNHP-3001
Corona RT104, RT118	2.0L L4 Carb	74-79	KNE-2610	KNHP-3001
Corona RT132 Liftback	2.0L L4 Carb	80-82	KNE-2610	KNHP-3001
Corona RT133	2.0L L4 Carb	82-83	KNE-2820	KNHP-2005
Corona RT133 Liftback	2.0L L4 Carb	82-83	KNE-2820	KNHP-2005
Corona RT142	2.0L L4 Carb	84-87	KNE-2610	KNHP-1003
Corona RT142	2.4L L4 EFI	84-87	KNE-2487	KNHP-2005
Corona ST141	2.0L L4 Carb	83-87	KNE-2610	KNHP-1003
Corona XT130	1.8L Carb	79-83	KNE-2610	KNHP-2003
Cressida	2.8L L6	80-84	KN33-2009	KNHP-2004
Cressida MX32	2.6L L4 Carb	77-81	KNE-2820	KNHP-2005
Cressida MX62	5MGE, 5ME 2.8L EFI 6 Cyl.	81-85	KN33-2533	KNHP-2005
Cressida MX73	5MGE, 5ME 2.8L EFI 6 Cyl.	85-88	KNE-2605-1	KNHP-2005
Cressida MX83	7MGE 3.0L MPFI 6 Cyl.	88-93	KNE-2605-1	KNHP-1002
Crown	2.0L 6 Cyl. Carb	66-71	-	KNHP-3001
Crown	2.2L 6 Cyl. Carb	66-71	-	KNHP-3001
Crown MS112	2.8L EFI 6 Cyl.	80-83	KNE-2487	KNHP-2005
Crown MS123	2.8L EFI 6 Cyl.	83-88	KNE-2487	KNHP-2005
Crown MS65,				
83, 85, 111 (anti-pollution)	4M 2.6L 6 Cyl. Carb	71-81	KNE-2820	KNHP-2005
Crown MS65,				
83, 85, 111 (pre pollution)	2.6L 6 Cyl. Carb	71-81	KNE-2820	KNHP-3001
Echo	1.3L & 1.5L L4	99-05	KN33-2211	KNHP-1003
FJ Cruiser	4.0L V6	10-12	KN33-2438	-
GT86	20L H4 F/I	13-on	KN33-2300	-
Kluger 4WD	3.3L V6	03-05	KN33-2260	KNHP-1002
Lexen	3.8L V6	89-97	KN33-2031-2	KNHP-2001
MR2	1.6L L4	87-90	KNE-2605-1	KNHP-1003
MR2	2.0L L4	90-99	KN33-2030	KNHP-1003
MR2 Spyder	1.8L L4	00-05	KN33-2041-1	KNHP-1003
MR2, MRS (Import)	2.0L L4	89-95	KN33-2030	KNHP-1003
Paseo	1.5L L4	91-99	KN33-2634	KNHP-1003
Prado	3.4L V6	96-03	KNE-2233	KNHP-1002
Prado	2.7L L4	96-02	-	KNHP-1002
Prado	2.7L L4	03-04	KN33-2146	KNHP-1002
Prado	3.0L DSL Turbo	00-03	KNE-2444	-
Prado	3.0L DSL Turbo	03-on	KN33-2146	-
Prado	4.0L V6	03-On	KN33-2281	KNHP-1002
Prado	4.0L V6	10-12	KN33-2438	-
Prius	1.5L L4	01-03	KN33-2186	KNHP-1003
Prius	1.5L L4	04-08	KN33-2329	KNHP-1003
Prius	1.8L L4	10-12	KN33-2435	KNPS-7021
RAV 4	2.0L L4	94-00	KN33-2030	KNHP-1003
RAV 4	2.0L L4	00-03	KN33-2216	KNHP-1003
RAV 4	2.4L L4	03-05	KN33-2216	KNHP-1003
RAV 4	2.4L L4	06-08	KN33-2355	KNHP-1003
RAV 4	2.2L L4	05-09	KN33-2345	KNHP-1003
RAV 4	3.5L V6	06-08	KN33-2355	-
Rav 4	1.8L L4	00-05	KN33-2855	-
Sera (used Japanese import)	1.5L EFI	90-95	KN33-2634	KNHP-1003
Soarer	2.5L L6	91-99	KN33-2054	KNHP-1002
Soarer	3.0L L6	94-99	KN33-2054	KNHP-1002
Soarer	4.0L V8	91-97	KN33-2054	KNHP-1002
Spacia	2.2L L4	93-98	-	KNHP-1003
Spacia	2.0L L4	98-05	KN33-2050	KNHP-1003
Sprinter	1.6L L4	83-86	KNE-2690	KNHP-1003
Sprinter	1.8L L4	94-97	KN33-2672	KNHP-1003
Starlet	1.3L L4	88-94	KNE-9132	KNHP-1003
Starlet	1.3L L4	96-99	KN33-2634	KNHP-1003
Supra	2.8L L6	83-86	KNE-2487	KNHP-2005
Supra	3.0L L6	86-88	KNE-2605-1	KNHP-2005
Supra	3.0L L6	88-93	KNE-2605-1	KNHP-1002
Supra	3.0L L6	93-98	KN33-2054	KNHP-1002
T18	1.8L L4	80-83	KNE-2640	KNHP-1009

TOYOTA COMMERCIAL

Tarago	2C Diesel (some)	83-88	KNE-2417	KNHP-1009
Tarago	2C Diesel (some)	83-88	KNE-0890	KNHP-1009
Tarago	YR20, YR21	83-92	KNE-9107	KNHP-2005
Tarago	2.4L L4	90-00	KN33-2050	KNHP-1002
Tarago	2.4L L4	00-06	KN33-2216	KNHP-1003
Tarago	2.4L L4	06-on	-	KNHP-1003
Tercel	1.5L L4	83-88	KNE-2690	KNHP-1003
Vienta	3.0L V6	95-00	KN33-2052	KNHP-1002
Yaris	1.3L L4	05-06	KN33-2131	KNHP-1003
Yaris	1.5L L4	05-06	-	KNHP-1003
Yaris	1.5L L4	06-08	KN33-2360	KNHP-1003
Yaris	1.8L L4	07-08	KN33-2360	-
4 Runner	2.0L & 2.2L L4	84-8/86	KNE-2417	-
4 Runner	2.0L & 2.2L L4	8/86-89	KNE-2610	-
4 Runner	2.4L	85-89	KN33-2009	KNHP-1002
4 Runner	2.4L 22R L4	88-92	-	KNHP-2005
4 Runner	2.4L 22R L4	93-96	-	KNHP-1002
4 Runner	2.4L DSL	84-88	KNE-2417	KNHP-3001
4 Runner	2.8L DSL	88-96	KNE-2417	KNHP-3001
4 Runner	3.0L DSL	88-99	KNE-2417	KNHP-3001
4-Runner	3.0L V6	90-96	KNE-2605-1	KNHP-1002
4-Runner	3.4L V6	96-02	KN33-2054	KNHP-1002
Blizzard LD10	2.2L Diesel	82-84	KNE-0890	KNHP-3001
Bundera BJ73	3B 4 Cyl. Diesel	85-86	KNE-2443	KNHP-3001
Bundera BJ74	13BT Diesel Turbo	86-87	KNE-2443	KNHP-3001
Bundera LJ70	2L-T Diesel Turbo	86-89	KNE-2417	KNHP-3001
Bundera LJ70	2L-T Diesel Turbo	90-91	KNE-2417	-
Bundera RJ70	22R 4 Cyl. Carb	85-91	KNE-2417	KNHP-2005
Coaster Bus BB10, BB20, BB21	3B 4 Cyl. Diesel	78-92	-	KNHP-3001
Coaster Bus BB40R	3.4L Diesel	93-99	-	KNHP-3001
Coaster Bus HB30	2H 6 Cyl. Diesel	87-90	KNE-2443	-
Coaster Bus				
HZB309, HZB50	1H2 6 Cyl. Diesel	90-02	KNE-2443	-
Coaster Bus RB11	18R Petrol	78-81	-	KNHP-3001
Coaster Bus				
RB11R, RB13	20R Petrol	81-83	-	KNHP-2005
Coaster Bus RB20	22R Petrol	82-92	-	KNHP-2005
Coaster Bus RU19	5R Petrol	71-77	-	KNHP-3001
Commuter Bus LH425R	3L 2.8L Diesel	90-93	KNE-2590	KNHP-3001
Corolla Panel Van	1.1L, 1.2L, 1.3L	67-80	KNE-2488	KNHP-2005
Corolla Panel Van	1.1L, 1.2L, 1.3L	80-83	KNE-2370	KNHP-2005
Corolla Panel Van	1.1L, 1.2L, 1.3L	69-76	KNE-2488	KNHP-2005
Corolla Panel Van	1.6L	83-86	KNE-2690	KNHP-1003
Corolla Panel Van Hi-Cam	1.3L	83-84	KNE-2370	KNHP-2005
Dyna	4.0L DSL	84-98	KNE-2443	-
Dyna RU Series	Petrol	71-84	KNE-2610	KNHP-2005
Dyna YU62R	2.2L Petrol	86-91	-	KNHP-1009
F6000	FA100, FA110, FA115	68-74	KNE-2443	KNHP-3001
Hiace	2L 2.4L DSL	87-89	KNE-0890	KNHP-3001
Hiace	3L 2.8L DSL	89-00	KNE-2590	KNHP-3001
Hiace	5L 3.0L DSL	00-05	KNE-2590	-

<i>Make / Model</i>	<i>Engine</i>	<i>Year</i>	<i>Air Filter</i>	<i>Oil Filter</i>
Hiace	12R	68-87	KNE-2222	-
Hiace	12R (Heavy Duty)	68-87	KNE-0890	-
Hiace	18R Petrol	77-83	KNE-2222	KNHP-3001
Hiace	2Y, 3Y, 4Y	83-89	KNE-0890	-
Hiace	2RZ 2.4L Carb	89-92	KNE-2590	KNHP-1009
Hiace	2RZ 2.4L Carb	93-98	KNE-2590	KNHP-1002
Hiace	2.4L L4	93-05	KNE-2590	KNHP-1002
Hiace	2.5L L4 TDSL	95-10	KN38-9203	-
Hilux	4.0L V6	05-0n	KN33-2281	KNHP-1002
Hilux	2.7L L4	05-09	KN33-2306	KNHP-1002
Hilux	3.0L Turbo DSL	05-on	KNE-2296	KNHP-1002
Hilux	2.7L L4	05-on	KNE-2296	KNHP-1002
Hilux Surf (Import)	2.4L Diesel Turbo (some)	87-94	KNE-2487	-
Hilux Surf (Import)	2.4L Diesel Turbo (some)	87-94	KNE-2220	-
Hilux Surf (Import)	1KZTE 3.0L Diesel Turbo	92-97	KNE-2444	-
Hilux Surf	3.0L T/DSL	92-97	KNE-9270	-
Hilux, 4 Runner	Diesel (Most)	80-88	KNE-2417	-
Hilux, 4 Runner	Diesel (Some)	80-88	KNE-0890	-
Hilux, 4 Runner	2.4L, 2.8L Diesel	88-97	KNE-2417	KNHP-3001
Hilux, 4 Runner	5L 3.0L Diesel	97-99	KNE-2015	KNHP-3001
Hilux, 4 Runner	5L 3.0L Diesel	99-00	-	KNHP-3001
Hilux, Hilux SR5, 4 Runner	12R	68-69	KNE-2640	-
Hilux, Hilux SR5, 4 Runner	12R	69-76	KNE-2640	-
Hilux, Hilux SR5, 4 Runner	12R	76-78	KNE-2222	-
Hilux, Hilux SR5, 4 Runner	12R	78-83	KNE-2222	-
Hilux, Hilux SR5, 4 Runner	18R Petrol	77-83	KNE-2417	KNHP-3001
Hilux, Hilux SR5, 4 Runner	18R (Heavy Duty)	77-83	KNE-2610	KNHP-3001
Hilux, Hilux SR5, 4 Runner	1Y, 2Y, 3Y, 4Y	83-86	KNE-2417	-
Hilux, Hilux SR5, 4 Runner	1Y, 2Y, 3Y, 4Y	86-88	KNE-2610	-
Hilux, Hilux SR5, 4 Runner	2Y	93-98	KNE-2417	-
Hilux, Hilux SR5, 4 Runner	22R	88-92	-	KNHP-2005
Hilux, Hilux SR5, 4 Runner	22R	93-98	-	KNHP-1002
Hilux, Hilux SR5, 4 Runner	RZN147R 2.0L EFI	97-02	KNE-2233	KNHP-1002
Hilux, Hilux SR5, 4 Runner	3RZ-FE 2.7L MPFI	97-05	KNE-2233	KNHP-1002
Hilux, Hilux SR5, 4 Runner	3VZE V6	90-96	KNE-2605-1	KNHP-1002
Hilux, Hilux SR5, 4 Runner	5VZ-FE 3.4L MPFI V6	02-05	KNE-2233	KNHP-1002
Landcruiser	4.2L L6 Carb	75-87	KNE-2940	KNHP-3001
Landcruiser BJ40, BJ42, BJ70, BJ73	Diesel	78-90	KNE-2443	KNHP-3001
Landcruiser BJ74	13BT DSL Turbo	86-90	KNE-2443	KNHP-3001
Landcruiser FJ40, FJ45, FJ55	6 Cyl.	69-84	KNE-2443	KNHP-3001
Landcruiser FJ40, FJ45, FJ55	6 Cyl.	76-81	KNE-2443	KNHP-3001
Landcruiser				
FJ60, 62, 70, 73, 75, 80	6 Cyl.	81-96	KNE-2443	KNHP-3001
Landcruiser				
FJ60, 62, 70, 73, 75, 80	6 Cyl.	90-92	KNE-2443	KNHP-3001
Landcruiser FZJ105	1FZ-FE 6 Cyl.	98-02	KNE-2444	KNHP-1002
Landcruiser				
FZJ70, 75, 80	6 Cyl.	81-96	KNE-2443	KNHP-3001
Landcruiser FZJ70, FZJ75, FZJ80	6 Cyl.	92-99	KNE-2443	-
Landcruiser				
FZJ75, FZJ80, FZJ105	1FZ-FE 6 Cyl.	96-02	-	KNHP-1002
Land Cruiser	2.8L L4 DSL	15-17	KN33-3062	-
Land Cruiser Prado	2.8L L4 DSL	15-17	KN33-3062	-
Landcruiser FZJ78R, FZJ79R	4.5L MPSI	99-04	KNE-2443	KNHP-1002
Landcruiser HDJ100R	4.1L L6 DSL	00-05	KNE-2444	-
Landcruiser HDJ78R, HDJ79R	4.1L L6 DSL	01-05	KNE-2443	-
Landcruiser HDJ80, HDJ80R	1HDT L6 DSL	91-98	KNE-2443	-
Landcruiser HJ45	6 Cyl. Diesel	79-80	KNE-2443	-
Landcruiser HJ47, HJ60, HJ75	2H L6 DSL	80-81	KNE-2443	-
Landcruiser HJ47, HJ60, HJ76	2H L6 DSL	81-90	KNE-2443	-
Landcruiser HJ61	12HT L6 DSL	86-90	KNE-2443	-
Landcruiser HZJ105	1H2 L6 DSL	98-02	KNE-2444	-
Landcruiser HZJ70	1H L6 DSL Turbo	90-92	KNE-2443	-
Landcruiser HZJ78R, HZJ79R	4.1L L6 DSL	99-04	KNE-2443	-
Landcruiser PZJ70	1PZ L6 DSL	90-92	KNE-2443	-
Landcruiser	3.4L L4	96-03	KN33-2054	-
Landcruiser UZJ100	2UZ-FE 4.7L V8	98-05	KNE-2444	KNHP-1002
Landcruiser 200	4.7L V8	07-08	KN33-2387	KNHP-1002
Lite Ace	KM20 Petrol	80-85	KNE-2222	-
Lite Ace	KM36 Petrol	86-92	KN33-2769	-
Lite Ace	YM21 Petrol	84-92	KNE-9107	-
Lite Ace CM20, CM35	1C Diesel	83-89	KNE-0890	KNHP-1009
Lite Ace CM36	2C Diesel	89-92	KNE-0890	-
Lite Ace				
YM30, YM35, YM40, YM41	Petrol	84-92	KN33-2769	-
Town Ace	1.8L L4	97-98	KNE-2510	KNHP-1003
Townace	7KE 1.8L MPFI	98-05	KN33-2050	KNHP-1003
Townace KR42	1.8L Carb	97-98	KNE-2488	KNHP-1003
Townace YR39	2.0L Carb	92-97	KNE-9107	KNHP-1003
Toyooace & 25	RY16, RY31	to 1973	KNE-2640	-
Toyooace & 25	RY16, RY31	73-86	KNE-2222	KNHP-3001
Toyooace LY30, LY31	Diesel (some)	82-86	KNE-2417	KNHP-3001
Toyooace LY30, LY31	Diesel (some)	82-86	KNE-0890	KNHP-3001

TRIUMPH

2500S	2.5L FI	68-78	KNE-9108	-
2500TC	76-79	76-79	KNE-9108	-
Dolomite Sprint, TR7	2.0L L4	75-82	KN33-2011	-
Stag	3.0L V8	74-75	KN33-2011	-
TR5PI, TR6	2.5L L6	68-75	KNE-9108	-

Make / Model	Engine	Year	Air Filter	Oil Filter
VOLKSWAGEN CONTINUED				
Passat	3.2L V6	05-06	KN33-2878	-
Passat	2.0L L4 DSL	15-17	KN33-3036	-
Passat GL	2.0L MPFI	95-98	-	KNHP-2005
Passat WG	W8 4.0L MPFI	03-06	KN33-2675	-
Polo	1.4L	96-01	KN33-2774	-
Polo	1.4L & 1.6L L4	06-08	KN33-2920	-
Polo	1.8L L4	05-09	KN33-2830	-
Polo	2.0L L4	02-09	KN33-2830	-
Polo	1.0L L3 F/I Turbo	15-17	KN33-3037	-
Polo	1.8L L4 F/I	15-17	KN33-3035	-
R32	3.2L V6	08-09	KN33-2384	-
Tiguan II	2.0L L4 DSL	16-17	KN33-303	-
Touareg	3.2L V6	02-07	KN33-2857	KNHP-7005
Touareg	5.0L DSL	02-08	KN33-2857 x 2	-
Touareg	3.0L DSL	03-06	KN33-2857	-
Touareg	4.2L V8	03-08	KN33-2857 x 2	KNHP-7005
Vento	2.0L MPFI	95-97	-	KNHP-2005

VOLKSWAGEN COMERCIAL				
1700 & 1800 Kombi Vans	1.7L & 1.8L L4	72-82	KN33-2003	-
Caddy IV	1.0L L3 F/I	15-17	KN33-3037	-
Caravelle	2.5L L5	93-96	KN33-2759	-
Caravelle Bus, Kombi Van	2.1L Watercooled	86-92	-	KNHP-2005
Caravelle, Kombi	1.9L Air Cooled	84-86	KN33-2003	-
Transporter	2.0L EFI	93-01	KN33-2759	-
Transporter	2.5L L5	94-04	KN33-2759	-
Transporter	2.4L DSL	94-00	KN33-2759	-
Caravelle	2.5L L5	93-96	KNE-9187	-
Caravelle & Kombi	2.1L L4	86-92	KNE-9140	-
Transporter (Round Filter)	2.3L L5	94-00	KNE-9187	-
Transporter (Round Filter)	2.5L L5	94-04	KNE-9187	-
Transporter T5	1.9L & 2.0L DSL	03-08	KN33-2867	-
Transporter T5	2.5L DSL	03-08	KN33-2867	-
Transporter T5	3.2L V6	03-08	KN33-2867	-

VOLVO				
142, 144	1.8L & 2.0L L4	71-75	KN33-2538	-
142, 144, 145, 164, 164E	3.0L L6	69-92	KN33-2001	KNHP-1009
164, 164E	3.0L L6	69-92	KN33-2001	KNHP-1009
164E, 164TE	3.0L L6	72-75	KNE-2530	-
240	2.1L L4	81-83	KNE-9032	KNHP-1009
240	2.3L L4	84-85	KNE-9032	KNHP-1009
240	Single Carb	83-84	KN33-2538	KNHP-1009
240, 242, 244 & 245	2.1L & 2.3L L4	79-86	KN33-2538	KNHP-1009
244 & 245	2.1L & 2.3L L4	69-92	KN33-2538	KNHP-1009
260 & 264	2.9L V6	69-92	-	KNHP-1009
740	2.3L L4	85-92	KN33-2526	KNHP-1009

Make / Model	Engine	Year	Air Filter	Oil Filter
740GL, 740GLE, 740 Turbo	2.3L L4	69-90	KN33-2043	KNHP-1009
760	2.3L EFI Turbo	84-86	KN33-2043	KNHP-1009
760	2.8L EFI V6	83-87	KN33-2080	KNHP-1009
760	2.8L EFI V6	88-90	KN33-2526	KNHP-1009
760, 760GLE	Turbo	89-90	KN33-2043	KNHP-1009
850	2.4L EFI 5 Cyl.	92-97	KN33-2670	KNHP-1009
850	2.3L L4	92-97	KN33-2670	KNHP-1009
940	2.3L L4	90-96	KN33-2526	KNHP-1009
960	2.8L V6	90-97	KN33-2526	KNHP-1009
960	2.9L V6	90-97	KN33-2526	KNHP-1009
C30	1.6L, 1.8L & 2.0L	06-07	KN33-2877	-
C30	2.0L DSL	06-07	KN33-2886	-
C70	2.3L, 2.4L 5 Cyl.	98-99	KN33-2670	KNHP-1009
C70	2.4L & 2.5L L5	04-08	KN33-2873	-
S40	1.8L, 1.9L	97-99	KN33-2763	KNHP-1009
S40	2.4L & 2.5L L5	04-08	KN33-2873	-
C30 - S40 - V50	1.6L - 2.0L L4	08-09	KNE-2993	-
XC90	4.4L V8 F/I	05-10	KN33-2328	KNHP-7002
S40 & V50	1.6L & 1.8L L4	04-05	KN33-2877	-
S40 & V50	1.6L DSL	04-05	KN33-2886	-
S40 & V50	2.0L DSL	04-06	KN33-2886	-
S40 & V50	2.0L L4	06-07	KN33-2877	-
S60	2.4L L5	00-08	KN33-2176	KNHP-7002
S70	2.3L, 2.4L 5 Cyl. Incl. Turbo	97-99	KN33-2670	KNHP-1009
S80	2.8L, 2.9L MPFI	98-99	KN33-2152	KNHP-1009
S80	2.4L L5 DSL	06-08	KN33-2388	-
S80	4.4L V8	06-08	KN33-2388	KNHP-7002
S80 / V70 / XC7	3.0L - 3.2L L6	08-09	KN33-2418	KNHP-7002
S90	2.9L V6	97-98	KN33-2526	KNHP-1009
S90 II	2.0L L4 DSL	16-17	KN33-3065	-
S90 II	2.0L L4 F/I	16-17	KN33-3065	-
V90 II	2.0L L4 DSL	16-17	KN33-3065	-
V90 II	2.0L L4 F/I	16-17	KN33-3065	-
V40	1.8L, 1.9L L4	97-99	KN33-2763	KNHP-1009
V50	2.4L & 2.5L L5	04-08	KN33-2873	-
V70	2.3L, 2.4L L5	2/97-99	KN33-2670	KNHP-1009
V70	2.3L L5	01-04	KN33-2176	-
V70	2.5L L5	03-07	KN33-2176	KNHP-7002
V70	2.4L L5 DSL	05-08	KN33-2388	KNHP-7002
V90	2.9L V6	2/97-98	-	KNHP-1009
XC70	2.4L L5	00-02	KN33-2176	-
XC70	2.5L L5	02-07	KN33-2176	KNHP-7002
XC90	2.5L L5	03-07	KN33-2280	KNHP-7002
XC90	2.9L L6	02-05	KN33-2280	KNHP-7002
XC90	3.2L L6	06-09	KN33-2400	KNHP-7016
XC90	3.2L V6	07-08	KN33-2400	KNHP-7002
XC90 II	2.0L L4 DSL	16-17	KN33-3065	-
XC90, XC90 II	2.0L L4 F/I	16-17	KN33-3065	-

K&N AIR FILTER TO RYCO AIR FILTERS CROSS REFERENCE

RYCO #	K & N #	RYCO #	K & N #	RYCO #	K & N #	RYCO #	K & N #	RYCO #	K & N #	RYCO #	K & N #
A24	KNE-3492	A297	KN33-2003	A448	KNE-9106	A1248	KNE-2980	A1408	KN33-2167	A1558	KN33-2326
A31	KNE-1100	A299	KNE-2755	A449	KNE-9107	A1249	KN33-2047	A1409	KN33-2002	A1559	KN33-2360
A31 (LPG)	KNE-4790	A301	KNE-2830	A452	KNE-2875	A1251	KNE-9191	A1410	KN33-2188	A1561	KN33-2380
A32	KNE-2601	A302	KNE-2630	A454	KN3320411	A1261	KN33-2090	A1411	KN33-2106-1	A1564	KNE-2021
A37	KNE-2865	A309X	KNE-2370	A455	KNE-26051	A1263	KNE-9106	A1412	KNE-9267	A1567	KN33-2290
A50	KNE-9225	A310	KNE-2417	A456	KN33-2615	A1264	KNE-2925	A1413	KN33-2231	A1569	KN33-2370
A52	KNE-2760	A312	KNE-1120	A458	KN33-2021	A1265	KNE-1025	A1415	KNE-1796	A1574	KN33-2284
A55	KNE-1080	A313	KNE-2980	A459	KN33-2030	A1266	KN33-2036	A1416	KN33-2097	A1575	KN33-2852
A56	KNE-1040	A316	KNE-2350	A461	KNE-2710	A1267	KN33-2634	A1420	KN33-2162	A1578	KN33-2342
A61	KNE-2640	A317	KNE-2850	A462	KNE-1050	A1268	KN33-2672	A1423	KN33-2124	A1581	KN33-2319
A64	KNE-2350	A319	KNE-2740	A463	KN33-2026	A1270	KN33-2108	A1423	KN33-2124	A1582	KN33-2950
A67	KNE-2230	A320	KNE-9173	A468	KN33-2613	A1270	KN33-2064	A1425	KN33-2268	A1584	KN33-2285
A68	KNE-3180	A321	KNE-1110	A470	KN33-2521	A1271	KNE-2427	A1426	KN33-2154	A1590	KN33-2364
A74	KNE-1100	A324	KNE-2310	A471	KN33-2025	A1273	KN33-2074	A1427	KN33-2211	A1620	KN33-2157
A79	KNE-9108	A325	KNE-2755	A472	KNE-9071	A1274	KN33-2769	A1429	KN33-2278	A1622	KN33-2392
A80	KNE-2400	A326A	KNE-2855	A473	KN33-2096	A1275	KN33-2023	A1430	KN33-2182	A1632	KN33-2987
A84	KNE-2873	A327	KNE-2570	A474	KN33-2508	A1277	KN33-2071	A1431	KN33-2169	A1634	KN33-2387
A87A	KNE-2640	A328	KNE-2443	A475	KN33-2546	A1281	KNE-2222	A1432	KN33-2128	A1638	KN33-2404
A88	KNE-2670	A329	KNE-1068	A476	KN33-2001	A1282	KN33-2083	A1433	KN33-2787	A1641	KN33-2430
A89	KNE-9108	A330	KNE-2810	A477	KN33-2005	A1288	KN33-2739	A1434	KN33-2675	A1711	KN33-2865
A103	KNE-4490	A331	KNE-2220	A478	KN33-2059	A1289	KN33-2134	A1436	KNE-0995	A1727	KN33-2451
A105	KNE-2585	A335	KNE-1080	A479	KN33-2018	A1291	KN33-2700	A1440	KN33-2750	A1728	KN33-2451
A107	KNE-1090	A337	KNE-2970	A481	KN33-2538	A1293	KN33-2654	A1446	KN33-2201	A1746	KN33-2964
A109	KNE-2320	A338	KNE-2690	A482	KN33-2043	A1296	KN33-2671	A1447	KNE-9280	A1747	KN33-2966
A112	KNE-2475	A339	KNE-2487	A483	KN33-2080	A1300	KN33-2548	A1448	KN33-2192	A1765	KN33-2433
A114	KNE-2510	A340	KNE-2443	A484	KN33-2526	A1305	KN33-2098	A1449	KN33-2164	A1784	KNE-0662
A117	KNE-2600	A341	KNE-2874	A486	KNE-9227	A1306	KN33-2758	A1452	KN33-2214	A1785	KN33-2480
A120	KNE-2630	A342	KNE-2734	A487	KN33-2680	A1307	KN33-2533	A1454	KN33-2198	A1793	KN33-3008
A123	KNE-2330	A344	KN33-2512	A487	KN33-2034	A1310	KN33-2104	A1457	KNE-2435	A1822	KN33-3016
A125	KNE-1070	A345	KN33-2010	A488	KN33-2117	A1311	KN33-2105	A1462	KN33-2133	A1839	KN33-3015
A126	KNE-1560	A346	KN33-2010	A489	KN33-2045	A1313	KNE-2350	A1475	KN33-2852	A1841	KN33-3004
A129	KNE-0900	A347	KN33-2678	A491	KN33-2015	A1316	KN33-2187	A1476	KN33-2216	A1844	KN33-3012
A133	KNE-1650	A348	KNE-2553	A492	KN38-9109	A1317	KN33-2679	A1477	KN33-2114	A1848	KN33-2452
A134	KNE-2540	A349	KNE-2983	A494	KN33-2017	A1318	KN33-2072	A1480	KN33-2733	A1858	KN33-3005
A136	KNE-1450	A350	KNE-2710	A495	KN33-2573	A1319	KN33-2112	A1481	KN33-2252	A1859	KN33-5016
A142	KNE-1210	A351	KNE-2730	A496	KNE-9181	A1320	KNE-9251	A1482	KN33-2078	A1876	KN33-3045
A145A	KNE-1080	A352	KNE-2764	A497	KNE-26051	A1325	KN33-2132	A1483	KN33-2833	HDA5001	KNE-4810
A146	KNE-2380	A353	KNE-9197	A846	KNE-2873	A1331	KN33-2018	A1485	KNE-2429	HDA5240	KN38-9070
A148	KNE-1500	A354	KN33-2695	A1200	KNE-2990	A1332	KN33-2048	A1486	KN33-2747	HDA5565	KNE-2417
A203A	KNE-2222	A355	KNE-3720	A1201	KNE-2880	A1338	KN33-2790	A1487	KN33-2703	HDA5767	KNE-2345
A205	KNE-1120	A356	KNE-2725	A1203	KNE-2210	A1340	KN33-2791	A1489	KN33-2819	HDA5769	KNE-2615
A207	KNE-4430	A358	KNE-1360	A1204	KNE-2723	A1341	KN33-2115	A1491	KN33-2260	HDA5783	KNE-3346
A209	KNE-2210	A359	KNE-2760	A1206	KN33-2676	A1345	KN33-2013	A1492	KNE-0945	HDA5809	KN38-9102
A213	KNE-2570	A360	KN33-2031	A1207	KNE-2790	A1348	KN33-2060	A1496	KN33-2094	HDA5839	KN38-9207
A216	KNE-2790	A364	KN33-2027	A1209	KN33-20411	A1350	KNE-2444	A1504	KNE-2023	HDA5858	KNE-9266
A217	KNE-2740	A365	KN33-2050	A1210	KN33-2030	A1352	KN33-2753	A1506	KN33-2243	WA298	KNE-2350
A220	KNE-1200	A369	KNE-2244	A1211	KNE-9199	A1353	KN33-2795	A1508	KN33-2276	WA387	KNE-2510
A223	KNE-2760	A369	KNE-2244	A1212	KN33-2016	A1354	KN33-2800	A1509	KN33-2265	WA710	KNE-2873
A226	KNE-2310	A375	KNE-1120	A1214	KNE-9194	A1357	KN33-2065	A1512	KN33-2918	WA1228	KNE-2487
A232	KNE-2566	A378	KN33-2505	A1215	KNE-2590	A1358	KN33-2116	A1513	KN33-2212	WA1229	KNE-3480
A233	KNE-1210	A379	KNE-2420	A1217	KN33-2592	A1359	KN33-2151	A1518	KN33-2282	WA1231	KN33-2030
A237	KNE-1570	A389	KNE-9001	A1219	KN33-2100	A1360	KN33-2737	A1519	KN33-2271	WA1234	KNE-2601
A238	KNE-2470	A391	KNE-1100	A1221	KNE-2730	A1361	KNE-9187	A1521	KN33-2320	WA1238	KN33-2052
A240X	KNE-2820	A397	KNE-2780	A1223	KN33-2061	A1364	KN33-2093	A1522	KN33-2144	WA1258	KNE-9180
A242X	KNE-2610	A404	KNE-2485	A1224	KN33-2028	A1365	KN33-2802	A1524	KN33-2924	WA1262	KN33-2049
A250	KNE-2680	A406	KNE-9061	A1226	KNE-2871	A1366	KN33-2168	A1525	KN33-2281	WA1269	KNE-2875
A256	KNE-9001	A409	KNE-2244	A1235	KNE-9192	A1378	KN33-2794	A1526	KN33-2917	WA1276	KN33-2072
A266	KN33-2011	A412	KNE-9176	A1236	KN33-2052	A1379	KN33-2272	1523WB	KN33-2293	WA1285	KNE-9209
A267X	KNE-2700	A429	KNE-2360	A1240	KNE-9209	A1380	KNE-9140	1525WB	KN33-2281	WA1287	KN33-2658
A269	KNE-2450	A431	KN33-2708	A1242	KNE-2873	A1380	KNE-9132	A1527	KN33-2304	WA1292	KN33-2065
A270	KNE-2660	A433	KNE-2220	A1243	KNE-9113	A1384	KN33-2049	A1535	KN33-2194	WA1297	KN33-2054
A278	KNE-2870	A442	KNE-2925	A1244	KNE-2872	A1397	KNE-2233	A1536	KN33-2759	WA1298	KN33-2053
A279	KNE-2550	A443	KNE-9030	A1245	KN33-2009	A1398	KN33-2764	A1539	KNE-2657	WA1303	KNE-2606
A280	KN33-2046	A444	KNE-9201	A1245	KN33-2050	A1401	KN33-2791	A1541	KNE-2296	WA1315	KN33-2112
A282	KN33-2001	A445	KNE-2536	A1246	KNE-2425	A1402	KNE-2015	A1545	KN33-2233	WA1335	KN3-3490
A296	KNE-2740	A446	KN33-2533	A1247	KN33-2089	A1407	KNE-2444	A1557	KN33-2919	WA1378	KN33-2794



CABIN AIR FILTERS

The K&N Washable Cabin Air Filter is the first of its kind designed to replace your vehicle's stock cabin air filter with a washable and reusable version that cleans and freshens incoming air. Watch the K&N Washable Cabin Air Filters Overview video for more information on how cabin air filters work. K&N Cabin Air Filters are designed to be cleaned and reused over and over again. Using a combination of an advanced synthetic filter media and K&N Refresher™ spray, the K&N Washable Cabin Air Filter grabs and holds dust particles.

• Helps Control Odours • Cleans & Freshens Incoming Air • Electrostatically Charged to Capture Most Mould, Mildew, Pollen, Spores, Fungus & Germs • Factory Fit, Pre-Treated & Ready to Install

Make / Model	Year	Cabin Filter
AUDI		
A3	1998-2002	KNVF2012
A3	2003-2012	KNVF3013
A3	2013-2015	KNVF2047
A3 Quattro	2004-2013	KNVF3013
A3 Quattro	2015-	KNVF2047
A4	2009-2014	KNVF3009
A4 Allroad	2013-2014	KNVF3009
A4 Cabriolet	2010-	KNVF3009
A4 Quattro	2009-2014	KNVF3009
A4 Quattro Cabriolet	2009-2010	KNVF3009
A5	2010-2014	KNVF3009
A5 Quattro	2008-2014	KNVF3009
Allroad	2013-2014	KNVF3009
Q3	2011-2015	KNVF3013
Q3 Quattro	2015-	KNVF3013
Q5	2009-2014	KNVF3009
RS3	2011-2012	KNVF3013
RS5	2013-2014	KNVF3009
S3	2007-2013	KNVF3013
S3	2014-	KNVF2047
S4	2010-2014	KNVF3009
S5	2008-2014	KNVF3009
SQ5	2014-	KNVF3009
TT	2000-2006	KNVF2012
TT	2008-2009	KNVF3013
TT	2015-	KNVF2047
TT Quattro	2000-2006	KNVF2012
TT Quattro	2009-2014	KNVF3013
TT Quattro	2015-	KNVF2047

FORD

Mustang	2005-2014	KNVF2020
Mustang Boss 302	2012-2013	KNVF2020
Mustang Bullitt	2008-2009	KNVF2020
Mustang GT	2005-2014	KNVF2020
Mustang Shelby	2007-2010	KNVF2020
Mustang Shelby GT500	2011-2014	KNVF2020

HONDA

Acura EL	1997-2005	KNVF2022
Acura RSX	2002-2006	KNVF2022
Civic DX, EX, GX, HX, LX	2001-2005	KNVF2022
Civic SI	2002-2005	KNVF2022

HYUNDAI

Accent	2012-2016	KNVF2007
Accent IV	2011-2015	KNVF2007
Genesis Coupe	2010-2016	KNVF2007
I40	2001-2016	KNVF2007
Tucson	2004-2016	KNVF2007
Veloster	2012-2016	KNVF2007
Veloster Turbo	2013-2016	KNVF2007

INFINITI

FX35	2003-2008	KNVF2004
FX45	2003-2008	KNVF2004
G35	2003-2008	KNVF2004

JEEP

Wrangler	2011-2016	KNVF1010
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KIA

Cerato	2008-2012	KNVF2007
Forte	2010-2013	KNVF2007
Forte Koup	2010-2013	KNVF2007
Forte5	2012-2013	KNVF2007
Rio	2006-2016	KNVF2007
Rio II	2005-2011	KNVF2007
Rio III	2011-2016	KNVF2007
Rio5	2006-2012	KNVF2007

Rondo	2007-2012	KNVF2007
Sportage	2005-2016	KNVF2007

LEXUS

ES350	2013-	KNVF2000
CT200H	2011-2016	KNVF2000
ES300	2002-2003	KNVF2002
ES300H	2013-2016	KNVF2000
ES330	2004-2006	KNVF2002
ES350	2007-2016	KNVF2000
GS300	2006-2011	KNVF2000
GS430	2006-2007	KNVF2000
GS450H	2007-2011	KNVF2000
GS460	2008-2011	KNVF2000
GX460	2011-2016	KNVF2000
GX470	2003-2009	KNVF2002
HS250H	2010-2012	KNVF2000
IS F	2008-2013	KNVF2000
IS250	2006-2013	KNVF2000
IS350	2006-2013	KNVF2000
LFA	2012-	KNVF2000
LS460	2007-2016	KNVF2000
LX570	2008-2016	KNVF2000
NX200T	2015-2016	KNVF2000
NX300H	2015-2016	KNVF2000
RX330	2004-2006	KNVF2002
RX350	2007-2009	KNVF2002
RX350	2010-2015	KNVF2000
RX400H	2006-2008	KNVF2002
RX450H	2010-2015	KNVF2000

MAZDA

Mazda 6	2003-2008	KNVF2018
MPV	2000-2003	KNVF2002

MITSUBISHI

Endeavor	2004-2011	KNVF2002
Galant	2004-2012	KNVF2002
Lancer	2008-2015	KNVF2004
Lancer Evolution	2014-2015	KNVF2004
Lancer Evolution GSR	2008-2014	KNVF2004
Lancer Evolution MR	2008-2014	KNVF2004
Lancer Evolution RS	2009-	KNVF2004
Lancer Ralliart	2009-2015	KNVF2004
Lancer Sportback	2012-	KNVF2004
Outlander	2007-2016	KNVF2004
Outlander Sport	2011-2016	KNVF2004
RVR	2011-2013	KNVF2004

NISSAN

Altima	2002-2006	KNVF2004
Frontier	2005-2016	KNVF1001
Maxima	2004-2008	KNVF2004
Murano	2003-2007	KNVF2004
Navara	2005-2015	KNVF1001
NP300	2008-2015	KNVF1001
Pathfinder	2005-2015	KNVF1001
Sentra	2000-2006	KNVF2004
Xterra	2005-2014	KNVF1001

PONTIAC

Vibe	2009-2010	KNVF2000
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SCION

IM	2016-	KNVF2000
TC	2011-2016	KNVF2000
XB	2008-2015	KNVF2000
XD	2008-2014	KNVF2000

SEAT

Alhambra	2010-2015	KNVF3013
Alhambra II	2010-2015	KNVF3013
Altea	2004-2015	KNVF3013
Altea XL	2004-2015	KNVF3013
Leon	2003	KNVF2012
Leon	2004	KNVF2012
Leon	2005-2012	KNVF3013
Leon	2013-2015	KNVF2047
Leon Cupra R	2010-2012	KNVF3013
Toledo	2002-2004	KNVF2012
Toledo II	2005	KNVF2012
Toledo II	2006	KNVF3013
Toledo III	2004-2009	KNVF3013

SKODA

Octavia	2004-2012	KNVF3013
Octavia	2013-2015	KNVF2047
Superb	2008-2015	KNVF3013
Yeti	2009-2014	KNVF3013

SUBARU

B9 Tribeca	2006-2007	KNVF2002
Legacy	2005-2009	KNVF2002
Legacy	2010-2016	KNVF2000

Legacy GT	2005-2009	KNVF2002
Outback	2005-2009	KNVF2002
Outback	2010-2016	KNVF2000
Outback XT	2005-2006	KNVF2002
Tribeca	2008-2014	KNVF2002

SUZUKI

Equator	2009-2012	KNVF1001
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TOYOTA

4 Runner	2003-2009	KNVF2002
4 Runner	2010-2016	KNVF2000
Avalon	2000-2004	KNVF2002
Avalon	2005-2016	KNVF2000
Camry	2002-2006	KNVF2002
Camry	2007-2016	KNVF2000
Camry Hybrid	2007-2016	KNVF2000
Celica GT	2000-2005	KNVF2002
Celica GTS	2000-2005	KNVF2002
Corolla	2002-2008	KNVF2003
Corolla	2009-2016	KNVF2000
FJ Cruiser	2007-2014	KNVF2002
Highlander	2008-2016	KNVF2000
Highlander Hybrid	2008-2015	KNVF2000
Land Cruiser	2008-2016	KNVF2000
Matrix	2003-2008	KNVF2003
Matrix	2009-2013	KNVF2000
Matrix XR	2003-2006	KNVF2003
Matrix XRS	2003-2006	KNVF2003
Prius	2001-2009	KNVF2002
Prius	2010-2015	KNVF2000
Prius C	2012-2015	KNVF2000
Prius V	2012-2016	KNVF2000
Rav4	2006-2015	KNVF2000
Sequoia	2008-2016	KNVF2000
Sienna	2004-2010	KNVF2002
Sienna	2011-2015	KNVF2000
Solara	2004-2008	KNVF2002
Tundra	2007-2016	KNVF2000
Venza	2009-2015	KNVF2000
Yaris	2006-2016	KNVF2000
Yaris Hybrid	2015-2016	KNVF2000

VOLKSWAGEN

Beetle	1998-2010	KNVF2012
Beetle	2011-2015	KNVF3013
Beetle Cabrio	2010-	KNVF2012
Cabrio	2000-2002	KNVF2012
Caddy III	2004-2010	KNVF3013
Caddy IV	2010-2015	KNVF3013
CC	2009-2015	KNVF3013
Derby	1999-2005	KNVF2012
EOS	2006-2014	KNVF3013
Golf	1993-2006	KNVF2012
Golf	2010-2014	KNVF3013
Golf	2015-	KNVF2047
Golf City	2007-2010	KNVF2012
Golf GTI	1996-2006	KNVF2012
Golf Plus	2003-2014	KNVF3013
Golf R32	2004	KNVF2012
Golf Sportsvan	2014-2015	KNVF2047
Golf V	2003-2009	KNVF3013
Golf VI	2008-2014	KNVF3013
Golf VII	2012-2015	KNVF2047
GTI	2006-2008	KNVF2012
GTI	2009	KNVF3013
GTI	2015	KNVF2047
Jetta	1993-2005	KNVF2012
Jetta	2006-2014	KNVF3013
Jetta City	2007-2009	KNVF2012
Jetta GLI	2006-2009	KNVF3013
Jetta Hybrid	2013-2014	KNVF3013
Jetta V	2005-2014	KNVF3013
Passat	2002-2004	KNVF2012
Passat	2005-2014	KNVF3013
Passat	2015-	KNVF2047
Passat CC	2008-2012	KNVF3013
R32	2008-	KNVF3013
Rabbit	2006-2009	KNVF3013
Scirocco	2008-2015	KNVF3013
Sharan II	2010-2015	KNVF3013
Tiguan	2007-2014	KNVF3013
Touran	2003-2015	KNVF3013
Van	2003-2009	KNVF2012

Cabin Air Filter

Refresher Kit

K&N cabin air filter cleaning kits come with a 12 ounce pump spray bottle of cabin filter cleaner that loosens dirt and road grime from your K&N cabin air filter and helps remove trapped mould, mildew, fungus, allergens, bacteria and other debris from it. Also included is an 8 ounce pump spray bottle of cabin air filter Refresher which increases the electrostatic properties of the cabin air filter helping it to trap contaminants. This long lasting formula helps eliminate the source of most odours and it is made from safe, biodegradable ingredients.

Part No. KN99-6000



Edelbrock

Edelbrock 94 Carburettor

The Edelbrock 94 two barrel carburettor is intended for nostalgic and period correct hot rods and restorations, providing the most accurate and best performing solution on the market. The Edelbrock 94 features die-cast bowl and air horn with a cast iron 3-bolt flange. It's throttle shaft has been extended to make it easier to set-up dual and triple carburettor combinations, especially when used with Edelbrock's exclusive progressive linkage. Extensive testing, both on the road and in our state-of-the-art engine dynamometer facility has allowed Edelbrock to fine tune power valve and jetting combinations to deliver smooth and strong performance.

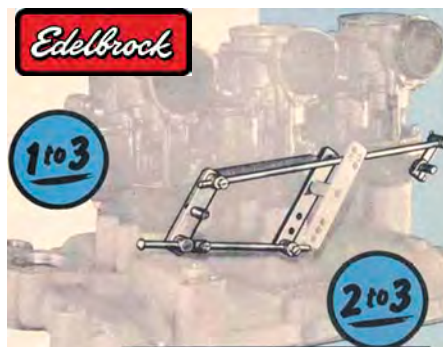
- 3-bolt flange and cast iron base
- Zinc-dichromate coating for durability and classic looks
- 2-5/8" diameter air horn accepts common air cleaners
- Designed and calibrated for use in small cubic inch engines

Description	Part No.
Edelbrock 94 Carburettor (Primary)	ED1151
Triple Carburettor Progressive Linkage Kit	ED1033
94 Carburettor Rebuild Kit (HOLLEY 94 & EDELBROCK 94)	ED1154
Choke Cable Bracket Suites Edelbrock 94	ED1156
94 Carby Chrome Round Air Cleaner	ED1202

Edelbrock 94 Progressive Throttle Linkage Kit

This progressive design operates a single or two carburetors to half throttle and then progresses the third carburettor and synchronizes the opening of all three carburetors at wide open throttle. Edelbrock 94 carburetors are equipped with an extended length throttle shaft, making these kits a bolt-on to Edelbrock 94 carbs.

Triple Carburettor Progressive Linkage Kit ED1033



STROMBERG BIG97 PRIMARY

The BIG97 Primary features 250cfm airflow with significantly improved fuel circuits, and provides ported vacuum for your modern aftermarket distributor. It can be used on its own, in multiples (with direct or progressive linkage) or as part of the BIG97 Tri-Power.

- All Genuine 97 on the outside
- Totally new on the inside
- BIG 250cfm airflow - 55% more than a regular 97
- New power valve circuits improve fuel conditioning
- New 'early plenum effect' boosts top end power
- Ported distributor vacuum adds mid-range torque
- BIG S-jets accept 5/16in hard line
- Runs out of the box

Stromberg BIG97 Primary STROM9510A-BIG-P

STROMBERG BIG97 SECONDARY

The BIG97 Secondary carburettor is designed ONLY to be used in multiple carburettor systems, connected to a BIG97 Primary with a progressive linkage. BIG97 Secondaries have no power valve or accelerator pump circuits, but keep chokes, idle and transition circuits for steady idle and good low throttle manners. Dummy accelerator pumps retain the classic 97 look.

- All Genuine 97 on the outside
- Totally new on the inside
- BIG 250cfm airflow - 55% more than a regular 97
- New 'early plenum effect' boosts top end power
- BIG S-jets accept 5/16in hard line
- Runs out of the box.
- Use ONLY in multiple carb systems, connected to a Primary with a progressive linkage

Stromberg BIG97 Secondary STROM9510A-BIG-S

GENUINE STROMBERG 97



Yes, they're back, even though they never went away.

And they're just the same, But better than ever. A brand new carburetor with Stromberg on one side. And a big 97 on the other. And all the other markings too. We started with the original 1930's specifications, consulted with experts over potential improvements, and brought all the best features together into the ultimate 97 carburetor.

- A new, improved early style cast iron base with stock size - not second-best oversize - throttle shaft.
- A big 97 logo, Type 1 bowl casting, pressure-cast in new dies, CNC-machined for a blue-print parts fit with brand new emulsion tubes. No oversize screw threads. No mystery parts from previous rebuilds. No problems.
- Stock Stromberg jetting - 0.045" main jets and a Number 65 power valve.
- A new air horn casting with extra meat around the float bowl lid to help prevent warping (and leaks) if you get a little heavy on the screws.
- A new brass float, made in the USA on the original Stromberg dies.
- A newly developed no-stick S-Jet inlet valve.
- Modern, high-tech, reinforced cellulose/nitrile gaskets. No leaks is a major project target, and these beauties are half the battle won.
- Stainless steel linkage instead of plated mild steel throughout. Who needs rust? Not us. Our springs are stainless. So is the accelerator pump rod, the throttle linkage, choke plate, lever and more.
- Beautiful investment cast stainless steel throttle and accelerator pump levers.
- The correct pale chromate colour with iridescent highlights, using the original Ford Service Bulletin process. And correct black Parkerized/lacquered bases.

Genuine Original reproduction Stromberg 97 Carburetor
Part No: STROM9510-A



STROMBERG BIG97 TRI-POWER

On the outside, it's Genuine 97 all the way. But on the inside, we're talking the ultimate 750cfm hot rod Tri-Power, with new improved fuel circuits, ported distributor vacuum and a whole lot more. Add our progressive linkage and classic 3-into-1 fuel lines and you're looking at old school carburetion with next level performance and drivability.

The pre-packed Tri-Power comes at special pricing compared with buying separate carbs. Add our Small Block Chevy linkage and fuel line and you can save even more!

- BIG 750cfm airflow - 55% more than regular 97s
- Signature 97 outside shape - No change!
- New power valve circuits improve fuel conditioning
- New 'early plenum effect' boosts top end power
- Ported distributor vacuum adds mid range torque
- Runs out of the box. Pre-jetted for typical SBC/SBF
- Progressive linkages available with cable throttle and kickdown options
- Classic 3-into-1 fuel line available for SBC

Stromberg BIG97 Tri-Power STROM9510A-BIG-T

CHROME GENUINE STROMBERG 97

Yes, they're back, even though they never really went away.

And they're just the same, But better than ever.

The Genuine Stromberg 97. A brand new carburetor with Stromberg on one side. And a big 97 on the other. Available only from Stromberg Carburetor. And now in a hand-polished, real triple-chrome plated finish!

- Threads and fuel passages retapped and cleaned before assembly. Chromed brass plugs, screws and S-Jet, and polished stainless steel linkage and springs.
- Super-accurate pressure die-castings from new dies, CNC-machined for a blue-print parts fit. So no oversize screw threads. No mystery parts from previous rebuilds. No problems.
- An early style cast iron base with stock size - not second-best oversize - throttle shaft. Parkerized and black lacquered just like they used to be.
- A reinforced air horn casting with extra material around the float bowl lid to eliminate warping and leaks.
- Stock original (sea level) Stromberg jetting - 0.045 main jets and a Number 65 power valve.
- 162cfm out of the box (independently verified) measured at 1.5in Hg (same as they measure 4-bbl carbs).
- A new brass float, made in USA on original Stromberg dies.
- A specially developed no-stick S-Jet inlet valve.
- Stainless steel linkage throughout. Who needs rust? Not us. Our springs are stainless. So is the accelerator pump rod, the throttle linkage, choke plate, lever and more.
- Beautiful investment cast stainless steel throttle and accelerator pump levers.
- Correct pale chromate zinc treatment using the original Ford Service Bulletin process.
- Original-style riveted throttle and choke shafts.



Chrome Genuine Stromberg 97 STROM9510A-CHR



STROMBERG TWOSTEP LINKAGE KITS FOR 6X2 AND 4X2 INTAKES

Eight new TwoStep multi-carb linkage kits are now available from Stromberg Carburetor, catering for the ever-growing trend for nostalgia hot rod induction. Designed and manufactured exclusively by Stromberg Carburetor, the range brings a whole new level of quality, efficiency and looks to multi-carb linkages. The new kits include bolt-on solutions for commonly available 6x2 and 4x2 intakes, plus versatile Trim-to-Fit kits covering the full range of vintage induction applications.

- CAD optimized function, plus great looks. No giant 'pillow-block' brackets. The carbs remain the star of the show.
- Supplied pre-assembled. With instructions!
- Unique low-line brackets support the Back-bar shaft in Oilite self-lubricating bushes at four points for zero flex and positive operation.
- Clamped and pinned levers ensure positive grip on the Back-bar, with '3-position' adjustment for leverage and throttle response.
- Stainless steel end stops prevent lateral movement.
- Cool satin finish. Chrome available to special order.
- The current range comprises:

STROM9260-BB	6x2 Back-bar Kit - Trim-to-Fit
STROM9260-D	6x2 Direct Linkage Kit - Trim-to-Fit
STROM9261-BB	6x2 Back-bar Kit - fits Edelbrock X1
STROM9261-D	6x2 Direct Linkage Kit - fits Edelbrock X1
STROM9262-BB	6x2 Back-bar Kit - fits Offenhauser Pacesetter 3924
STROM9262-D	6x2 Direct Linkage Kit - fits Offenhauser Pacesetter 3924
STROM9270-D	4x2 Direct Linkage Kit - Trim-to-Fit
STROM9271-D	4x2 Direct Linkage Kit - fits Offenhauser Pacesetter 5024

To match the increasingly popular Stromberg chrome 97 models, chrome versions of all these linkages are available to special order.

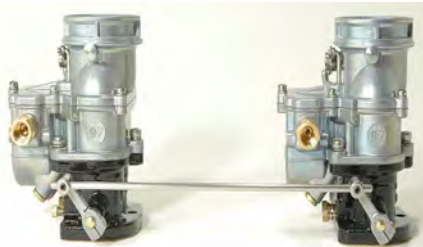


PROGRESSIVE LINKAGE KIT

Designed and manufactured exclusively by Stromberg Carburetor, the TwoStep linkage range combines clean, traditional looks with maximum leverage and huge versatility. Each kit comes pre-assembled and installs in just two simple steps, without the need for extended throttle shafts. Our kits are not a 'one size fits all' solution. Different intakes use different carb spacing, so we modelled every kit in 3D CAD and offer different kits for specific intakes. If you're in doubt, simply measure your manifold spacing - throttle shaft to throttle shaft.

Check out the following features:

- Progressive kits have opposite threaded rod ends for easy adjustment. Simply spin the rod to adjust for the correct lever angles.
 - Extended throttle shafts are not required.
 - Die-cast zinc SuperLink lever arms. All other parts stainless steel - even the rod ends and lock nuts.
 - Every kit comes with two new Stromberg 'Snapback' throttle return springs, which wrap around the end of the throttle shaft. These chemically blacked, stainless steel torsion springs snap the carburetors shut, yet virtually disappear from view.
 - TwoStep progressive systems are designed to ensure optimum performance and ensure maximum versatility. The primary lever has three mounting points to change when the secondary carburetors open, and you can pull the front carburetor or push the rear one open to suit individual applications. On the top setting (as supplied), the linkage will start to open the secondary (end) carburetors at around 50% primary (centre) carburetor throttle rotation. Lower holes will open the secondaries sooner.
 - Every Stromberg TwoStep linkage kit comes with full instruction
- Progressive 3x2 Chev Linkage Kit Suit Edel/Offy Tripower**
STROM9246PRO
Progressive 3x2 Chev Linkage Kit Suit Edel/Offy Tripower - Chrome
STROM9246PRO-CHR
Progressive 3x2 Chev Linkage Kit Suit Edelbrock, 4-7/8" Carb to Carb
STROM9251PRO



LINKAGE KITS

Designed and manufactured exclusively by Stromberg Carburetor, the TwoStep linkage range combines clean, traditional looks with maximum leverage. Each kit comes pre-assembled and installs in just two simple steps, without the need for extended throttle shafts. These kits are not a 'one size fits all' solution. Different intakes use different carb spacing, so we modelled every kit in 3D CAD and offer different kits for specific intakes. If you're in doubt, simply measure your manifold spacing - throttle shaft to throttle shaft. Check out the following features:

- Long die-cast zinc SuperLink lever arms. All other parts stainless steel. •Extended throttle shafts are not required.
- Every kit comes with two new Stromberg 'Snapback' throttle return springs, which wrap around the end of the throttle shaft. These chemically blacked, stainless steel torsion springs snap the carburetors shut, yet virtually disappear from view.
- For a smooth, lightweight look, the swivels are positively fixed by a small e-clip on the back, and the small black set-screws on the front have knurled ends for a strong fix on the stainless rod.
- Every Stromberg TwoStep linkage kit comes with full instruction

Stromberg 2 X 2 Linkage Kit Suit Edelbrock Superdual

STROM9244S

Stromberg 3 X 2 Linkage Kit Suit Edelbrock Tripower

STROM9245S

Stromberg 3x2 Chev Linkage Kit Suit Edel/Offy Tripower

STROM9246S

Stromberg 2 X 2 Linkage Kit Suit Universal

STROM9241P



Twostep Linkage. 5-1/2in. Chrome.

A competitively priced, CHROME 3x2 direct carburetor linkage with Stromberg Superlink levers. Use with intake manifolds that put the carburetors 5-1/2 inches apart.

STROM9246S-CHR



STROMBERG 97 BASE WITH VACUUM PORT

A new 97 base (throttle body) with specially designed brass fitting to provide ported vacuum advance for your distributor - complete with new throttle shaft, bushes and plates, new kicker and choke lever, idle mixture screws and springs and gaskets. Available only from Stromberg Carburetor, it's the perfect swap-in for your current 97, adding that all-important distributor vacuum port.

- New 97 base with ported vacuum fitting
- Provides ported vacuum for your distributor
- All new and complete with throttle shaft and plates, kicker, choke lever and idle mixture screws.
- One vacuum port required per engine.
- Not compatible with the 1949-53 Ford flathead Loadamatic distributor

Stromberg 97 Base with Vacuum Port

STROM9514-VP



Long Lever With Swivel

Designed to match the shorter Superlink lever arms, this longer version comes with a swivel and roll pin

STROM9096



Long Lever With Kickdown Arm

Our 9096K long lever with additional auto-trans kickdown capability - a 1/4" UNF thread at the bottom end takes a Lokar-style kickdown cable end

STROM9096K-KD



SUPERLINK THROTTLE LEVER WITH SWIVEL

A new take on the traditional multi-carb linkage arm. Zinc die-cast with a modern H-beam section for strength without excess weight, and a small feature line at the bottom edge for a period feel. The countersunk stainless steel screw matches those on the carb and threads directly into the arm. The stainless steel swivel, secured by a small e-clip on the back, has a cross hole sized for the typical 3/16th diameter linkage rod, secured by a black knurled-tip set screw.

STOM9091K



Cable Throttle Bracket

Securely mounted between the carburetor and intake manifold, our Cable Throttle Bracket positions the cable for optimum, bind-free 'pull' on the Stromberg progressive linkage.

STROM9136K



LINKAGE BOMB

Build your own pedal to carb rod with these cool stainless steel linkage clips, which fix onto the Stromberg throttle shaft and an early Ford firewall pedal linkage. Also fits most hot rod throttle cable kits and clips on a typical 1/4in throttle ball stud. All threads are 10-32 and left and right versions are available to build your own carb-to-pedal linkage. Comes with a lock nut.

- Throttle linkage clips have never looked better!
- Fits Stromberg throttle ball and Ford pedal linkage
- Fits aftermarket 1/4in throttle ball studs
- Replace that old Ford piece. It springs open every time you accelerate!
- Takes 3/16in rod, threaded to 10-32
- Small flats added for easy tightening

Description

Linkage bomb (Right Hand 10-32 thread)
Linkage bomb (Left Hand 10-32 thread)

Part No.

STROM9164K-R
STROM9164K-L



ROCKET CLIP

Upgrade your throttle cable with the coolest end clip around! With its stainless steel body and black painted clip, the Stromberg Rocket Clip works with all popular throttle cable kits. But best of all, its an easy way to convert your 97 carb from rod to cable choke. Just add our 9552K-B bracket for the cable outer sleeve. We recommend using a push/pull wire type kit which won't need a return spring. Either way, the knurled set screw will grip the wire for reliable operation.

- Coolest clip ever for choke and throttle cables!
- Fits Stromberg throttle and choke levers
- Fits all popular throttle cable kits.
- Use with 9552K-B choke bracket for easy cable choke conversion
- Works best with wire type push/pull kits
- Matches Stromberg Linkage Bomb clip

Description

Rocket Clip for choke or Throttle Cables

Part No.

STROM9166K

STROM29447K Carb blank off plate.

Want to keep a carb or two out of action?

Slip this thin stainless plate between the carb and gasket. It's shaped to fit the

later 1-1 base footprint you find on most

'50's and '60's 2-bbl manifolds, but it's

smaller so it all but disappears



Finned 3 Bolt Carb Block Off Plate

Aluminium polished.
Suit Stromberg 97 & Holley 94
OTB03B



SUPERSEAT HOSE

FITTING - CHROMED

The only brass hose end available with the correct 18 degree seat for Stromberg inlet fittings (original or S-jet). No no leaks and period looks too. Big 9/16" AF hex cost us more to make, but looks right on the hose. Perfect for 5/16" ID hose - but 3/8" ID hose also clamps up great. This piece is chromed the traditional way, of course.

- Only brass hose end available with the correct 18 degree seat
- Chromed the traditional way!
- Fits old Stromberg needle & seat, and new S-jet
- Also fits 9564K-BIG S-jet (standard on BIG 97 carbs)
- Tightens right into S-jet so no ugly threads showing
- Perfect for 5/16in and 3/8in ID hose

STROM9080K-CHR

Stromberg Service Parts

Looking for Genuine Stromberg service parts? We've got 'em. Genuine Stromberg carbs and parts are designed and manufactured to the best available quality. They're great value, too. Always look for the Genuine Stromberg stamp on every part.

Choose your kit

To best match your needs and make ordering easy, we've combined our parts into convenient kits - all at very competitive prices - and split the list between regular service and restoration parts. Most parts also fit Stromberg 40, 48 and 81 carburetors too. Here's the full list of parts available.

NEW PARTS**Stromberg banjo fitting**

single end - Stainless steel.

How cool are these! For perfect proportions, we make them from big diameter material with a recess lip on each side to hide the gasket and move the bolt head moves closer to the banjo. We kept the wrench surfaces short, knocked the corners off the hex and rounded the bolt head too. They're sized to fit both 5/16inch and 3/8inch hose, with plenty of fuel flow guaranteed.

STROM9082K

Stromberg banjo fitting - double end - Stainless steel.

Just as awesome than our single end version. But with two ends for through flow. Remember where you saw them first.

STROM9083K

Premium jet wrench. Stainless steel with knurls for good grip and a CNC milled end for a super fit. Cheaper wrenches have a punched end. This will last a lifetime.

STROM9071K**Superseat hose fitting.**

The only one available with the correct 18 degree seat for Stromberg inlet fittings (original or S-jet). So no leaks and period looks too. Big 9/16" AF hex cost us more to make but looks right on the hose. Perfect for 5/16" ID hose - but 3/8" ID hose also clamps up great.

STROM9080K**Banjo Fitting - Single End -****Fits Fuel Gauge**

All the benefits of our super-popular single-end banjo fitting, but with an 1/8th NPT hole in the end of the banjo bolt to accept your hot rod fuel pressure gauge.

STROM9082K-G**Banjo Fitting - Double****End - Fits Fuel Gauge**

All the benefits of our super-popular double-end banjo fitting, but with an 1/8th NPT hole in the end of the banjo bolt to accept your hot rod fuel pressure gauge.

STROM9083K-G**Banjo Fitting Spacer**

If you want to use banjo fittings with your 3x2 progressive linkage, these beautiful, media polished stainless steel spacers are exactly what you need.

STROM9086K**SERVICE PARTS**

STROM9590K-81 Get 'em here! Premium Service Kit for Stromberg 81 - Full gasket kit, 'No-stick' S-jet inlet valve, Accelerator pump check valve, 2 idle mixture screws and springs, full 81-size accelerator pump kit, installation sheet and float gauge

STROM9447K Full gasket kit - three main gaskets (non-paper), plus felt gasket for accelerator pump, and ring gaskets for power jet, inlet valve and drain plugs

STROM9447K-5 Bulk gasket kit - as above x 5
STROM69447K Carb to manifold gasket pack. 6 gaskets

STROM9526K-97 Accelerator pump rod for 97 and 81 - stainless steel
STROM9526K-48 Accelerator pump rod for 40 and 48 - stainless steel

STROM9154K Stromberg Return Springs Snapback Suit Multi Carb Setup

PHENOLIC CARBURETOR SPACER

Helping prevent heat transfer between intake and carburetor, our traditionally styled spacer comes with two gaskets - needs extended intake manifold studs (STROM89064-E) for each carb.

- Period correct real phenolic material. Not plastic!
- Helps prevent heat transfer between intake and carburetor.
- Helps starting in hot weather.
- Must be used with Stromberg STROM89067-E Extended intake studs.
- Fits all 3-bolt 2-bbl carbs inc Holley and Edelbrock 94.

STROM39447K**EXTENDED INTAKE****MANIFOLD STUD KIT**

Fitting some Stromberg Phenolic spacers (39447k)? Then you will need these 1/4in extended intake manifold studs. Comes with stainless nuts and lock washers, of course. (3 piece)

STROM89067-E**STROM31095K**

Body screw kit - 8 screws/washers - stainless steel

STROM89067K-3

Manifold stud kit. 3 studs with stainless lock washers and nuts

STROM89067K-4

Manifold stud kit. 4 studs with stainless lock washers and nuts

THROTTLE SHAFT EXTENSION KIT**EXTENSION KIT**

Extending the Stromberg 97 throttle shaft for difficult linkage applications, this kit comes with a support bracket for reliable linkage operation. It's designed for narrow spaced 4x2 and 6x2 intakes where all of the carburetors must be linked on one side - like the Weiland WC4D, Edelbrock CD-694 and supercharger adapter plates.

- Extends the 97 throttle shaft 3-3/4" for difficult linkage applications
- Stainless steel construction resists twist
- Support bracket ensures reliable linkage movement
- PTFE-lined support bush for smooth throttle action
- Perfect for Weiland WC4D (small block Chevy) & Edelbrock CD-694 (early Cadillac) intakes. Blower plates too!

STROM9139K**BIG BORE STAINLESS FUEL LINE**

Our classic stainless steel 3-into-1 fuel line (Big Bore 5/16in OD) for Small Block Chevy 3x2 intakes, combines super-clean looks with simple TwoStep installation. Designed and manufactured exclusively by Stromberg Carburetor, each kit is supplied ready to install, complete with special 5/16in Ford Nut compression fittings into the carburetor. Check out the features!

Note: Use STROM9564K-BIG Stromberg S-jets Stromberg Big Bore fuel lines must be used with Stromberg 9564K-BIG S-jet inlet valves. Fitted as standard on Stromberg BIG 97s, they are specially designed to take 5/16in OD stainless steel line. If you have regular Stromberg 97 carburetors, you MUST update to 9564K-BIG S-jets.

SB Chev 3X2 Fuel Line Kit**STROM9146-BIG****HARD LINE ADAPTER**

If you want to fit a 5/16in OD hard fuel line into a 1/4NPT fuel block, this is the fitting you need - perfect for the Stromberg 9146-BIG 3x2 line for Small Block Chevy.

1/4" NPT to 5/16" Adapter**STROM9180K****GASKET KIT**

Stromberg 97 full gasket kits, with five whole kits in one
STROM9447K-5

CHOKE LEVER DETENT & SPRING

97 and 81 models have this small pin which presses against the choke lever to provide a positive stop when the choke is off. 48 and 40 models don't use one. Comes with a new spring - all stainless steel.

STROM9537K**S-JET INLET VALVE**

A specially designed S-jet inlet valve for use with 5/16in OD Stromberg Big Bore fuel lines

- eg 9146-BIG 3x2 line for Small Block Chevy (standard 97 carburetors only accept 1/4in line). Also accepts regular 9080K Stromberg SuperSeat hose fitting.

- Specially designed S-jet inlet for 5/16in hard line (regular Stromberg 97s only take 1/4in line)
- Must be used on regular Stromberg 97s with 9146-BIG 3x2 fuel line for Small Block Chevy
- Accepts regular Stromberg 9080K SuperSeat hose fitting
- A 'next generation' needle and seat valve
- Designed to eject dirt particles and improve high speed running

STROM9564K-BIG**STROM9590K-97** Premium Service Kit

kit for Stromberg 97, 48 and 40 - Full gasket kit, 'No-stick' S-jet inlet valve, Accelerator pump check valve, 2 idle mixture screws and springs, Full accelerator pump kit, Installation sheet and float gauge

STROM9533K-size
Main jets - pair
- all sizes available

STROM9534K
Emulsion tubes - pair

STROM9541K
Idle adjusting screws & springs - pair

STROM9542K
Idle jets - pair

STROM9558K Float pin

STROM9563K
Bowl plug gaskets (pack of 10)

STROM9564K
Fuel inlet S-jet with gasket

STROM9573K
Accelerator pump check valve

STROM9586K
Throttle/choke plate screw kit - pack of 10

STROM9594K-size
Power by-pass jet with gasket
- all sizes available

STROM9630K
Accelerator pump kit inc. springs/retainers/washers/felt gasket/cotter pin

STROMBERG 97 FORD NUT
Fits Stromberg 97, 81, 48 & 40
STROM9081K

STROM9154K
Stromberg Return Springs Snapback Suit Multi Carb Setup

STROM9630K-81

Accelerator pump kit for the Stromberg 81. Talk about original. Our 81 pump has a correct 10-finger brass spring washer beneath a leather seal. Kit includes two springs/retainer/washers/felt gasket – even a cotter pin



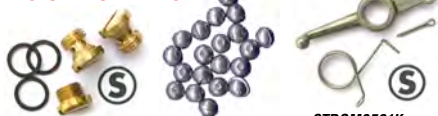
STROM9631K-81

Accelerator pump for the Stromberg 81. What a beauty - with correct 10-finger brass spring washer beneath a leather seal.

STROM9631K

Accelerator pump - stainless steel rod

RESTORATION PARTS



STROM9522K

Bowl plug kit - all 3 plugs with gaskets

STROM9523K

Bowl gallery plugs (pack of 20)

STROM9531K

Accelerator pump lever, spring & cotter pin - stainless steel

STROM9537K Choke lever detent plunger & spring - stainless steel

STROM9537K-L Choke lock detent kit. Most Strombergs – even in multiples - run better with the choke plates in. But who needs rattling levers? Lock them open with this clever detent plunger – install into the airhorn as per the stock item, but press the pin end into your choke lever



STROM9546K

Choke shaft kit inc. lever, washer, screw & end stud

STROM9549K

Choke plate kit inc. screws - stainless steel plate with correct 15 deg edge

STROM9550K

Brass float. Made on the original Stromberg vendor tooling. And supplied with a new float pin.

STROM9552K Choke kicker assembly (stainless steel) inc. idle screw & spring

STROM9552K-C A perfect replica - in stainless - of the late model 97 choke kicker assembly for cable choke (designed for '49-on Fords). A separate bracket - included - mounts off the rear body screw to hold the cable sleeve.



STROM9571K

Spring kit - all exterior springs - all stainless except idle adjuster springs

STROM9577K

Accelerator pump discharge jet plus collar - pair

STROM9581K

Throttle shaft and lever kit inc. screws & bushes - stock size



STROM9585K

Throttle plate - 7 degree edge - pair

STROM9589K

Throttle stop screw & spring - stainless steel

STROM9592K

Choke & accelerator pump lever fulcrum screws both stainless steel



EDELBRICK AVS2 SERIES CARBURETTORS

The AVS2 Series is the next generation in Edelbrock carburetors. The AVS2 features annular flow primary boosters with a new calibration for improved off idle and cruising performance. The annular flow booster design delivers improved fuel atomization to eliminate flat spots that may be encountered when the carburettor transitions from idle to full throttle. Each annular booster features eight, equally spaced orifices to improve fuel metering from idle to the main. The improved flow metering makes this carburettor ideal for use with a wide variety of small-block and big-block engines with either dual- or single-plane intake manifolds. The AVS2 includes both timed and full vacuum ports for ignition advance. ED1901 & ED1902 calibrated for single carburettor application.

Description	Part No.
500 cfm, Square-Flange, Electric Choke (non-EGR)	ED1901
500 cfm, Square-Flange, Manual Choke (non-EGR)	ED1902
650 cfm, Square-Flange, Manual Choke (non-EGR)	ED1905
650 cfm, Square-Flange, Electric Choke (non-EGR)	ED1906



THUNDER SERIES AVS CARBURETTORS

The next step up from our Performer Series Carburetors is our Thunder Series AVS. Primary and secondary booster clusters offer the most accurate and up-to-date calibration available for today's fuels and octane levels. The Thunder Series' unique Qwik-Tune Secondary Air Valve allows for limitless calibration of the secondary circuit with simple hand tools while on your vehicle. They are available with either manual or electric choke in sizes of 500, 600, and 800 cfm.

- Easily Adjustable Air Valve Secondary
- No Power Valves To Blow Out • Square Flange Bolt Pattern

Description	Part No.
500 CFM, Electric Choke ASV	ED1803
500 CFM, Electric Choke ASV (EnduraShine)	ED18034
500 CFM, Manual Choke ASV	ED1804
500 CFM, Manual Choke ASV (EnduraShine)	ED18044
500 CFM, Manual Choke	ED1802
650 CFM, Electric Choke	ED1806
650 CFM, Manual Choke	ED1805
650 CFM, Manual Choke (Offroad)	ED1825
800 CFM, Electric Choke	ED1813
800 CFM, Manual Choke	ED1812
650 CFM, Manual Choke (EnduraShine)	ED18054
650 CFM, Electric Choke (EnduraShine)	ED18064
800 CFM, Electric Choke (EnduraShine)	ED18134



PERFORMER SERIES CARBURETTORS

The original Edelbrock carburettor design is still available and offers affordable performance for hundreds of applications. Whether you need to replace an aging "stocker" or are looking for a performance carb to top your "hot rod", the Edelbrock Performer Series carbs are the best choice for performance and value. They are available with either manual or electric choke in sizes of 500, 600, 750 and 800 cfm.

- Edelbrock Carburetors bolt on and run right out of the box
- No Power Valves to Blow Out
- Square Flange Bolt Pattern

Description	Part No.
500 CFM, Electric Choke	ED1403
500 CFM, Manual Choke	ED1404
600 CFM, Manual Choke	ED14054
600 CFM, Manual Choke Endura shine	ED1405
600 CFM, Manual Choke	ED1411
750 CFM, Electric Choke	ED1407
750 CFM, Manual Choke	ED1412
800 CFM, Electric Choke	ED1413
800 CFM, Manual Choke	ED1413



DUAL CARB & MANIFOLD KITS

These Dual-Quad Kits offer the include the new Edelbrock RPM Air-Gap Dual-Quad intake manifold and two 500 cfm Thunder Series AVS carburetors calibrated specifically for dual-quad applications. These kits also include our high-tech progressive throttle linkage, Russell fuel line and intake gaskets. The RPM Air-Gap manifold and Thunder Series carbs feature our high-tech EnduraShine chrome-like finish for show quality looks that last.

Application	Part No.
Chev Small Block 1955-86	ED20254
Chev Small Block Vortec	ED20264
Chev Big Block	ED20654
Ford 289-302 Windsor	ED20354
Ford 351 Windsor	ED20854
Ford FE BFB 390-428	ED20364



MARINE CARBURETTORS

For use in marine applications, these Edelbrock carbs comply with U.S. Coast Guard safety standards. Cast surfaces are iridized with Teflon-coated shafts and pump arm for maximum protection. Other features include modified bowl venting, specially designed throttle shafts, accelerator pump seal, tube in air horn for fuel pump vent, universal throttle lever and revised secondaries for improved transient performance.

Note: These carbs have no vacuum ports and are not for automotive use.

- Edelbrock Carburetors bolt on and run right out of the box
- No Power Valves to Blow Out
- Square Flange Bolt Pattern

Description	Part No.
600 CFM, Electric Choke, Marine	ED1409
750 CFM, Electric Choke, Marine	ED1410



BRAWLER SERIES CARBURETTORS

Brawler carburetors are precision machined and hand-assembled by craftsman right here in the USA. The Brawler family of carburetors include models for your daily driver to your race car. These carburetors work hard just as their name implies- just raw bare knuckled performance that you can rely on. Don't let the budget-friendly price fool you, the Brawler development focused on the performance you want and not the pretty box that it comes in. Brawlers come with the latest technology in air/fuel calibrations for today's street or race engine demands. The Brawler family of carburetors are all made from light-weight aluminium components and are available in both vacuum and mechanical secondary models. They offer all the tunability that you would find from more expensive carburetors in the market, including four-corner idle adjustment on all models.

BRAWLER RACE MECHANICAL SECONDARY SERIES

Description	Part No.
650 CFM Shiny Alloy	Q-BR-67199
650 CFM Black Alloy	Q-BR-67301
750 CFM Shiny Alloy	Q-BR-67200
750 CFM Black Alloy	Q-BR-67302
850 CFM Shiny Alloy	Q-BR-67201
850 CFM Black Alloy	Q-BR-67303
950 CFM Shiny Alloy	Q-BR-67202
950 CFM Black Alloy	Q-BR-67304
1000 CFM Shiny Alloy	Q-BR-67209

BRAWLER STREET MECHANICAL SECONDARY SERIES

Description	Part No.
600 CFM Shiny Alloy, Elec Choke	Q-BR-67211
650 CFM Shiny Alloy, Elec Choke	Q-BR-67212
650 CFM Black Alloy, Elec Choke	Q-BR-67312
750 CFM Shiny Alloy, Elec Choke	Q-BR-67213
750 CFM Black Alloy, Elec Choke	Q-BR-67313
850 CFM Shiny Alloy, Elec Choke	Q-BR-67214
850 CFM Black Alloy, Elec Choke	Q-BR-67314

BRAWLER STREET VACUUM SECONDARY SERIES

Description	Part No.
600 CFM Shiny Alloy, Elec Choke	Q-BR-67206
650 CFM Shiny Alloy, Elec Choke	Q-BR-67207
750 CFM Shiny Alloy, Elec Choke	Q-BR-67207

DIECAST MECHANICAL SECONDARY SERIES

Description	Part No.
600 CFM Shiny Alloy, Elec Choke	Q-BR-67254
650 CFM Shiny Alloy, Elec Choke	Q-BR-67255
750 CFM Shiny Alloy, Elec Choke	Q-BR-67257
850 CFM Shiny Alloy, Elec Choke	Q-BR-67259

DIECAST VACUUM SECONDARY SERIES

Description	Part No.
570 CFM Shiny Alloy, Elec Choke	Q-BR-67253
670 CFM Shiny Alloy, Elec Choke	Q-BR-67256
770 CFM Shiny Alloy, Elec Choke	Q-BR-67258



2-BARREL STREET CARBURETTORS

Stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.

- Power Valve Blow Out Protection
- Center Hung Float Bowls • Manual Choke
- Ford A/T Kickdown
- 30cc Acc Pump on 350cfm • 50cc Acc Pump on 500cfm

Description	Part No.
350 CFM Two Barrel	H00-7448
500 CFM Two Barrel	H00-4412C

2-BARREL RACING CARBURETTORS

Intended for short circle track racing. Sizes of throttle bore, venturi, booster diameter, throttle plate thickness and throttle shaft diameter have not changed. They comply and are fully consistent with the technical gauging now in use.

- Venturi casting rings are reamed to legal dimensions, for more consistent air flow.
- No Choke • Adjustable Air Bleeds • Centre Hung Float Bowls
- Power Valve Blow Out Protection • 30cc Acc Pump

Description	Part No.
350 CFM Two Barrel	H00-80787-1

4-BARREL VACUUM

SECONDARY CARBURETTORS

Developed for the budget minded enthusiasts, these traditional Holley Carbs are calibrated for use on stock to mildly modified engines.

- Available In Classic or Shiny Finish
- Ford A/T Kickdown on Some Models
- Manual or Electric Choke
- Power Valve Blow Out Protection
- Square Bore Bolt Pattern (Except 80555C)

Description	Classic	Shiny
390 CFM, Square Bowl, Elect. Choke	H00-8007	-
465 CFM, Square Bowl, Hot Air Choke	H00-1848-1	-
600 CFM, Square Bowl, Manual Choke	H00-1850C	H00-1850S
600 CFM, Square Bowl, Elect. Choke	H00-80457S	-
600 CFM, Manual Choke Alloy Body	H00-1850SA	-
650 CFM, V-Bowl, Elect. Choke	H00-80783C	-
650 CFM GM Sprd Bore, Elect. Choke	H00-80555C	-
750 CFM, V-Bowl, Manual choke	H00-3310C	-
750 CFM, V-Bowl, Elect. Choke	H00-80508S	-

MECHANICAL SECONDARY CARBURETTOR

This 450 cfm mechanical secondary carburettor is perfect for small engines and street tunnel ram set ups. It features a single accelerator pump and compact design allowing it to fit inline on most applications.

- Model 4160 with classic finish
- Mechanical secondaries
- Single accelerator pump
- Single feed fuel inlet
- No choke

450 CFM Mechanical Secondary

H00-9776

OFFROAD TRUCK AVENGER CARBURETTORS

Truck Avenger carbs are designed for extreme off-road/off-angle use.

No Trouble metering block eliminates fuel spillover at extreme angles.

Flood-free operation up to 40° while climbing; 30° during side maneuvers and descents. No more hesitation, stalling or flooding. Not recommended for street trucks or towing.

- Quick Change Adjustable Vacuum Secondaries
- Electric Choke • Power Valve Blow Out Protection
- Ford A/T Kickdown • Classic Finish in Zinc or Aluminium
- Square Bore Bolt Pattern

Description	Zinc	Aluminium
470 CFM for 6 cyl	H00-90470	-
670 CFM for stock to 400HP	H00-90670	H00-93670
770 CFM for 400+ HP	H00-90770	H00-93770

MARINE VAC SECONDARY

These Model 4160 marine carburetors include all of the same features as their street cousins--plus a few more that make them adaptable and legal for marine use. Primary differences include fuel bowl vent tubes, sealed throttle shafts, and universal marine calibration. Plus, they're designed to meet flooding and backfire requirements as defined by the U.S. Coast Guard. Other than that, they're typical Holley quality all the way, with a square bore flange, vacuum secondaries, single or dual fuel inlets, an electric or manual choke, 30cc accelerator pumps, and a 5 in. airhorn (unless noted otherwise). And last but not least, you can choose between universal or direct fit OE replacement versions.

600 CFM Marine Vac Secondary Elect Choke H00-80318-1

ALL-ALUMINIUM TRADITIONAL CARBS

Holley is pleased to introduce four new all-aluminium versions of our most popular Traditional Carburetors! The new 0-80458SA carburetor is a 600 CFM vacuum secondary carb with dual inlet V-bowls and electric choke. It has all of the same great features as the popular Holley 0-80457SA carburetor with the exception of having dual inlet V-bowls. It was designed for enthusiasts with a mildly built engine and a desire for a race dual inlet look, but who only need a 600 CFM carburetor. Holley's new 0-3310SA is constructed from all-aluminium and has all the same great features of the original 0-3310 that was chosen by Hot Rod Magazine as one of the inaugural inductees into their Speed Parts Hall of Fame!

The all-new 0-80508SA mimics the original 0-80508 750 CFM electric choke carburetor, but is constructed of Aluminium. The new 0-80459SA is a 750 CFM carburetor with vacuum secondaries and square bowls for enthusiasts who want the simplicity of a single inlet or might need a 2x4 set up that requires 750 CFM carbs.

Compared to their zinc counterparts, these new aluminium carbs offer a weight savings of 40%! They will hold their shine longer and can be hand polished for a custom look! All feature vacuum secondaries making them perfect for a wide range of vehicles, and all of these carbs are priced for budget-minded enthusiasts! Features:

- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up (all except 0-3310SA which is manual choke)
- Ford A/T kickdown, (does not work with A.O.D. transmissions)
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles
- Universal calibration for easy bolt-on performance
- Clear fuel level sight glasses (all except 0-80459SA)
- Great for 2x4 setups where a larger CFM is needed (0-80459SA only)
- Adjustable needle & seats (float level)
- Universal Polished Aluminium

Description		Part No.
4160 750 (v-bowl)		H00-3310SA
4160 600 (v-bowl)		H00-80458SA
4160 750CFM (square bowl)		H00-80459SA
4160 750CFM (v-bowl)		H00-80508SA

LO-RIDER AVENGER CARBURETTOR

If you've got a slammed ride and like to drop it like it's hot, has Holley got a carb for you! Holley's Low-Rider Avenger carburetors have an exclusive No Trouble design metering block and vent tube to prevent hesitation, stalling and fuel flooding at extreme angles, nose up, nose down, and side to side maneuvers.

They also feature a No Trouble choke that ensures great cold starting. Their externally adjustable, No Trouble spring loaded needle and seats promote stable fuel levels for improved fuel control under all conditions. H.V.S. Annular Boosters provide an ultra High Vacuum Signal for incredible low and mid range throttle response and torque. Built in fuel inlet filter and Viton transfer tube seals ensure leak-proof no trouble operation. These carbs also feature chrome fuel bowls with side-hung floats to provide precise fuel control and maintain the classic Holley look. To top it all off, the Low-Rider Avenger carbs have a vibratory polished finish with gold dichromate hardware for a blingin' look.

670CFM 4BBL VAC SECONDARY
LOW RIDER STREET AVENGER H00-80681

Aluminum Marine Avenger Carburetors

Building on the proven performance and durability of the Aluminium Street Avenger Series- we have engineered the new marine models to continue that performance heritage that Holley is known for. The all-aluminum carburetors are hard coat anodized in a black finish to protect them from corrosion in fresh water or salt water conditions. The new Marine Avengers are built to exceed the Coast Guard standards and are J1223 Marine Standard certified. So, if you are hitting the lake for an easy cruise or some high speed fun, the new Aluminium Marine Avengers will meet and exceed your performance demands!

- All aluminum construction
- Black hard coat anodized finish for corrosion protection in marine environments
- Built to exceed Coast Guard standards and are J1223 Marine Standard Certified
- Dual metering block system utilizing four corner idle adjustment for precision tuning
- Throttle shafts are PTFE coated for corrosion protection
- Available in 570 CFM, 670 CFM, and 770 CFM sizes to match your application needs
- Calibrated to compensate for unique engine loads found on boats
- Electric Choke Vacuum Secondaries

H00-82570	570 CFM Aluminium Marine Avenger Carburetor
H00-82670	670 CFM Aluminium Marine Avenger Carburetor
H00-82770	770 CFM Aluminium Marine Avenger Carburetor

STREET AVENGER VACUUM SECONDARY CARBURETTORS

Square flange bolt pattern. Performance calibrated. The ultimate vacuum secondary street performance upgrade.

- Quick Change Adjustable Vacuum Secondaries
- Electric Choke
- Built-in Fuel Inlet Filters
- Power Valve Blow Out Protection
- Ford A/T Kickdown • Shiny Finish in Zinc or Aluminium
- Square Bore Bolt Pattern

Description	Zinc	Aluminium
570 CFM Elect. Choke	H00-80570	H00-83570
670 CFM Elect. Choke	H00-80670	H00-83670
770 CFM Elect. Choke	H00-80770	H00-83770
870 CFM Elect. Choke	H00-80870	-
570 CFM Manual Choke	H00-81570	H00-85570
670 CFM Manual Choke	H00-81670	H00-85670
770 CFM Manual Choke	H00-81770	H00-85770

STREET HP CARBURETTORS

The Street HP series carbs feature the Famous HP main body with Street/Strip metering. These are the best value competition style carbs for tough street & strip vehicles.

- No Choke • Adjustable Air Bleeds
- Centre Hung Float Bowls
- Power Valve Blow Out Protection
- Shiny Finish in Zinc • Square Bore Bolt Pattern
- Ford A/T Kickdown

Description	Part No.
650 CFM Double Pumper	H00-82651
750 CFM Vacuum Secondary	H00-82750
750 CFM Double Pumper	H00-82751
850 CFM Double Pumper	H00-82851
950 CFM Double Pumper	H00-82951

Ultra Street Avenger Carburetors

Ultra Street Avenger Carburetors feature all aluminium construction and are equipped with metering blocks and a base plate made from 6061-T6 billet aluminium. The clean, polished look coupled with Red, Blue, or Black metering blocks and throttle body will certainly set your ride apart whether you are at the show or track. Ultra Street Avengers feature the same optimised street calibration as the zinc versions so you know they will run great on your vehicle.

- Street Ready out of the box
- Aluminium construction saves 5 lbs
- Tumble polished finish holds shine longer
- Anodized billet aluminium metering blocks & base plates
- Vacuum secondaries allow use on a wide variety of vehicles
- 4 corner idle
- 1 timed spark port, 2 full vacuum, and 1 PCV port
- Ford A/T kick down
- Glass fuel level sight windows for float level adjustment
- Electric choke for easy cold starting and warm up

670 CFM Ultra Street Avenger - Black	H00-86670BK
670 CFM Ultra Street Avenger - Blue	H00-86670BL
670 CFM Ultra Street Avenger - Red	H00-86670RD
770 CFM Ultra Street Avenger - Black	H00-86770BK
770 CFM Ultra Street Avenger - Blue	H00-86770BL
770 CFM Ultra Street Avenger - Red	H00-86770RD
770 CFM Ultra Street Avenger - Hard Core Grey	H00-86770HB

HP SERIES CARBURETTORS

Performance calibrated and race ready out of the box, Holley HP Series carbs have become the standard in race carburetors.

- Adjustable Air Bleeds
- Centre Hung Float Bowls
- Power Valve Blow Out Protection
- Notched Floats & Jet Extensions • Square Bore Bolt Pattern
- 4-Corner Idle • No Choke

Description

390 CFM Double Pumper
600 CFM Double Pumper
650 CFM Double Pumper
750 CFM Vacuum Secondary
750 CFM Double Pumper
750 CFM Double Pumper (Methanol)
830 CFM Double Pumper
830 CFM Double Pumper (Annular)
950 CFM Double Pumper
950 CFM Double Pumper (Methanol)
1000 CFM Double Pumper

Part No.

H00-80507-1
H00-80540-1
H00-80541-1
H00-80529-1
H00-80528-1
H00-80535-1
H00-80509-1
H00-80511-1
H00-80496-1
H00-80498-1
H00-80513-1

**HP SERIES BLOWER CARBURETTORS**

Designed and calibrated for roots supercharged engines. Manifold referenced power valve tells the carburettor when to add additional fuel based on the engine's need - eliminating the need to block off the power valve and raise jetting to falsely compensate.

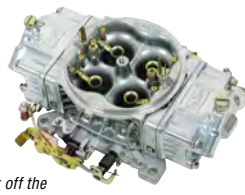
- Model 4150HP with shiny finish • No choke
- Mechanical secondary • Boost referenced power valve
- Replaceable air bleeds • Four-corner idle system
- Throttle lever cut off for clearance on sideways applications

Description

600 CFM HP Blower carburettor
600 CFM HP Blower carburettor shiny
750 CFM HP Blower carburettor shiny
950 CFM HP Blower carburettor shiny

Part No.

H00-80575
H00-80575S
H00-80576S
H00-80577S

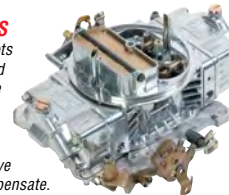
**BLOWER CARBURETTORS**

Designed and calibrated for roots supercharged engines. Manifold referenced power valve tells the carburettor when to add additional fuel based on the engine's need - eliminating the need to block off the power valve and raise jetting to falsely compensate.

- Model 4150 with shiny finish • Manual choke
- Mechanical secondary • Boost referenced power valve

Description

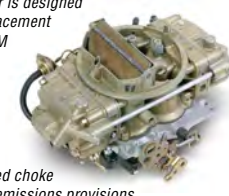
600 CFM, SBC, 2x4bbl, 6-71 series supercharger H00-80592S
700 CFM, SBC 1x4bbl, 140 series supercharger H00-80572S
750 CFM, SBC 1x4bbl, 170 series supercharger H00-80573S

**SPREAD BORE DOUBLE PUMPER CARBURETTOR**

The spread bore double pumper is designed as a performance upgrade replacement for Quadrajet carburetors in GM applications. It is an emissions legal replacement for 1966-1970 Chev small blocks and can also be used in many other applications.

- Mechanical secondaries
- Single feed fuel inlet • Divorced choke
- Dual accelerator pumps • All emissions provisions

650 CFM Spread Bore Double Pumper H00-6210

**4-BARREL RACING CARBURETTORS**

These traditional Holley racing carbs feature competition fuel curves which provide safe and reliable horsepower for high performance race engines

- No Choke • 4-Corner Idle
- Centre Hung Float Bowls
- Power Valve Blow Out Protection
- Square Bore Bolt Pattern

Description

660 CFM Centre Squirter
750 CFM Double Pumper
830 CFM Double Pumper
850 CFM Double Pumper

Part No.

H00-4224
H00-9379
H00-9381
H00-9380

**DOUBLE PUMPER CARBURETTORS**

Performance upgrade for hot street cars & race vehicles. For use with lightweight vehicles with manual transmissions or automatic transmissions with high stall & low rear-end gears.

Mechanical secondaries means your foot controls the opening of the secondary throttle blades.

- Manual Choke • 4-Corner Idle
- Centre Hung Float Bowls • Power Valve Blow Out Protection
- Classic Finish in Zinc or Aluminium • Square Bore Bolt Pattern

Description

600 CFM Double Pumper
650 CFM Double Pumper
700 CFM Double Pumper
750 CFM Double Pumper
800 CFM Double Pumper
850 CFM Double Pumper

Classic

H00-4776C
H00-4777C
H00-4778C
H00-4779C
H00-4780C
H00-4781C

Shiny

H00-4776S
H00-4777S
H00-4778S
H00-4779S
H00-4780S
H00-4781S

**ALUMINIUM DOUBLE PUMPER CARBURETTORS****Description**

600 CFM Double Pumper
650 CFM Double Pumper
700 CFM Double Pumper
750 CFM Double Pumper

Part No.

H00-4776SA
H00-4777SA
H00-4778SA
H00-4779SA

**Ultra Double Pumper Carburetors**

Ultra Double Pumper Carburetors feature all aluminium construction and are equipped with metering blocks and a base plate made from 6061-T6 billet aluminium. The clean, polished look coupled with Red, Blue, or Black metering blocks and throttle body will certainly set your ride apart whether you are at the show or track. These carbs feature an enhanced fuel curve intended for lightweight vehicles with manual transmissions or automatics with high stall & low gearing.

- Aluminium construction saves 5 lbs
- Tumble polished finish holds shine longer
- Anodized billet aluminium metering blocks & base plates
- Ford A/T kick down
- Mechanical secondaries
- 4 corner idle
- 1 timed spark port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy float level adjustment
- Electric choke for easy cold starting and warm up

Description

650 CFM Ultra Double Pumper - Black
650 CFM Ultra Double Pumper - Blue
650 CFM Ultra Double Pumper - Red
750 CFM Ultra Double Pumper - Black
750 CFM Ultra Double Pumper - Blue
750 CFM Ultra Double Pumper - Red

Part No.

H00-76650BK
H00-76650BL
H00-76650RD
H00-76750BK
H00-76750BL
H00-76750RD

**HOLLEY ALUMINIUM ULTRA XP CARBURETOR**

Xtreme Performance - Holley Ultra XP carburetors! Ultra XP carbs are 38% lighter than our original HP, have fuel capacity that is 20% greater and 30 other new features! They're available in our all-new Hard Core Gray hard coat anodized finish with Black billet for improved corrosion protection. They're also available in natural tumble-polished aluminium with your choice of Black or Red metering blocks and base plate. The Aluminium Ultra XP comes in 600, 650, 750, 850, and True 950-CFM. Holley Ultra XP carburetors offer new features such as an integrated idle bypass valve that allows for idle adjustments while maintaining the correct throttle plate to transfer slot relationship, high capacity fuel bowls which feature 20% more fuel capacity to eliminate starvation, integrated fuel shelf to minimize fuel aeration and internal baffling to control fuel slosh. Other features include all aluminum construction, fully tunable billet metering blocks, billet base plate, adjustable secondary linkage and knurled (hand adjustable) curb idle screws. Holley Ultra XP carburetors are the ultimate in square bore race carburetors!

GAS/PETROL XP CARBURETTOR

650CFM Hard Core Grey
650CFM Shiny with black billet
650CFM Shiny with red billet
750CFM Hard Core Grey
750CFM Shiny with black billet
750CFM Shiny with red billet
850CFM Hard Core Grey
850CFM Shiny with black billet
850CFM Shiny with red billet
950CFM Hard Core Grey
950CFM Shiny with black billet
950CFM Shiny with red billet

H00-80802HBX
H00-80802BKX
H00-80802RDX
H00-80803HBX
H00-80803BKX
H00-80803RDX
H00-80804HBX
H00-80804BKX
H00-80804RDX
H00-80805BKX
H00-80805RDX

E-85 XP CARBURETTOR

600CFM E-85 Hard Core Grey
650CFM E-85 Hard Core Grey
750CFM E-85 Hard Core Grey
850CFM E-85 Hard Core Grey
950CFM E-85 Hard Core Grey

H00-80841HBX
H00-80842HBX
H00-80843HBX
H00-80844HBX
H00-80845HBX

Holley Aluminium**Ultra HP Carburetors**

Holley HP Carburetors have been the standard in racing Carburetors for nearly two decades. So how do you make them better? You make them 38% lighter, increase the fuel capacity by 20% and add 30 other new features! They're available in our all-new Hard Core Gray™ hard coat anodized finish with Black™ billet for improved corrosion protection. They're also available in natural tumble-polished aluminium with your choice of Black™ or Red™ metering blocks and base plate. The Aluminium Ultra HP comes in 600, 650, 750, 850, and True 950-CFM.

600CFM**600CFM****600CFM****650CFM****650CFM****650CFM****650CFM****750CFM****750CFM****750CFM****850CFM****850CFM****850CFM****950CFM****950CFM****Hard Core Grey****Shiny with black billet****Shiny with red billet****Hard Core Grey****Shiny with black billet****Shiny with red billet****Hard Core Grey****Shiny with black billet****Shiny with red billet****Hard Core Grey****Shiny with black billet****Shiny with red billet****Hard Core Grey****Shiny with black billet****HP Shiny with red billet****H00-80801HB****H00-80801BK****H00-80801RD****H00-80802HB****H00-80802BK****H00-80802RD****H00-80803HB****H00-80803BK****H00-80803RD****H00-80804HB****H00-80804BK****H00-80804RD****H00-80805HB****H00-80805BK****H00-80805RD****DOMINATOR HP 4500 SERIES CARBURETTORS**

The ultimate high performance racing carburetor for big inch and high horsepower engines. The world famous Holley Dominator features the large bolt pattern and air horn for massive breathing ability!

- No Choke
- Adjustable Air Bleeds • Centre Hung Float Bowls
- Notched Floats & Jet Extensions • 4-Corner Idle
- Dominator Bolt Pattern
- Use With Dominator Style Manifolds & Air Filters

2-CIRCUIT DOMINATORS (Single Carb Set-ups)

1150 CFM Double Pumper H00-7320-1

3-CIRCUIT DOMINATORS (Single Carb Set-ups)

1050 CFM Double Pumper H00-8896-1
1050 CFM Double Pumper (Methanol) H00-80586
1150 CFM Double Pumper H00-80556-1
1250 CFM Double Pumper H00-80532-1

3-CIRCUIT DOMINATORS (Dual Carb Set-ups)

1050 CFM Double Pumper H00-9375-1
1150 CFM Double Pumper H00-9377-1

**ULTRA DOMINATOR HP 4500 SERIES CARBS**

Ultra Dominator HP Series

carbs are Holley's ultimate 4500 style carburetor. They have all the features of the HP series plus adjustable billet metering blocks for extreme duty usage and expanded tuning.

- No Choke • 4-Corner Idle
- Adjustable Air Bleeds
- Emulsion jets
- Dominator Bolt Pattern
- Large Window Centre Hung Float Bowls
- Notched Floats & Jet Extensions
- Use With Dominator Style Manifolds & Air Filters

Description

1050 CFM Double Pumper
1150 CFM Double Pumper

Part No.

H00-80672
H00-80673



Ultra Dominator**Carburettors**

Ultra Dominators Carburettors feature all aluminium construction and are equipped with 6061-T6 billet metering blocks with changeable emulsion, idle feed, and power valve restrictions and a fully hand polished top and venturi for maximum airflow and less air turbulence. The clean, polished look coupled with Red, or Black metering blocks, booster inserts and throttle plates will certainly set your ride apart whether you are at a show or the track.

- All aluminium construction saves 3.8 lbs • Designed for use on Drag race engines • Interchangeable emulsion, idle feed & PVC
- Built in fuel level sight windows • Hand polished top and venturi inlet • Tumble polished main body and fuel bowls • Slabbed throttle shafts • All linkage is external, no parts under the carburettor • 12 Hole billet booster inserts • 4 corner idle
- Dual fuel inlets • Dual 50cc accelerator pumps

2 CIRCUIT ULTRA DOMINATORS (SINGLE CARB SET-UPS)

Description
750 CFM Ultra Dominator – Black
1050 CFM Ultra Dominator – Black
1050 CFM Ultra Dominator – Red
1150 CFM Ultra Dominator – Black
1150 CFM Ultra Dominator – Red

Part No.
H00-80186-2BK
H00-8082-2BK
H00-8082-2RD
H00-7320-2BK
H00-7320-2RD

2 CIRCUIT GEN 3 ULTRA DOMINATOR**(DUAL CARB SET-UP)**

Description
950CFM GEN 3 Alloy Hard Core Gray
950CFM GEN 3 Alloy Red/Shiny Alloy
950CFM GEN 3 Alloy Black/Shiny Alloy
1050CFM GEN 3 Alloy Hard Core Gray
1050CFM GEN 3 Alloy Red/Shiny Alloy
1050CFM GEN 3 Alloy Black/Shiny Alloy

Part No.
H00-80901HB
H00-80901RD
H00-80901BK
H00-80902HB
H00-80902RD
H00-80902BK

3 CIRCUIT GEN 3 ULTRA DOMINATOR**(SINGLE CARB SET-UP)**

Description
1050CFM GEN 3 Alloy Hard Core Gray
1050CFM GEN 3 Alloy Red/Shiny Alloy
1050CFM GEN 3 Alloy Black/Shiny Alloy
1150CFM GEN 3 Alloy Hard Core Gray
1150CFM GEN 3 Alloy Red/Shiny Alloy
1150CFM GEN 3 Alloy Black/Shiny Alloy
1250CFM GEN 3 Alloy Hard Core Gray
1250CFM GEN 3 Alloy Red/Shiny Alloy
1250CFM GEN 3 Alloy Black/Shiny Alloy
1350CFM GEN 3 Alloy Hard Core Gray
1350CFM GEN 3 Alloy Red/Shiny Alloy
1350CFM GEN 3 Alloy Black/Shiny Alloy
1475CFM GEN 3 Alloy Hard Core Gray
1475CFM GEN 3 Alloy Red/Shiny Alloy
1475CFM GEN 3 Alloy Black/Shiny Alloy
1425CFM GEN 3 Alloy Hard Core Gray
1425CFM GEN 3 Alloy Red/Shiny Alloy
1425CFM GEN 3 Alloy Black/Shiny Alloy

Part No.
H00-80903HB
H00-80903RD
H00-80903BK
H00-80906HB
H00-80906RD
H00-80906BK
H00-80908HB
H00-80908RD
H00-80908BK
H00-80909HB
H00-80909RD
H00-80909BK
H00-80910HB
H00-80910RD
H00-80910BK
H00-80911HB
H00-80911RD
H00-80911BK

3 CIRCUIT GEN 3 ULTRA DOMINATOR**(DUAL CARB SET-UP)**

Description
1050CFM GEN 3 Alloy Hard Core Gray
1050CFM GEN 3 Alloy Red/Shiny Alloy
1050CFM GEN 3 Alloy Black/Shiny Alloy
1150CFM GEN 3 Alloy Hard Core Gray
1150CFM GEN 3 Alloy Red/Shiny Alloy
1150CFM GEN 3 Alloy Black/Shiny Alloy

Part No.
H00-80904HB
H00-80904RD
H00-80904BK
H00-80907HB
H00-80907RD
H00-80907BK

LIGHTWEIGHT ALUMINIUM DOMINATOR

The new Ultra Dominators feature all aluminium construction which saves 3.8lbs of the top of the engine. The Ultra Dominators feature 6061-T6 billet metering blocks with changeable emulsion, idle feed, and power valve restrictions, a fully hand polished top and venturi for maximum airflow and less air turbulence. Teflon coated slabbed throttle shafts with low profile, button head screws mated to lightweight anodized aluminium throttle plates improve airflow. Fully adjustable external linkage provides 1:1, progressive, or soft progressive throttle activation, 12 hole anodized billet booster inserts for superior fuel atomization, and aluminium dual inlet fuel bowls with built in clear sight glasses are just a few of the features on the new Ultra Dominator.

- All Aluminium • Designed for use Drag race or Pro Street engines
- Dual 50cc accelerator pumps • 3 Circuit Metering • 4 corner idle
- Calibrated for Gasoline • Dual fuel inlets • Screw in air bleeds
- Fully adjustable external linkage • 12 Hole Annular Boosters w/ billet insert • Aluminium throttle plates • Fully adjustable billet metering blocks • HP fuel bowl with 20% more capacity
- New calibration • Casting is hard coat anodized for ultimate corrosion

2 CIRCUIT ULTRA LIGHTWEIGHT ALUMINIUM DOMINATOR (SINGLE CARB SET-UP)

Description
1050 CFM Lightweight Alloy Hard Core Grey
1050 CFM Lightweight Alloy Black/Shiny Alloy
1050 CFM Lightweight Alloy Red/Shiny Alloy
1150 CFM Lightweight Alloy Hard Core Grey
1150 CFM Lightweight Alloy Black/Shiny Alloy
1150 CFM Lightweight Alloy Red/Shiny Alloy

Part No.
H00-8082-3HB
H00-8082-3BK
H00-8082-3RD
H00-7320-3HB
H00-7320-3BK
H00-7320-3RD

3 CIRCUIT ULTRA LIGHTWEIGHT ALUMINIUM DOMINATOR (SINGLE CARB SET-UP)

Description
1050 CFM Lightweight Alloy Hard Core Grey
1050 CFM Lightweight Alloy Black/Shiny Alloy
1050 CFM Lightweight Alloy Red/Shiny Alloy
1150 CFM Lightweight Alloy Hard Core Grey
1150 CFM Lightweight Alloy Black/Shiny Alloy
1150 CFM Lightweight Alloy Red/Shiny Alloy

Part No.
H00-8896-3HB
H00-8896-3BK
H00-8896-3RD
H00-80556-3HB
H00-80556-3BK
H00-80556-3RD

3 CIRCUIT ULTRA LIGHTWEIGHT ALUMINIUM DOMINATOR (DUAL CARB SET-UP)

Description
1050 CFM Lightweight Alloy Hard Core Grey
1050 CFM Lightweight Alloy Black/Shiny Alloy
1050 CFM Lightweight Alloy Red/Shiny Alloy
1150 CFM Lightweight Alloy Hard Core Grey
1150 CFM Lightweight Alloy Black/Shiny Alloy
1150 CFM Lightweight Alloy Red/Shiny Alloy
1250 CFM Lightweight Alloy Hard Core Grey
1250 CFM Lightweight Alloy Black/Shiny Alloy
1250 CFM Lightweight Alloy Red/Shiny Alloy

Part No.
H00-9375-3HB
H00-9375-3BK
H00-9375-3RD
H00-9377-3HB
H00-9377-3BK
H00-9377-3RD
H00-80532-3HB
H00-80532-3BK
H00-80532-3RD

**E85 4150 ULTRA HP ALUMINIUM CARBURETTOR**

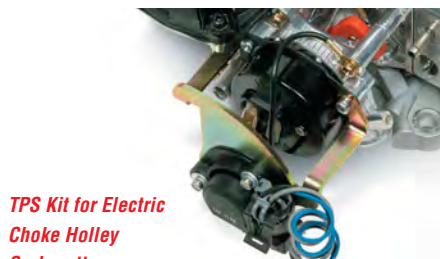
More and more racers are using E85 as a cheap alternative to race gas and now Holley has raised the bar on E85 race carbs! Our popular 4150 Ultra HPs are now available with components and calibrations making them ready for ethanol. They're available in 600, 650, 750, 850 and 950 CFM and all come in our exclusive Hard Core Gray hard-anodized finish – the perfect barrier to the corrosive properties of ethanol fuels. Requires 9.75-inch spread fuel line.

- 100% Holley – Made in the U.S.A.
- 97% aluminium construction
- 38% weight savings
- 20% more fuel bowl capacity
- 10 new base plate features
- 5 new main-body features
- 10 new fuel bowl features
- 6 new metering block features
- 1 new carburetor...Ultra HP

E85 Aluminium Ultra HP - Hard Core Gray

Description
600 CFM
650 CFM
750 CFM
850 CFM
950 CFM

Part No.
H00-80841HB
H00-80842HB
H00-80843HB
H00-80844HB
H00-80845HB

CARBURETTOR PARTS & ACCESSORIES**TPS Kit for Electric Choke Holley Carburetors**

If you're running an electric choke Holley carburetor and are having trouble figuring out how to get that electronic overdrive transmission to work, Holley has the perfect solution for you. These TPS kits from Holley are designed for use on an electric choke-equipped Holley carburetor and are perfect for use with an electronic overdrive transmission, such as a 4L60E or 4L80E. They can also be used for data acquisition. These TPS kits are also designed to supply the needed TPS signal to an electronic transmission while retaining a carburetor. They drive directly off of the primary throttle shaft for accurate voltage readings. These Holley TPS kits come complete with all the parts needed for a safe and easy installation.

TPS SWITCH SUIT AUTO CHOKE H0534-202

**TPS SENSOR KIT FOR CARBURETTORS**

Suits all standard flange Holley style 4 barrel carburetors. Comes complete with all the necessary hardware for installation. (TPS, Brackets, Bolts, and Fittings)

IM3930

**BILLET JET STORAGE PLATE**

Holds 22 pairs of jets for your Holley carb tuning needs.

Part No **Description**
AF98-2011 Holds 44 Holley jets (1/4-32 UNF)

ALLOY BANJO WITH BOLT

To suit Holley & Barry Grant Carburetors
Also suits Fitech EFI throttle bodies
9/16-24" banjo to -6AN

Part No **Colour**
AF167-06 **Blue**
AF167-06BLK **Black**
AF167-06S **Silver**

**GEN 3 ULTRA DOMINATOR**

The original Dominator took carburetion to another level in 1969 when it was developed for NASCAR racing. It has been refined over the years and is now receiving its biggest change ever. Introducing the ALL NEW Gen 3 Ultra Dominator! The Gen 3 features a brand new main-body, brand new state-of-the-art calibrations, high volume HP fuel bowls and sizes up to 1475 CFM!

The new patent pending GEN 3 main-body is 5/16" taller than the previous generation! This new height allowed for larger radius air entries which were optimized using Computational Fluid Dynamics (CFD) software to deliver smoother flow into new fully machined, big bore venturi.

- For 1 x 4 Carburetor Set-up (2-Circuit Metering)
- 1.690" venturi, 2.00" throttle bore, skirted booster
- All new calibrations optimized for today's larger engines and new fuels
- Fully machined from venturi throat to throttle bore for predictable & repeatable performance
- Designed for use on Drag race, Pro Street, or any high horsepower engines
- All aluminium construction saves 3.8lbs. over original models (28% weight savings)
- Hard Core Gray™ finish is the ultimate in corrosion resistance & hard core looks!
- Integrated idle bypass valve allows for adjustment of idle while maintaining correct throttle plate to transfer slot relationship
- Factory ready TPS mounting points for use with data acquisition systems (Holley TPS P/N 534-214 available)
- Fully adjustable stainless steel external linkage can be adjusted for 1:1 progressive, or soft progressive throttle activation. No linkage parts under the carburetor
- 12 hole billet booster inserts for superior atomization and crisp throttle response
- Knurled (hand adjustable) primary and secondary curb idle screws allow for easy idle adjustment without the use of tools
- Contoured hex head squirter screws for streamlined airflow
- Dual 50cc accelerator pumps
- New modified skirt boosters on 1350 & 1475 maintains strong fuel signal on large CFM carbs

2 CIRCUIT GEN 3 ULTRA DOMINATOR**(SINGLE CARB SET-UP)**

Description
950CFM GEN 3 Alloy Hard Core Gray
950CFM GEN 3 Alloy Red/Shiny Alloy
950CFM GEN 3 Alloy Black/Shiny Alloy
1050CFM GEN 3 Alloy Hard Core Gray
1050CFM GEN 3 Alloy Red/Shiny Alloy
1050CFM GEN 3 Alloy Black/Shiny Alloy
1150CFM GEN 3 Alloy Hard Core Gray
1150CFM GEN 3 Alloy Red/Shiny Alloy
1150CFM GEN 3 Alloy Black/Shiny Alloy

Part No.
H00-80901HB
H00-80901RD
H00-80901BK
H00-80902HB
H00-80902RD
H00-80902BK
H00-80905HB
H00-80905RD
H00-80905BK

HOLLEY / STROMBERG**INLET FITTINGS**

These handy adapters are designed to work with the factory holley and stromberg inlet fittings.

Part No	Description	Radius
AF714-24	1/2" -20 thread to 5/16" barb	Straight
AF714-26	1/2" -20 thread to 5/16" barb	90°
AF714-31	5/8" -20 thread to 3/8" barb	Straight
AF714-27	5/8" -20 thread to 3/8" barb	90°

Power Valve Blank Plug

Aeroflow's Power Valve Blank Plug and Teflon Washer will fit any Holley carburettor with 1/2"-28 threads. This power valve blank plug is the only way to properly block off the power valve circuit in Holley carburetors.

Colour	Blue	Black	Silver
Part No	AF699-00	AF699-00BLK	AF699-00S

ALLOY BANJO WITH BOLT

To suit Edelbrock Carburetors 5/8" banjo to 3/8" barb.

NOTE: 5/8" Banjo bolt included

Part No	Colour
AF164-06	Blue
AF164-06BLK	Black
AF164-06S	Silver

Air Bleed Tuning Kit

PROFORM air bleed tuning kits include 4 each of 11 air bleeds.

Each kit comes in a handy plastic storage container.

PR67245 Air Bleed Tuning Kit, High Speed System No.25 - 35

PR67246 Air Bleed Tuning Kit, Idle Air Bleed System No. 65 - 75

AEROFLOW**Vacuum Blank Off Plugs**

Aeroflow's vacuum cap assortment is made from high quality silicone for durability. Able to withstand high under bonnet/hood temperatures. The kit includes 4 pcs 1/8" (3.17mm), 4 pcs 3/16" (4.76mm), 4 pcs 1/4" (6.35mm), 2 pcs 5/16" (7.93mm) and 2 pcs 3/8" (9.52mm). Available in black and blue.

AF9091-016-01	Blue	16 piece plug kit
AF9291-016-01	Black	16 piece plug kit

MR. GASKET**CLEAR VIEW FUEL BOWL SIGHT PLUGS FOR HOLLEY CARBURETTORS**

These plugs let you see the fuel level in the float bowls without removing the Plugs. They make it much faster, easier and less hazardous to set the float levels.

2 per set **MG6057**

VACUUM CAP ASSORTMENT

Use to block off open engine vacuum fittings. Sixteen pieces of quality "Buna-N" rubber makes for a much more durable, long-lasting part as compared to neoprene or vinyl materials...especially when exposed to high under-hood temperatures. Kit includes 4 pcs-1/8", 4 pcs-3/16", 4 pcs-1/4", 2 pcs-5/16", 2 pcs-3/8".

Vacuum cap assortment **MG3704**

Holley**Holley Main Jet Tap**

Jet tap tools for cleaning up main jet threads in the metering block. Holley Main Jet Tap 1/4-32 UNF Thread **H026-1**

POWER VALVES

Opening Vacuum	Std Flow	High Flow
2.5"Hg	H0125-25	H0125-125
3.5"Hg	H0125-35	H0125-135
4.5"Hg	H0125-45	H0125-145
5.5"Hg	H0125-55	H0125-155
6.5"Hg	H0125-65	H0125-165
7.5"Hg	H0125-75	-
8.5"Hg	H0125-85	H0125-185
9.5"Hg	H0125-95	-
10.5"Hg	H0125-105	H0125-1005

POWER VALVE PLUG & GASKET

Racers sometimes will prefer to run without a power valve. In these cases a power valve plug must be used to block the power valve circuit. Jet sizes must be increased to compensate for loss of fuel enrichment provided by power valve. An increase of 6 to 8 jet sizes will, in most cases, be enough compensation. It is advisable to read the spark plugs and verify proper jetting. Power valve thread 1/2-28 Power Valve Plug & Gasket.....**H026-36**

Carburettor Discharge Nozzle**Screws High Flow**

Holley accelerator pump discharge nozzle screws are designed to hold your carburetor's accelerator pump discharge nozzles in place. These solid, steel screws feature a standard Phillips head stock-style design.

HOLLOW DISCHARGE NOZZLE SCREW H0121-7

POWER VALVE CHECK BALL KIT

Power valve "blowout" protection can now be added to pre '92 model 2300, 4150 and 4160 carburetors. Consisting of a spring, brass seat and check ball, this kit will effectively protect the power valve and is easy to install. Included is the proper drill bit size, with stop, to facilitate installation. Detailed instructions are included. Features: Spring, Brass Seat, Check Ball, Protects Power Valve, Easy To Install, Proper Drill Bit Size w/Stop, Detailed Instructions

POWER VALVE CHECK BALL KIT BACKFIRE PROTECTION H0125-500

NEEDLE & SEAT ASSEMBLIES**Viton Inlet Needles and Seats**

Seat Size	Type	Part No.
.097"	Adjustable	H06-506
.097"	Adjustable	H06-508
.110"	Adjustable	H06-504
.0785"	Non-Adjustable	H06-511
.110"	Non-Adjustable	H06-510
.097"	Off Road	H06-513
.120"	Adjustable	H06-515-2
.097"	Adjustable	H06-506-2 (PR)

Titanium Inlet Needle & Seat

Seat Size	Type	Part No.
.150"	Adjustable	H06-521

Steel Inlet Needles and Seats

Seat Size	Type	Part No.
.097"	Adjustable	H06-501-2
.110"	Adjustable	H06-500-2
.120"	Adjustable	H06-502-2
.130"	Adjustable	H06-515-2
.150"	Adjustable	H06-519-2

ACCELERATOR PUMP DISCHARGE NOZZLES

HOLE SIZE	TUBE TYPE	STRAIGHT TYPE
.018"	-	H0121-118
.021"	-	H0121-121
.025"	H0121-25	-
.028	H0121-28	H0121-128
.031	H0121-31	H0121-131
.032	-	H0121-132
.035	H0121-35	H0121-135
.037	H0121-37	H0121-137
.040	H0121-40	H0121-140
.042	H0121-42	-

EMULSION JETS

Replacement emulsion jets for infinite tunability of the metering systems on the Ultra HP Carburetors. Thread size 6-32, fits all Holley Ultra HP & Dominator HP Billet Metering Blocks. Sold as pairs.

HOLLEY EMULSION JETS	.000"	H0142-00
HOLLEY EMULSION JETS	.025"	H0142-25
HOLLEY EMULSION JETS	.031"	H0142-31
HOLLEY EMULSION JETS	.035"	H0142-35
HOLLEY EMULSION JETS	.040"	H0142-40
HOLLEY EMULSION JETS	.055"	H0142-55

MAIN JET EXTENSIONS

An improved jet extension design that actually screws into the metering block. The main metering jet then threads into the end of the extension. This moves the main jet out into the fuel bowl where it cannot be uncovered by fuel, causing a lean condition, during hard acceleration or braking. Requires the use of special "notched" float to achieve proper clearance and to operate properly.

Main Jet Extensions (2 pack)

H0122-5000

Notched Float for use with H0122-5000 H0116-11

Kit with 2 Extensions and Notched Float H0116-10

IDLE MIXTURE SCREWS

H026-110-10	Idle Mixture Screw
H026-101	Replacement Cork Gasket (10 pk) 2 per pack; includes cork gasket.

REPLACEMENT FUEL BOWLS

Primary Side Hung Vac/Sec 1850 **H0134-101**
Primary Side Hung Vac/Sec 1850 - Shiny **H0134-101S**
Secondary Side Hung Vac/Sec 1850 **H0134-105**
Secondary Side Hung Vac/Sec 1850 - Shiny **H0134-105S**
Primary Centre Hung 2300,4150,4160 **H0134-103**
Primary Centre Hung 2300,4150,4160 - Shiny **H0134-103S**
Secondary Centre Hung D/Pump 4150,4160 **H0134-104**
Primary & Secondary D/Pump Kit - Chrome **H034-501**
Secondary Centre Hung Vac/Sec 3310 **H0134-102**
Secondary Centre Hung Vac/Sec 3310 - Shiny **H0134-102S**
Primary Centre Hung Dominator **H0134-108**

FUEL BOWL KITS & PARTS

Bowl Screw Gaskets - paper 20 pack **H0108-2-20**
Brass Fuel Bowl Sight Plug & Gasket **H026-13**
Clear Fuel Bowl Sight Plug & O-ring **H026-113**
Fuel Bowl Vent Screen **H026-39**
Fuel Bowl Vent Baffle/Whistle 1-7/16" length **H026-89**
Needle & Seat Hardware Kit **H034-7**
XP & Dominator Fuel Bowl Drain Plugs (2) **H026-146**
Needle & Seat Hardware Kit - Black **H034-7BK**

ULTRA XP**ALUMINUM****FUEL BOWL KIT**

Ultra XP Aluminium Fuel Bowl Kit. Fits models 4150, 4160 & 4500. (Will require a .250" longer fuel line). Black anodized finish

- Bowls use standard/traditional floats, float hangers, screws, accelerator diaphragms, etc.
- Features "Clear Pyrex" sight windows on both sides of bowl
- Fuel "trough" designed in floor of bowl to route fuel directly to jets & assists to keep jets covered
- Internal baffling cast into bowl
- 20% more fuel capacity vs. traditional V-Bowls, eliminates fuel starvation & provides consistent air/fuel ratios
- Fuel shelf to greatly minimize fuel aeration & promote more consistent metering
- A threaded drain plug has been incorporated into the bowl
- Bowls offer contoured fuel entry for smooth fuel flow directly to needle & seat assembly
- Bowls can be plumbed from either side
- Material added to key areas (needle & seat, fuel inlets, sight window) for added strength in demanding race environments
- Fuel bowl has 1/4 -16 fuel inlet threads (uses -8 Viton O-ring type fittings) Will not accept standard steel fittings

Description	Part No.
Ultra XP Aluminium Hard Core Grey	
4150, 4160 & 4500	H0134-78HB
(Will require a .250" longer fuel line)	

Fuel Bowl Gaskets

Fuel Bowl Inlet Fitting Gasket 7/8" **H0108-8**
Fuel Bowl Screw Gasket **H0108-2-20**
All Holley fuel bowl screws, 20 per pack

Fuel Bowl Conversion Kit

Fits model 4150/4160 single pump carburetors. Converts a carburetor equipped with single inlet, side-hung style fuel bowls, with transfer tube, to dual inlet center-hung fuel bowls. Dual inlet bowls can be plumbed from either side. **H034-2**

Aluminium V-Bowls with Clear Sight Glass

Primary fuel bowl, center-hung float style with provisions for accelerator pump and fuel inlet **H0134-71S**
Secondary fuel bowl, center-hung float style with provisions for fuel inlet only. Used on vacuum secondary carbs **H0134-72S**
Secondary fuel bowl, center-hung float style with provisions for accelerator pump and fuel inlet **H0134-73S**

Fuel Bowl Kits with Sight Windows

Holley's fuel bowl sight plug window kits will enable you to eyeball the carburetor's fuel level without ever having to remove another sight plug. No muss, no fuss, no mess. Fuel bowls come polished. Dual inlet fuel bowl. Contains primary and secondary bowls (HP & HPDominator v-bowl) **H0 34-38**

QUICK CHANGE FUEL BOWLS

Holley quick change jet kits come complete, ready for installation. They include the quick change fuel bowls, gaskets, washers, seals, fuel bowl plugs and jet tool. Everything that you need for an easy conversion. "Quick Change". A new standard of convenience from Holley.

Features

- Allows jet changes without removing the fuel bowl
- For carburetors with center hung fuel bowls
- Complete kits including: Fuel Bowl, Gaskets, Plugs, Jet removal tool included with primary bowls
- Available in standard and chrome finishes
- Provides quick and easy jet changes
- Unique removal tool firmly holds jet

H034-24	Model 4500 DOMINATOR carburetors. Primary and secondary dual inlet fuel bowls
H034-25	Model 4150/4160 carburetors. Primary fuel bowl with single fuel inlet
H034-26	Model 4150 carburetors. Secondary fuel bowl with single fuel inlet and accelerator pump
H034-27	Model 4150 carburetors. Secondary fuel bowl with single inlet and no accelerator pump
H026-68	Replacement jet removal tool
H0108-77	Fuel bowl plug gasket (10)
H026-85	Fuel bowl plug (2)

FUEL BOWL SCREW KITS

Includes fuel bowl gasket and four fuel bowl screws. Primary Side for Models 4150, 4160, 4175 & 4500 **H026-124**
Secondary Side for Models 4160 & 4175 **H026-125**

FUEL BOWL HELI-COIL KIT

Used to repair stripped fuel bowl screw threads in carburetor main body.

Fuel Bowl Heli-Coil Kit	H026-2
Replacement Heli-Coil Inserts	H026-3

Gasket Assortments

These gasket assortments have been selected to cover popular Holley four barrels. Each package contains the quantities of gaskets shown.

Gasket Assortments	H0108-200
(2) 108-89-2, (2) 108-83-2	
Gasket Assortments	H0108-201
(1) 108-27, (1) 108-89, (1) 108-90, (1) 108-83	
Gasket Assortments	H0108-202
(1) 108-27, (1) 108-30, (1) 108-31, (1) 108-33	

SCE GASKETS FUEL**BOWL & METERING BLOCK GASKETS**

- Jetting changes just got quicker & easier
- Super-tough molded gaskets
- Won't tear or stick
- Eliminates scraping
- Completely reusable
- Precision fuel and air passages for better consistency.
- Non-stick thermoplastic material resistant to all motor fuels, racing fuels and additives common to racing.
- Will not shrink, so float bowl screws stay tight.
- Strong, tear-proof and reusable.

Description

4150 Molded Metering Gaskets (2 Piece)
 4150/4160 Molded Bowl Gaskets (2 Piece)
 4500 Molded Metering Gaskets (2 Piece)
 4500 Molded Bowl Gaskets (2 Piece)

Part No.

SCE-410
SCE-411
SCE-451
SCE-452

**GASKETS**

Secondary Plate Gaskets 4160
 Bowl/Plate gasket 4160
 Metering Block Gasket Standard
 Metering Block Gasket tube type
 Metering Block Gasket 3 circuit 4500
 Metering Block Gasket 3 circuit 4500 (Non Stick)
 Fuel Bowl Gaskets Standard Type
 Fuel Bowl Gaskets Standard Type (Non Stick)
 Fuel Bowl Gaskets 4165/4175 Type
 Fuel Bowl Gasket 4180 Type
 Needle & Seat Top Gasket (10 pack)
 Needle & Seat Top Gasket (each)
 Needle & Seat Bottom Gasket (10 pack)
 Needle & Seat Bottom Gasket (each)
 Dominator Base Gasket
 Square Bore Base Gasket 1/4" Thick w/Studs
 Spread Bore Base Gasket - 4 Hole
 2 Barrel Base Gasket
 Air Cleaner Gasket (3 pack)
 D Shape Tri-Power Air Cleaner Gasket (3 pack)
 Fuel Bowl Gaskets 2300, 4150, 4160,
 4500 2-Circuit (10-Pack Non Stick)

H0108-27-2
H0108-90-2
H0108-89-2
H0108-91-2
H0108-36-2
H0108-121
H0108-83-2
H0108-120
H0108-92-2
H0108-56-2
H0108-776
H01008-776-1
H01008-777
H01008-777-1
H0108-84-2
H0108-51
H0108-25
H0108-9
H0108-4
H0108-71
H01008-1911-1

CARBURETTOR INSTALLATION KIT

The kit contains all the hardware necessary for most installations of a new 4 barrel carburettor including: mounting studs (including an extra long one for securing throttle cable / kickdown cable brackets), washers, nuts, air cleaner stud, vacuum caps, 3 different throttle cable balls, bushing Adapter for large hole of throttle lever, air cleaner gasket and base gaskets for square and spread bore carbs.

Universal Carburettor Installation Kit H020-124**Throttle Body Gaskets**

Throttle Body Gasket H0108-61
 Models 4150/4160 carburetors, Bore size 1-7/16x1-7/16
Throttle Body Gasket H0108-3
 Models 4150/4160 carburetors, Bore size 1-9/16x1-9/16
Throttle Body Gasket H0108-5
 Models 4150/4160 carburetors, Bore size 1-11/16x1-11/16
Throttle Body Gasket H0108-7
 Models 4150/4160 carburetors, Bore size 1-3/4x1-3/4

**HOLLEY E85 FAST KIT**

Holley Fast Kits include only genuine Holley parts which are competitively priced. When your Holley is rebuilt using a genuine Holley Fast Kit, you're assured that original Holley quality is maintained.

- Fits Holley 4150 Ultra XP E85 carburetors
 - Genuine Holley quality parts
 - Step by step instructions included
 - Includes (1) 5.5 power valve, (2) accelerator pump diaphragms, (2) needle and seats, and all necessary gaskets
- Holley 4150 Ultra XP E85 H037-1549**
4150 Ultra XP Carburetors H037-1548

FAST KITS

Five Holley Fast Kits® cover the entire spectrum of Holley performance carburetors. Holley Fast Kits include only genuine Holley parts and are also competitively priced. When your Holley is rebuilt using a genuine Holley Fast Kit, you're assured that original Holley quality is being maintained. Detailed instructions are included.

2300 Models - 2 Barrel.

4160 Models 1848, 1850, 3310

4150 Models 4776 to 4781

4150 HP Series

4500 Series - Dominator

H037-1543

H037-1542

H037-1544

H037-1546

H037-1547

HOLLEY TRICK KIT

When your Holley performance carburettor is due for a performance rebuild, it's time to get the Holley Trick Kit. This Holley Trick Kit contains all the parts that you'll need to perform a complete carburettor rebuild on your Holley vacuum secondary or double pump carburettor. Plus it's got extra parts related to carburettor calibration that are required to accomplish a real performance tune. These include accelerator pump discharge nozzles, accelerator pump cams, vacuum secondary springs and extra gaskets. A carburettor exploded view and a detailed tuning guide is also included. The packaging serves as a handy parts tray. This Holley Trick Kit has it all.

Trick Kit, Suits all 4150, 4160 & 4500 Carburetors H037-933

RENEW KITS

Purchase a Holley Renew Kit next time a carburettor rebuild is due and you'll be assured of using only genuine Holley factory service parts. This really is the only sure way of knowing that your Holley carburettor will be brought back to original specifications and "like new" condition. The Renew Kit package includes new gaskets, O-rings, pump diaphragms, needle and seats, power valves, and a detailed instruction sheet to take you step-by-step through the rebuilding process. All the parts and information necessary for a professional rebuild are included. Leave the "guessing" to others. Be assured with Holley brand Renew Kits.

4160 Vac/Sec 1848, 1850, 80457

2300, 4150 2 & 4 Barrel incl. 7448, 9776

2300, 4150, 4160, 4165, 4175

4412, 500 2 Barrel

4150 HP, 4500 Dominator 80496, 80498

4360 Models, replaces 37-750

4010/4011 flip top Holleys

4150, 4160 models 4776 to 4781

4165 Spreadbore Models incl. 6210

4160 Models 3310, 80508

4160 Models 8007, 9013, 9015, 9834

4150 Street Avenger - 0-80670, 0-80770, 0-81670,

0-83670, 0-85670, 0-81770, 0-83770, 0-85770 H037-935

H037-119

H037-1536

H037-1537

H037-474

H037-1539

H037-1540

H037-1541

H037-485

H037-605

H037-754

H037-720

ROCHESTER**CARB REBUILD**

Rochester Carburettor Rebuild Kit,
 Suit 2gc, 2g 2 Jet Series
OFF212D

**Throttle Body & Shaft Assemblies**

For 650 Double Pumper Model 4777
H0112-17

Throttle Shaft Service Kits

With Ford A/T kickdown lever;
 R1850 carburetor
4500 DOMINATOR (includes primary & secondary shaft) H020-104

VENTURI BOOSTER KIT

Venturi Booster Kit Booster Pins
 10 Pack
H020-110-10

**FUEL BOWL FITTINGS**

Inverted Flare Fitting.

Tube 3/8, Thread 7/8-20 x 5/8-18

Inverted Flare Fitting

Tube 5/16, Thread 7/8-20 x 1/2-20

Standard Barb Fitting.

3/8" Barb, Thread 9/16-24

Standard Barb Fitting

5/16" Barb, Thread 9/16-24

Banjo Fitting (swivel)

Hose 5/16, Thread 9/16-24

Adaptor Fitting

9/16"-24 to 5/8" inv flare for 3/8" tube

Fuel Gauge Fitting

7/8"-20 to 1/4" NPT Adapter

H026-26

H026-27

H026-29

H026-24

H026-25

H026-43

H026-30

THROTTLE LEVERS & CONTROL STUDS

GM Cruise Control stud
 Transmission Kick Down Stud.
 Throttle Ball Assortment

H020-36

H020-40

H020-2

FLOATS

Side Hung Float (Nitrophyl)
 Side Hung Float (Brass)
 Centre Hung Float (Brass)
 Centre Hung Float (Nitrophyl)
 Notched float with 2 jet extensions
 Notched float with NO extensions

H0116-1
H0116-4
H0116-2
H0116-3
H0116-10
H0116-11

**Float Hanger Hardware Kit**

Includes fuel bowl hardware for float installation **H020-105**

ACCELERATOR PUMP CONVERSION KIT - 50cc

Instantaneous throttle response for 2300, 4150 and 4160.

Pull strongly throughout the RPM band. A must for tunnel ram setups. This kit is for those who demand ultimate performance from their Holley carburettor. The 50cc accelerator pump will substantially increase fuel capacity over the standard 30cc pump system. Eliminates flat spots off idle or at any other RPM range. This kit includes everything required for easy installation including new pump housing arm, diaphragm, spring and longer pump housing screws. May also require use of the hollow nozzle screw (PN 26-12)

Accelerator Pump Conv. Kit 50cc H020-11

**ACCELERATOR PUMP CAM ASSORTMENT**

Another great tuning kit from Holley.

This one will allow you to tailor accelerator pump performance requirements to the engine's actual requirements. Each cam has a different shape or profile to give different results. Cam 'lift' directly affects the accelerator pump stroke and therefore pump capacity. Ramp profile or shape controls the 'timing' of the shot. A steeply rising shape will give a fast, heavy fuel shot right off idle. Conversely a gently sloping ramp will spread the pump action over a longer period of time.

Accelerator Pump Cam Asst Kit H020-12

**ACCELERATOR PUMP DIAPHRAGMS**

30cc(Rubber) **H0135-5**
 30cc (GFLT) w/o screws **H0135-10**
 50cc (Rubber) **H0135-7**
 50cc (GFLT) **H0135-9**
 Check Valve (umbrella) **H026-41**
 *GFLT Diaphragms are compatible for use with all alcohol based fuels

**FUEL TRANSFER TUBES**

Carburettor models 4150 and 4175
 Carburettor model 4160
 Carb models 4165
 Accelerator Pump Transfer Tube

H026-114
H026-115
H026-116
H026-23

FUEL TRANSFER TUBE SEALS

Works on old-style transfer tubes 2/pkg
 Viton seal for new-style transfer tube

H026-37
H0108-97

SMALL PARTS KIT

This kit consists of a selection of commonly used O-rings, E-rings, C-rings, check balls, washers, cotter pins and rod retainers.

Carburettor Small Parts Assortment H034-10

**VACUUM SECONDARY SPRING KIT**

Consists of seven springs, allow adjustment of secondaries
Holley Spring kit Second Diaphragm H020-13

VACUUM SECONDARY DIAPHRAGMS

Vac Secondary 1848 H0135-2
Vac Secondary 1850, 3310 H0135-4

ACCELERATOR PUMP TUNING KIT

Tuning kit is has a selection of accelerator pump hardware components including pump diaphragms, pump nozzles, pump cams and related parts. Contained in a convenient plastic parts case, this kit has all that is required to properly tune and calibrate the accelerator pump circuit(s) for your street, drag or circle track car or tow vehicle. A handy parts guide is affixed to the inside case to assist in reordering components when necessary.

Accelerator Pump Tuning Kit H036-184

Kit includes: 2 each of Twelve pump discharge nozzle sizes ranging from .025 to .052. • 2 each of ten accelerator pump cam profiles (colours). • 5x 50cc GFLT pump diaphragm. • 5 x 30cc GFLT pump diaphragm. • Miscellaneous screws, gaskets, check valves and weights.



TUNING/CALIBRATION KIT - DOUBLE PUMP CARBS

Tuning kit contains a selection of main jets, pump nozzles and power valves, in popular sizes, contained in handy and durable, compartmentalised plastic case. Ideal for track side tuning, kit provides quick and easy carburettor tuning with correct parts. In addition, the parts case allows you to keep parts organised and readily at hand. Parts guide is affixed to the inside case cover. Numbers reference on guide assist in reordering components. Gaskets included to facilitate carburettor reassembly.

Tuning/Calibration Kit

H036-182

Kit includes:

4x Eight metering jet sizes ranging from #70 to #84

2x #35 Pump nozzle, 2x #37 Pump nozzle

1x #35 Power valve, 1x #45 Power valve

1x #50 Power nozzle, 12x Metering Pump Gaskets

12x Fuel Bowl Gaskets, Miscellaneous pump nozzle, power valve and fuel bowl screw gaskets

JET ASSORTMENT KIT

The Holley jet assortment kit is the professional way to track tune your Holley carburettor for top performance. This kit consists of 2 each of thirty six different jet sizes ranging from #64 to #99. The jets are contained in a plastic case that is designed to keep them separated and make them easily accessible. Jet sizes selected will give the broadest range of adjustment and tuning for most performance carburettor applications.

Holley assorted Jet Kit

H036-181

ALCOHOL JET KIT

This Holley jet assortment kit consists of 4 each of 24 new alcohol jet sizes that range from .132" to .200". These jets will not fit the standard Holley metering block; they are designed to fit only the Holley list R-80498, 950CFM Pro-Series HP alcohol carburettor. The assortment comes packaged in a durable plastic carrying case.

Pro Series Holley Jet Kit

H036-201

AIR BLEED KIT

This air bleed kit is a must when track-tuning a 4500 Dominator HP carburettor for maximum performance. The kit includes four of each air bleed size from 23 to 78. All bleeds are #10-32 UNF thread. Air bleeds are contained in a plastic case that is designed to keep them separated and make them easily accessible.

Air Bleed Assortment Kit

H036-240

EMULSION BLEED KIT

This kit contains a selection of emulsion bleeds that can be used for tuning the Ultra Series carburettors. Contains ten each of the following sizes: Blank, 0.020", 0.031", 0.040", 0.046", 0.052".

Emulsion Bleed Assortment Kit

H036-322

METERING BLOCK CONVERSION KITS

Model 4160 to 4150 Conversion Kits

H034-6

0-1850 or most any model 4160 with side hung fuel bowls.

Model 4160 to 4150 Conversion Kits

H034-13

0-3310 or most any model 4160 with centre hung fuel bowls.

CHOKE CONVERSION KITS

These kits can be used to convert

Holley carburettors which originally came equipped either with a hot air or hand operated choke to full automatic/electric operation.

Electric Choke

Conversion Kit H045-223

Carburettors designed with an internal vacuum source such as 0-1850, 03310, 0-6425, 0-7448.

Electric Choke

Conversion Kit H045-224

Carburettors designed with an external vacuum source such as 0-4412, 0-4776, 4777, 0-4779, 0-4780, 0-4781, 0-6299, 0-6708, 0-6709.

Manual Choke Conversion Kit.

H045-225

All of the parts required for a fast, easy changeover to hand choke operation. For all carburettor models 2300, 4150 and 4160 with choke hardware mounting bosses on side of main body

Replacement Electric Choke Caps

H045-258

Carburetor models 2300, 4150, 4160, 4010 and 4011. Also for Holley choke conversion kits P/Ns 45-223, 45-224, 45-226, 45-449, 45-450 and 45-459

Secondary Adjusting Lever Kit

H026-137

Allows quick and easy adjustment of secondary throttle blade idle setting of Holley 4150 series mechanical secondary carburettors without having to remove the carburettor from the intake manifold

Pro Series Secondary Linkage

H020-122

Universal kit provides a bulletproof method of adjusting secondaries on all Double Pumpers, HPs and Ultra HP carbs. Allows user to pick between 1:1 or progressive secondary linkage. Provides infinite adjustment of secondary throttle blades.

Dominator Secondary Linkages

Dominator Secondary Linkage - 1:1 Ratio

H020-5

Dominator Secondary Linkage - Progressive

H020-6

Dominator Secondary Linkage - Soft Progressive

H020-20

Secondary Connecting Rods

Model 4150 Mechanical Secondary Connecting Rod

H020-54

Model 4150 Vacuum Secondary Connecting Rod

H020-65

Quick Change Diaphragm Cover

H020-59

Allows You To Change The Secondary Diaphragm Spring Without Disturbing The Diaphragm.



Max Jet Precision Carb Jets

Other jets are mass-produced with a wide tolerance, then plated. Many of these jets use the same orifice size with the only difference being different angle tapers that supposedly change the flow rate characteristics. Other jets also use a "slot" that requires a special, expensive tool to install. Ultimately, these slots become damaged and that damage creates a turbulence that severely affects the fuel flow as much as 50 percent. MaxJet is available from 0.050" to 0.140", in 0.001" increments and is compatible with all known racing fuels. MaxJet is easily crossed over from Holley jets; simply find the Holley size you're currently using and follow over to the MaxJet column

Diameter	Holley Size	Part No.
0.050-inch	Holley 52	MJ50-2
0.051-inch	Holley 53	MJ51-2
0.052-inch	Holley 54	MJ52-2
0.053-inch	Holley 55	MJ53-2
0.054-inch	Holley 56	MJ54-2
0.055-inch	Holley 57	MJ55-2
0.056-inch	Holley 58	MJ56-2
0.057-inch	Holley 59	MJ57-2
0.058-inch	Holley 60	MJ58-2
0.059-inch	Holley 61	MJ59-2
0.060-inch	Holley 62	MJ60-2
0.061-inch	Holley 63	MJ61-2
0.062-inch	Holley 64	MJ62-2
0.063-inch	Holley 65	MJ63-2
0.064-inch	Holley 66	MJ64-2
0.065-inch	Holley 67	MJ65-2
0.066-inch	Holley 68	MJ66-2
0.067-inch	Holley 69	MJ67-2
0.068-inch	N/A 69.25	MJ68-2
0.069-inch	N/A 69.50	MJ69-2
0.070-inch	N/A 69.75	MJ70-2
0.071-inch	Holley 70	MJ71-2
0.072-inch	N/A 70.25	MJ72-2
0.073-inch	N/A 70.50	MJ73-2
0.074-inch	N/A 70.75	MJ74-2
0.075-inch	Holley 71	MJ75-2
0.076-inch	Holley 72	MJ76-2
0.077-inch	Holley 73	MJ77-2
0.078-inch	Holley 74	MJ78-2
0.079-inch	Holley 75	MJ79-2
0.080-inch	Holley 76	MJ80-2
0.081-inch	N/A 76.25	MJ81-2
0.082-inch	N/A 76.50	MJ82-2
0.083-inch	Holley 77	MJ83-2
0.084-inch	Holley 78	MJ84-2
0.085-inch	N/A 78.50	MJ85-2
0.086-inch	Holley 79	MJ86-2
0.087-inch	Holley 80	MJ87-2
0.088-inch	N/A 80.50	MJ88-2
0.089-inch	Holley 81	MJ89-2
0.090-inch	Holley 82	MJ90-2
0.091-inch	N/A 82.25	MJ91-2
0.092-inch	N/A 82.50	MJ92-2
0.093-inch	Holley 83	MJ93-2
0.094-inch	Holley 84	MJ94-2
0.095-inch	Holley 85	MJ95-2
0.096-inch	Holley 86	MJ96-2
0.097-inch	N/A 86.50	MJ97-2
0.098-inch	Holley 87	MJ98-2
0.099-inch	N/A 87.50	MJ99-2
0.100-inch	Holley 88	MJ100-2
0.101-inch	Holley 89	MJ101-2
0.102-inch	Holley 90	MJ102-2
0.103-inch	N/A 90.50	MJ103-2
0.104-inch	Holley 91	MJ104-2
0.105-inch	N/A 91.50	MJ105-2
0.106-inch	Holley 92	MJ106-2
0.107-inch	N/A 92.50	MJ107-2
0.108-inch	Holley 93	MJ108-2
0.109-inch	N/A 93.25	MJ109-2
0.110-inch	N/A 93.50	MJ110-2
0.111-inch	Holley 94	MJ111-2
0.112-inch	Holley 95	MJ112-2
0.113-inch	Holley 96	MJ113-2
0.114-inch	N/A 96.25	MJ114-2
0.115-inch	N/A 96.50	MJ115-2
0.116-inch	Holley 97	MJ116-2
0.117-inch	Holley 98	MJ117-2
0.118-inch	Holley 99	MJ118-2
0.119-inch	N/A 99.50	MJ119-2
0.120-inch	Holley 100	MJ120-2
0.121-inch	Alcohol	MJ121-2
0.122-inch	Alcohol	MJ122-2
0.123-inch	Alcohol	MJ123-2
0.124-inch	Alcohol	MJ124-2
0.125-inch	Alcohol	MJ125-2
0.126-inch	Alcohol	MJ126-2
0.127-inch	Alcohol	MJ127-2
0.128-inch	Alcohol	MJ128-2
0.129-inch	Alcohol	MJ129-2
0.130-inch	Alcohol	MJ130-2
0.131-inch	Alcohol	MJ131-2
0.132-inch	Alcohol	MJ132-2
0.133-inch	Alcohol	MJ133-2
0.134-inch	Alcohol	MJ134-2
0.135-inch	Alcohol	MJ135-2
0.136-inch	Alcohol	MJ136-2
0.137-inch	Alcohol	MJ137-2
0.138-inch	Alcohol	MJ138-2
0.139-inch	Alcohol	MJ139-2
0.140-inch	Alcohol	MJ140-2

HOLLEY STANDARD MAIN JETS

Holley main jets are threaded for ease

of installation and replacement.

All sizes are for reference use only.

Actual control of sizes is by flow check. In all instances, a higher stamped number indicates a greater average flow rate. Do not drill or damage the jet metering orifice. Change jet for your exact requirements.

HOLLEY MAIN JET DRILL SIZE .040	H0122-40
HOLLEY MAIN JET DRILL SIZE .041	H0122-41
HOLLEY MAIN JET DRILL SIZE .042	H0122-42
HOLLEY MAIN JET DRILL SIZE .043	H0122-43
HOLLEY MAIN JET DRILL SIZE .044	H0122-44
HOLLEY MAIN JET DRILL SIZE .045	H0122-45
HOLLEY MAIN JET DRILL SIZE .046	H0122-465
HOLLEY MAIN JET DRILL SIZE .047	H0122-47
HOLLEY MAIN JET DRILL SIZE .048	H0122-48
HOLLEY MAIN JET DRILL SIZE .048	H0122-49
HOLLEY MAIN JET DRILL SIZE .049	H0122-50
HOLLEY MAIN JET DRILL SIZE .050	H0122-51
HOLLEY MAIN JET DRILL SIZE .052	H0122-52
HOLLEY MAIN JET DRILL SIZE .052	H0122-53
HOLLEY MAIN JET DRILL SIZE .053	H0122-54
HOLLEY MAIN JET DRILL SIZE .054	H0122-55
HOLLEY MAIN JET DRILL SIZE .055	H0122-56
HOLLEY MAIN JET DRILL SIZE .056	H0122-57
HOLLEY MAIN JET DRILL SIZE .057	H0122-58
HOLLEY MAIN JET DRILL SIZE .058	H0122-59
HOLLEY MAIN JET DRILL SIZE .059	H0122-60
HOLLEY MAIN JET DRILL SIZE .060	H0122-61
HOLLEY MAIN JET DRILL SIZE .061	H0122-62
HOLLEY MAIN JET DRILL SIZE .062	H0122-63
HOLLEY MAIN JET DRILL SIZE .064	H0122-64
HOLLEY MAIN JET DRILL SIZE .065	H0122-65
HOLLEY MAIN JET DRILL SIZE .066	H0122-66
HOLLEY MAIN JET DRILL SIZE .068	H0122-67
HOLLEY MAIN JET DRILL SIZE .069	H0122-68
HOLLEY MAIN JET DRILL SIZE .070	H0122-69
HOLLEY MAIN JET DRILL SIZE .073	H0122-70
HOLLEY MAIN JET DRILL SIZE .076	H0122-71
HOLLEY MAIN JET DRILL SIZE .079	H0122-72
HOLLEY MAIN JET DRILL SIZE .079	H0122-73
HOLLEY MAIN JET DRILL SIZE .081	H0122-74
HOLLEY MAIN JET DRILL SIZE .082	H0122-75
HOLLEY MAIN JET DRILL SIZE .084	H0122-76
HOLLEY MAIN JET DRILL SIZE .086	H0122-77
HOLLEY MAIN JET DRILL SIZE .089	H0122-78
HOLLEY MAIN JET DRILL SIZE .091	H0122-79
HOLLEY MAIN JET DRILL SIZE .093	H0122-80
HOLLEY MAIN JET DRILL SIZE .093	H0122-81
HOLLEY MAIN JET DRILL SIZE .093	H0122-82
HOLLEY MAIN JET DRILL SIZE .094	H0122-83
HOLLEY MAIN JET DRILL SIZE .099	H0122-84
HOLLEY MAIN JET DRILL SIZE .100	H0122-85
HOLLEY MAIN JET DRILL SIZE .101	H0122-86
HOLLEY MAIN JET DRILL SIZE .103	H0122-87
HOLLEY MAIN JET DRILL SIZE .104	H0122-88
HOLLEY MAIN JET DRILL SIZE .104	H0122-89
HOLLEY MAIN JET DRILL SIZE .104	H0122-90
HOLLEY MAIN JET DRILL SIZE .105	H0122-91
HOLLEY MAIN JET DRILL SIZE .105	H0122-92
HOLLEY MAIN JET DRILL SIZE .105	H0122-93
HOLLEY MAIN JET DRILL SIZE .108	H0122-94
HOLLEY MAIN JET DRILL SIZE .118	H0122-95
HOLLEY MAIN JET DRILL SIZE .118	H0122-96
HOLLEY MAIN JET DRILL SIZE .125	H0122-97
HOLLEY MAIN JET DRILL SIZE .125	H0122-98
HOLLEY MAIN JET DRILL SIZE .125	H0122-99
HOLLEY MAIN JET DRILL SIZE .128	H0122-100

ALCOHOL JETS

HOLLEY MAIN JET DRILL SIZE .126	H0122-101
HOLLEY MAIN JET DRILL SIZE .128	H0122-102
HOLLEY MAIN JET DRILL SIZE .130	H0122-103
HOLLEY MAIN JET DRILL SIZE .134	H0122-104
HOLLEY MAIN JET DRILL SIZE .137	H0122-105
HOLLEY MAIN JET DRILL SIZE .141	H0122-106
HOLLEY MAIN JET DRILL SIZE .145	H0122-107
HOLLEY MAIN JET DRILL SIZE .147	H0122-108
HOLLEY MAIN JET DRILL SIZE .150	H0122-109
HOLLEY MAIN JET DRILL SIZE .156	H0122-110



COMP Cams MaxJet

Gasoline Jet Kits

How many times have you heard

a racer say, "I made two

jet changes,

but the engine

still didn't run

properly"? The

reason for this

relates directly to the jets being used. Typically, jets are installed with flat blade screwdrivers, and the slots are damaged to some degree during installation, altering fuel delivery by up to 50 percent. This problem can be solved with COMP Cams MaxJet gasoline jet kits. These jets are available from 0.050 in. to 0.130 in. increments and are compatible with all known racing fuels. They are easily crossed over from Holley jets, are produced with a 5/16 in. hex-stock brass, and are installed using a 5/16 in. nut driver, eliminating the fuel delivery damage caused by slot-type jets. They are virtually indestructible and provide smooth and precise fuel delivery

COMP CAMS MAXJET KIT .083"-.093" MJ8393

COMP CAMS MAXJET KIT .094"-.104" MJ94104





COMP Cams MaxJet Jet Extensions

COMP Cams MaxJet Jet Extensions are designed to work with MaxJet and Holley jets. These MaxJet extensions are longer than conventional screw-in jet extensions and hold more fuel and prevent cavitation during hard-launch conditions on the drag strip. Screw-in jet extensions require a notched float for proper operation.

MJEXT-2



Performer and Thunder Series Metering Jets

These metering jets are designed for use with Edelbrock Performer and Thunder Series carburetors only. Do not use with other brands. Sold in pairs.

.077.....	ED1420	.100.....	ED1428
.080.....	ED1421	.101.....	ED1429
.083.....	ED1422	.104.....	ED1430
.086.....	ED1423	.107.....	ED1431
.089.....	ED1424	.110.....	ED1432
.092.....	ED1425	.113.....	ED1433
.095.....	ED1426	.116.....	ED1434
.098.....	ED1427	.119.....	ED1435

Performer and Thunder Series Metering Rods

These metering rods are designed for use with Edelbrock Performer and Thunder Series carburetors only. Do not use with other brands. Sold in pairs.

Cruise/Power

.058 x .052.....	ED1438
.060 x .057.....	ED1440
.063 x .037.....	ED1442
.063 x .047.....	ED1443
.065 x .037.....	ED1444
.065 x .047.....	ED1445
.067 x .049.....	ED1462
.067 x .055.....	ED1463
.068 x .047.....	ED1447
.070 x .037.....	ED1449
.070 x .042.....	ED1450

Fuel Line & Filter Kits

Single-feed Fuel Line & Filter Kits For All Edelbrock Square-Bore Carbs

These Fuel Line & Filter Kits fit Thunder Series or Performer Series carbs. They include a chromed hard steel line and Russell fuel filter.

Match with Pre-Fitted Stainless Fuel Pump to Filter Lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with 3/8" NPT outlet, see Fuel Pumps. The Chromed Steel Fuel Line is sold individually for universal applications.

Single-Feed Fuel Line with polished aluminium filter	ED8131
Single-Feed Fuel Line with blue anodized aluminium filter	ED8134

Dual-feed fuel line & filter kits

for all edelbrock thunder series AVS carbs

Designed especially for the Edelbrock Thunder Series AVS carburetors, these dual feed lines include chromed steel components and a stainless steel braided line for high quality looks and performance. Match with pre-fitted stainless fuel pump to filter lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with a 3/8" NPT outlet.

Dual-Feed Fuel Line with blue anodized filter	ED8133
dual-feed line with polished alloy filter	ED8128
dual-feed fuel filter with no fuel filter and 3/8" barbed inlet	ED8132

Chrysler & Ford Throttle Lever Adapters

Throttle Lever Adapter ED1481 fits 1966 and later Chryslers. ED1483 is for Ford automatic transmission equipped vehicles with cable operated throttle (except A.O.D.). Both accept cruise control. Use with appropriate throttle cable plate when necessary.

Chrysler Throttle Lever Adapter (1966 and later)	ED1481
Ford Throttle Lever Adapter (1968 and later)	ED1483

Stainless Steel Braided Lines

For Use With Edelbrock Single- and Dual-Feed Fuel Line Kits. These high-quality stainless steel braided lines make it simple to complete your installation of any Edelbrock fuel pump to fuel filter. Includes Russell -6 AN anodized aluminium fittings.

For Small-Block Chevs ED8123

Uni-Syn Carburetor Balancing Instrument

Uni-Syn is a precision instrument which provides a visual method of balancing multiple carburetor setups with a high degree of accuracy. Instructions included.

Uni-Syn "A"	
(1-bbl. and 2-bbl. with round top; i.e. British S.U. carbs)	ED4025
Uni-Syn "MC" (motorcycle)	ED4027

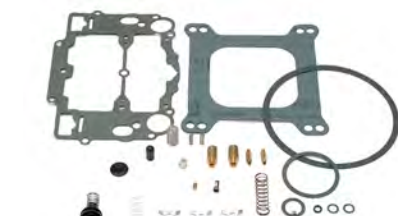
Carburettor Calibration Kits

The most economical way to fine tune your Performer or Thunder series for optimum performance. All calibration kits include an assortment of metering rods and jets, one pair of metering rod retaining springs and a complete assortment of step-up springs.

Carb Part#	Calibration Kit
ED1403	ED1486
ED1404	ED1486
ED1405	ED1479
ED1406	ED1487
ED1407	ED1480
ED1410	ED1480
ED1409	ED1488
ED1411	ED1489



Carb Part#	Calibration Kit
ED1412	ED1480
ED1413	ED1480
ED1805	ED1840
ED1806	ED1840
ED1812	ED1841
ED1813	ED1842
ED1825	ED1842
ED1826	ED1842



Parts and Tuning Accessories for Performer and Thunder Series

Carb No's

(includes airhorn and carb-to-manifold gasket)
Carburetor Rebuild Kit (includes parts & gaskets to rebuild Edelbrock square-bore carbs)
Airhorn Gasket (5 gaskets)
Replacement Needles and Seats .0935" (pair)
Off-Road Needles and Seats .0935" (pair)
High Flow Needles and Seats .110" (pair)
Float Kit (includes 2 floats, 2 pins and a float setting gauge)
Accelerator Pump 500-650 cfm
Accelerator Pump 750 cfm
Accelerator Pump 800 cfm
Accelerator Pump Nozzles (.024, .033 & .043 nozzles and gaskets)
Step-Up Spring Assortment (5 pair)
Electric Choke Kit
Choke Cap Kit

Gasket Kit

ED1472

ED1477

ED1499

ED1498

ED1465

ED1466

ED1469

ED1470

ED1467

ED1468

ED1475

ED1464

ED1478

ED1474



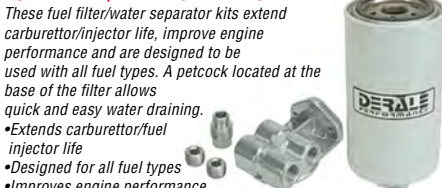
POWER STEERING & FUEL COOLER

•Extends pump and seal life
•1/2" copper tubing expanded into aluminium cooling fins
•6AN male fittings
•Extruded plastic cooling fin guards
•Black powdercoat finish
•Recommended for transmission, fuel, and power steering
•Cooler style: Tube & Fin
•Construction: Copper tube and aluminium fin

Part No	Width	Height	Depth
DP13309	8 1/8"	5"	3/4"
DP13310	8 1/8"	2 3/4"	1 7/8"

FUEL FILTER/WATER SEPARATOR

These fuel filter/water separator kits extend carburettor/injector life, improve engine performance and are designed to be used with all fuel types. A petcock located at the base of the filter allows quick and easy water draining.
•Extends carburettor/fuel injector life
•Designed for all fuel types
•Improves engine performance
•Petcock allows for convenient draining of water



SINGLE MOUNT - SIDE PORTS

Part No	Thread Size	Filter Landing	Inlet/Outlet Port
DP13070	1"-14	2 1/2", 2 3/4"	1/2" NPT

REPLACEMENT FILTER

Part No.	FILTER DIMENSION
DP13075	3 1/2" OD X 7 5/8"



Clear-View Sight Plugs

for Holley Carbs

Clear Sight Plugs are like having a "window" to your float bowl • Allows you to check float bowl level without removing the plug and spilling fuel
• 2 per package, Includes O-rings

Clear-View Sight Plugs for Holley Carbs M065226



Throttle Return Springs

Package of two stainless steel springs M064929

Nylon Float Bowl Washer Kit

The ultimate cure for the problem of soft, wet, deteriorating fibre, Holley float bowl washers. Our nearly indestructible nylon replacement washers are unaffected by fuel, and won't leak or break down under normal usage. Ten per package

Description
Float Bowl Washer Kit, For Holley Carbs

Part No.
M065225



Jet Extension Kit

• Eliminates fuel starvation during hard acceleration or cornering
• Each kit contains three sets of extensions: 1/2", 3/4" & 1" long which can be cut to any custom application

Carburettor Jet Extension Kit M065227



Alcohol Jet Extensions

• Brass Jet Extensions screw into the metering block and they won't fall out!
• CNC machined for precise fit and maximum fuel flow
• Must be used in conjunction with notched floats
• Two per package
• Suits large diameter alcohol jets

Jet Extensions, 5/16"-32. Holley Alcohol Jets M065441



CARBURETTOR ADAPTERS



Carb Adapter Kits

Increase your car's overall performance by updating the carburation to the latest hi-performance carburetors without purchasing costly intake manifolds. These carburettor adapter kits install quickly and easily. Gaskets, studs, nuts and washers are included. Adapters are made of diecast aluminium. Adapts Holley 4500 4-bbl. carb. to large base Holley and AFB 4-bbl. manifolds 1930 Any 4-bbl. carb. to any 4-bbl. manifold except Holley 4500 and OEM manifolds with exposed exhaust crossover tube 1932. Adapts Holley 4500 4-bbl carb. to large base Holley and AFB 4-bbl manifolds MG1930



5R10-555 Holley 2 Barrel to Squarebore Manifold adapter



Squarebore To Dominator Adaptor

Wilson Manifolds carburettor adaptor maximizes horsepower in applications where the carburettor and intake manifold were not originally designed to be used together. The internal shape of the adaptor allows improved overall air flow and distribution.

4500 Carb to 4150 Manifold Adaptor 1.50" tall W1027030



Dominator To Squarebore Adaptor Plate

This 2.00" tall cast aluminium adaptor plate adapts Dominator carburetors to squarebore manifolds. The 2.00" height provides a smooth transition into the manifold.

Dominator to Squarebore Adaptor Plate ED8716

CARBURETTOR ADAPTERS

• Adapts Square Bore Carb to Spread Bore Manifold
• Supplied with Studs, Nuts & Gaskets
• Open or Tapered 4-Hole Design

Open Carb Adapter RPCR2066

Holley square bore gasket open centre RPCR2069



CARBURETTOR ADAPTERS

M065000 - Carburettor Adapter, 2" Cast Aluminium, adapts Holley® 4500 Dominator carburettor to Holley 4150/4160 intake manifold bolt pattern



CARBURETTOR SPACERS



ALUMINIUM CARB SPACERS

Aluminium spacers for squarebore carburetors. Includes gaskets and studs.

1" Open Spacer with 3/8" Vacuum Tube
2" Open Spacer

RPCR2103
RPCR2081

Aluminium Carb Spacer Kits

Increase your power and performance with a one or two-inch carburetor spacer from Mr. Gasket. Designed to fit the standard Holley/Carter bolt pattern. These precision die cast aluminum spacer kits are complete with studs, washers, nuts, and gaskets. The one inch open centre spacer 6005 features a 1/4" diameter knock out hole if an additional vacuum port is required.

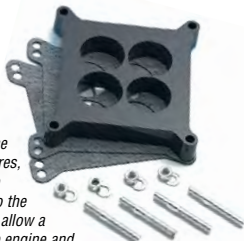
1" open centre MG6005
1" ported MG6006
2" open centre MG6007
2" ported MG6008



Thermal Insulating Carb Spacer Kits

Manufactured from advanced phenolic thermoset plastic and engineered to withstand extreme high intake manifold temperatures, these spacers were designed to insulate and reduce heat flow to the carburetor keeping it cooler to allow a denser fuel mixture to enter the engine and produce more horsepower. Available to fit the standard Holley/Carter and Quadrajet four barrel bolt pattern in your choice of either an open centre or four hole straight bore design, these spacers measure 1" thick and are packaged complete with gaskets, studs, nuts and washers.

Four-Hole bore manifold design MG3404
Open Centre manifold design MG3405
Quadrajet four-hole design MG3406



Trackside Carb Spacer Kits

Easily optimize your flow rates with the new PROFORM modular 1" carb spacer kit. Each kit comes with one frame and 3 popular inserts: open, 4-hole, and tapered 4-hole. Various engine combinations have various fuel and air distribution requirements for maximum performance. Lightweight heat-resistant phenolic.

Proform 3 in 1 Carb Spacer Kit

PR67160C



Carburetor Spacers Wood Design

- Unique 1/2" spacers are precision machined and can be stacked without gaskets.
- Thin layers of laminated hardwood, bonded with resin form a natural heat sink.
- A sheet of phenolic resin-impregnated paper is bonded to both sides.
- Can be easily modified to your particular manifold for optimum performance.

1/2" Open Spacer for Square Bore Carburetors MG65015
1/2" Open Spacer for Dominator and King Demon Carburetors MG65016
1/2" 4 Hole Spacer for Dominator and King Demon Carburetors MG65017
1/2" Open Spacer for Spreadbore Carburetors MG65018



CARBURETTOR SPACER, INSULATING PLASTIC AND PHENOLIC

- Advanced plastic and phenolic compounds are specially formulated to reduce heat conductivity 10 times greater than aluminium
- Reducing fuel temperature inside the carburetor results in a denser, more powerful fuel charge to the manifold
- Insulating phenolic spacers come pre-drilled for alignment pins and Nos. 64930 and 64940 include all mounting hardware
- Gaskets not included

MO64930 - 4150 Carb 1" Spacer 4 Holes, 1.75" Bore Plastic Phenolic
MO64943 - 4150 Carb 1/2" Spacer 4 Holes, 1.75" Bore Plastic Phenolic

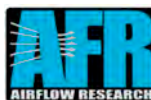
Carburetor Wedge Plate

- To keep carburetor float-bowls "level" during acceleration, some amount of mounted carburetor angle is necessary
- Moroso's wedge plate tilts the carburetor forward 5° to provide the optimum angle during quick acceleration and front-end lift

Wedge Plate for 4150 Style Carburetors



MO65030



AFR lightweight Phenolic carburetor spacers

AFR lightweight Phenolic carburetor spacers for 4150 style carburetors are available in an 1" thick open or tapered four hole version. Both versions will act as a heat barrier between the manifold and carburetor to keep the fuel in the float bowls cooler, as well as the actual carburetors body itself. This results in a cooler, denser air/fuel induction charge for increased HP. Our tapered four hole spacer will typically increase HP and show notable improvements in torque as well. Our open spacer works well in applications requiring more plenum volume and RPM. Some applications will benefit from both installed (tapered and open) assuming you have the hood height to accommodate them. Both have a clover leaf design making them more efficient by reducing some of the turbulent air directly under the carburetor base. They fit the AFR line of composite intake manifolds perfectly but can be used on most aftermarket manifolds as well.

Description

1" Open Clover Leaf 4150
1" Tapered 4 Hole Clover Leaf 4150

Part No

AFR4450
AFR4460



HIGH VELOCITY SPACER

Aeroflow's high velocity spacers increase the velocity of the fuel/air charge. This assists in enhancing fuel atomisation, increases throttle response, boosts your high RPM power and insulates the carburetor from the manifold. They are available in raw finish or black anodized and are made from 6061-T6 billet aluminium.

Part No	Flange	description	Finish
AF64-2044	4150	25.4mm (1") tapered	Raw
AF64-2044BLK	4150	25.4mm (1") tapered	Black
AF64-2044C	4150	25.4mm (1") tapered	Chrome
AF64-2045	4500	25.4mm (1") tapered	Raw
AF64-2045BLK	4500	25.4mm (1") tapered	Black
AF64-2045C	4500	25.4mm (1") tapered	Chrome
AF64-2090	4500	25.4mm (1") open	Raw
AF64-2090BLK	4500	25.4mm (1") open	Black
AF64-2090C	4500	25.4mm (1") open	Chrome
AF64-2071	4150	50.8mm (2") tapered	Raw
AF64-2071BLK	4150	50.8mm (2") tapered	Black
AF64-2071R	4150	50.8mm (2") tapered	Red
AF64-2071C	4150	50.8mm (2") tapered	Chrome



ED8711



Edelbrock Carburetor Spacers

Square Bore - Phenolic Plastic

1" Tall Open Spacer, Black Phenolic Plastic ED8710
1" Tall 4-hole Spacer, Black Phenolic Plastic ED8711
2" Tall Open Spacer, Black Phenolic Plastic ED8712
2" Tall 4-hole spacer black Phenolic Plastic ED8713

Dominator - Aluminium

Open Cloverleaf 1" Spacer for Holley 4500 Series ED8718

HEAT INSULATOR GASKETS

Designed to help prevent fuel percolation in Performer Series and Thunder Series AVS carburetors exposed to extreme underhood temperatures. Use #9265 with open plenum manifolds such as Torker II and Victors. #9266 features a divided center which is designed to seal the carburetor to dual-plane manifolds including Performer, Performer RPM and most RPM Air-Gap manifolds. All gaskets come with extended carb studs.



ED9265

Square-Bore Heat Insulator Gasket - 0.320" thick
ED9267 Square-Bore Heat Insulator Gaskets for Edelbrock Dual-Quad Manifolds 0.125" thick - 2 gaskets inc



PHENOLIC CARB SPACERS

- Fits Standard 4 Barrel Carbs
- Supplied with Studs, Nuts & Gaskets
- Open or 4-Hole Design

Open Spacer 1/2"

RPCR9139

Open Spacer 1"

RPCR9136

Open Spacer 2"

RPCR9137

4 Hole Spacer 1/2"

RPCR9138

4 Hole Spacer 1"

RPCR9134

4 Hole Spacer 2"

RPCR9135



SHEAR PLATES

Wilson Manifolds shear plates are designed to maximize performance of engines using tunnel ram style manifolds. They incorporate a 5-degree taper in the bore to improve flow and feature a specifically sized anti-reversion groove machined into the bottom of the plate to help turn back reversion pulses. The extended portions of the plate also block reverse flow and help to atomize fuel, reducing puddling in the manifold. This design helps improve signal to the carburetor and flatten the fuel curve. These plates are precision machined from billet aluminium and are anodized purple for durability and corrosion resistance. All shear plates measure 1/2" thick from manifold mounting surface to carb mounting surface.

Dominator 2.000" Bore Shear Plate

W1525200

Split Dominator 2.000" Bore Shear Plate

W1525300

CARBURETTOR FITTINGS & LINES



"T"-STYLE FUEL BLOCKS

- Ideal for plumbing tri power set ups, Dual inlet Holleys with nitrous
- 3/8" Dia. NPT tapped inlet with 1/4" Dia. Tapped outlets

Dual outlet (2) MG6150
Triple outlet (3) MG6151



MOON FUEL BLOCK

One of Dean Moon's original products which he made in High school, still widely used today! Choice of 2,3,4, or 6 carb set-up with 3/8" NPT inlet on both ends of block and 1/8" NPT outlet on top. Made from aluminium.

MNMP1010 2 Carb

MNMP1011 3 Carb

MNMP1012 4 Carb

MNMP1013 6 Carb



Y-BLOCKS WITH FEMALE SWIVEL

In / Out (AN)	Blue	Black	Silver
-8 to 2 x -6	AF931-08-06	AF931-08-06BLK	AF931-08-06S
-10 to 2 x -8	AF931-10-08	AF931-10-08BLK	AF931-10-08S
-12 to 2 x -10	AF931-12-10	AF931-12-10BLK	AF931-12-10S



Finned Aluminium Fuel Blocks

These cast aluminium fuel blocks are offered in 3 styles; 2-port, 3-port and 4-port. They have external mounting lugs and come polished.

2-Port Finned Aluminium Fuel Block	S0300-6132
3-Port Finned Aluminium Fuel Block	S0300-6134
4-Port Finned Aluminium Fuel Block	S0300-6136



BILLET LOG TYPE FUEL BLOCK

ORB	Blue	Black	Silver
-8	AF452-08	AF452-08BLK	AF452-08S
-10	AF452-10	AF452-10BLK	AF452-10S
-12	AF452-12	AF452-12BLK	AF452-12S



AF456-08-06S

BILLET 5 PORT FUEL LOG

10/32 UNF Thread mounting holes.

ORB	Blue	Black	Silver
3 x -6 / 2 x -8	AF456-08-06	AF456-08-06BLK	AF456-08-06S
5 x -8	AF457-08	AF457-08BLK	AF457-08S
5 x -10	AF457-10	AF457-10BLK	AF457-10S
5 x -12	AF457-12	AF457-12BLK	AF457-12S



AF457-10

AF457-10S

FUEL DISTRIBUTION BLOCKS FOR DUAL, TRIPLE AND QUAD CARBURETOR SETUPS

Edelbrock has reintroduced the vintage cast aluminium fuel block for dual, triple and quad carb applications for your hot rod or custom applications. These fuel blocks feature a single 3/8" inlet and one, two or four 1/4" outlet, depending on application. Each fuel block has four holes for mounting to a firewall. Available as-cast or with polished finish.

	As-Cast	Polished
Dual Outlet Fuel Block	ED1280	ED12801
Triple Outlet Fuel Block	ED1285	ED12851
Quad Outlet Fuel Block	ED1290	ED12901



Moroso Pressure Regulator Fuel Log

A Moroso fuel log increases the flow orifice to nearly twice that of two regulators combined, creating a totally free-flowing fuel system that allows the pumps to deliver full capacity at all times. Eliminates Y-fittings, T-fittings and restrictive fuel blocks. Includes shims to adjust pressure from 6-10 psi and requires a fuel return line to the tank. Accepts 1/8", 1/4" and 3/8" NPT fittings.

MO65145



BILLET Y-BLOCK WITH 1/8 NPT PORT

NPT In/Out	Blue	Black	Silver
3/8" to 3/8"	AF451-08	AF451-08BLK	AF451-08S
1/2" to 1/2"	AF451-10	AF451-10BLK	AF451-10S
1/2" to 3/8"	AF451-10-08	AF451-10-08BLK	AF451-10-08S
3/4" to 3/4"	AF451-12	AF451-12	AF451-12

BILLET Y-BLOCK WITH 1/8 NPT PORT

ORB In/Out	Blue	Black	Silver
-8 in & out	AF453-08	AF453-08BLK	AF453-08S
-10 in, 2x-8 out	AF453-10-08	AF453-10-08BLK	AF453-10-08S



BILLET 3 PORT ORB BLOCK

Y Block has 2 x -8 ports and 1 x -10 port

ORB	Blue	Black	Silver
2 x -8, 1 x -10	AF455-10-08	AF455-10-08BLK	AF455-10-08S



BILLET 4 PORT ORB Y-BLOCK

Y Block has 3 x -8 ports and 1 x -10 port.

ORB	Blue	Black	Silver
3 x -8 / 1 x -10	AF454-10-08	AF454-10-08BLK	AF454-10-08S



Y-BLOCKS WITH FEMALE FLARE

IN = 2 x -8 AN, OUT = 1 x -10 AN

Part No	Colour
AF939-08-10	Blue
AF939-08-10BLK	Black
AF939-08-10S	Silver
AF939-08-10P	polished



MALE AN STEPPED FLARE TEE WITH 1/8" NPT PORTS

Perfect for use with Aeroflow's -8AN carb inlet rail kits when running -6 feed line featuring dual 1/8" NPT ports for universal gauge fittings. Male tee with 2 x -8 and 1 x -6 on run

Part No	Description
AF824-06-08	Blue
AF824-06-08BLK	Black
AF824-06-08S	Silver



NOTE: -6AN rails pictured.
Suit single and dual metering blocks.

CARBURETTOR INLET RAIL KITS

Size	Blue/Red	Black	Silver
HOLLEY DUAL FUEL LINE			
-6AN	AF160-06	AF160-06BLK	AF160-06S
-8AN (241mm) 4150	AF160-08	AF160-08BLK	AF160-08S
3310 VAC	AF160-08V	AF160-08VBK	AF160-08VS
HOLLEY FUEL LINE			
-8AN Dominator	AF162-08	AF162-08BLK	AF162-08S
HOLLEY ULTRA HP Aluminium Series FUEL LINE			
-8AN ULTRA HP	AF165-08	AF165-08BLK	AF165-08S
BARRY GRANT / DEMON DUAL FUEL LINE			
-6AN	AF161-06	AF161-06BLK	AF161-06S
-8AN	AF161-08	AF161-08BLK	AF161-08S



NOTE: AF160-08 rails (pictured above) only suit dual metering blocks. They are NOT suited to single metering block carbies.

ADJUSTABLE BILLET FUEL LOGS

Aeroflow's Fuel Log features ball and socket assemblies that swivel +/- 20 degrees, allowing additional clearance for throttle stops, nitrous plates and other accessories. The telescopic log will fit 4150 style carburetors, Ultra HP, 4500 series Dominator and Barry Grant carburetors. The Fuel Log has one AN Flare Plug and a male -8AN male flare fitting supplied for front or rear entry setup.

Part No	Description
AF64-2037	Blue
AF64-2037BLK	Black
AF64-2037S	Silver
AF64-2037C	Chrome

NOTE: - Comes with fittings to suit both Holley and Barry Grant carburetors.

NOTE: Optional Teflon bowl washers AF59-2671 (2 per pack)



CARBURETTOR ADAPTERS FEMALE

(sold in pairs with washers)

-6 = 1.5" (38.1mm)

-8 = 2.5" (63.5mm)

AN	Blue	Black	Silver
HOLLEY			
-6	AF160-06-1	AF160-06-1BLK	AF160-06-1S
-8	AF160-08-1	AF160-08-1BLK	AF160-08-1S
HOLLEY ULTRA HP			
-8	AF165-08-1	AF165-08-1BLK	AF165-08-1S

BARRY GRANT / DEMON

-6	AF161-06-1	AF161-06-1BLK	AF161-06-1S
-8	AF161-08-1	AF161-08-1BLK	AF161-08-1S



CARBURETTOR ADAPTERS MALE

(sold in pairs with washers)

-6AN = 1" (25.4mm)

-8AN = 1.75" (44.45mm)

Size	Blue	Black	Silver
HOLLEY INLET FEED (Sold in pairs)			
3/8" Barb to 7/8" x 20	AF700-01	AF700-01BLK	AF700-01S
1/2" Barb to 7/8" x 20	AF700-02	AF700-02BLK	AF700-02S
7/8" to -6 AN Short	AF700-06	AF700-06BLK	AF700-06S
7/8" to -6 AN Long	AF700-06-L	AF700-06-LBLK	AF700-06-LS
7/8" x 20 to -8AN	AF700-08	AF700-08BLK	AF700-08S

HOLLEY ULTRA HP INLET FEED (Sold individually, 1 per pack)

-80RB to -8AN	AF953-08	AF953-08BLK	AF953-08S
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DEMON / HOLLEY INLET FEED (Sold in pairs)

9/16"x24 to -6 Short	AF701-06	AF701-06BLK	AF701-06S
9/16"x24 to -6 Long	AF701-06-L	AF701-06-LBLK	AF701-06-LS
9/16"x24 to -8AN	AF701-08	AF701-08BLK	AF701-08S

QUADRAJET INLET FEED (Sold individually, 1 per pack)

Male -6 to 1" x 20	AF708-06	AF708-06BLK	AF708-06S
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CARTER / EDELBROCK INLET FEED (Sold individually, 1 per pack)

Male -6 to 5/8" -20	AF706-06	AF706-06BLK	AF706-06S
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CHROME FUEL LINES FOR HOLLEY 4-BARREL

These attractive chrome plated fuel lines feature a 1/8" NPT port for pressure gauge attachment and 5/8-18 inverted flare fittings to suit Holley 4150 & 4160 series 4-Barrel carburetors.

4150 Models 9-5/16" Centre to Centre	H034-150
4160 Models 8-21/32" Centre to Centre	H034-160

CHROME FUEL LINES FOR HOLLEY 2-BARREL

These attractive chrome plated fuel lines feature a 3/8" barb for hose attachment and a 5/8-18 inverted flare fitting to suit Holley 2010 & 2300 series 2-Barrel carburetors.

Straight 3/8" Chrome	H034-21
90 Degree 3/8" Chrome	H034-22

INVERTED FLARE FITTINGS

Inverted flare fittings are used to adapt fuel lines to Holley & Demon fuel bowls.

The 7/8-20 outside thread fits Holley centre hung bowls and the 9/16-24 fits Holley side hung and Demon fuel bowls.

Outside Thread	Inside Thread	Tube Size	Part Number
7/8-20	5/8-18	3/8"	H026-26
7/8-20	1/2-20	5/16"	H026-27
7/8-20	7/16-24	1/4"	H026-28
9/16-24	5/8-18	3/8"	H026-43

STANDARD FITTINGS

Barbed fittings with 9/16-24 thread to suit Holley side hung or Demon fuel bowls.

Description	Part No.
Straight, 5/16" Hose	H026-24
Straight, 3/8" Hose	H026-29
90° Banjo, 5/16" Hose	H026-25



AEROFLOW CHROME FUEL RAIL

AeroFlow's hand polished and chrome plated fuel rails are a perfect choice for your 4150 and 4160 style carburetors, featuring a 3/8" male barb for ease of fitment and a 1/8" NPT auxiliary port with plug for the option of running a pressure gauge. 4150 models feature 9-5/16" centres and 4160 models suit 8-21/32" centres.

4150 Models, 9-5/16" Centres, 3/8" Barb Inlet	AF30-4150
4160 Models, 8-21/32" Centres, 3/8" Barb Inlet	AF30-4160
4150 Models, 9-5/16" Centres,	AF30-4150BLK
4160 Models, 8-21/32" Centres	AF30-4160BLK

HOLLEY / STROMBERG

INLET FITTINGS

These handy adapters are designed to work with the factory holley and stromberg inlet fittings.

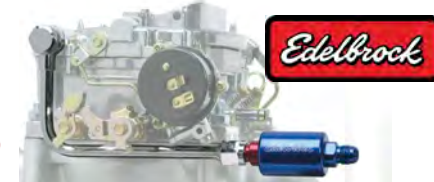
Part No	Description	Radius
AF714-24	1/2" -20 thread to 5/16" barb	Straight
AF714-26	1/2" -20 thread to 5/16" barb	90°
AF714-31	5/8" -20 thread to 3/8" barb	Straight
AF714-27	5/8" -20 thread to 3/8" barb	90°



DUAL INLET FUEL LINE KIT

AeroFlow's show finish dual inlet fuel line kit has 3/8" polished seamless stainless steel tubing with polished stainless steel fittings for two Holley double pump carburetors mounted sideways. The kit includes Holley carb 7/8"-20 fuel inlet to -6 AN fittings and provides a single fuel connection per carb to supply fuel to both carb bowls. Works on tunnel ramps and blower setups.

Part No	Finish	Description
AF30-2671	Polished S/S	4150 dual feed fuel line kit
AF30-2671BLK	Black	4150 dual feed fuel line kit



Fuel Line & Filter Kits

Single-feed Fuel Line

& Filter Kits For All Edelbrock Square-Bore Carbs

These Fuel Line & Filter Kits fit Thunder Series or Performer Series carburetors. They include a chromed hard steel line and Russell fuel filter. Match with Pre-Fitted Stainless Fuel Pump to Filter Lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with 3/8" NPT outlet, see Fuel Pumps. The Chromed Steel Fuel Line is sold individually for universal applications.

Single-Feed Fuel Line with polished aluminium filter	ED8131
Single-Feed Fuel Line with blue anodized aluminium filter	ED8134
Chromed Steel Fuel Line with no fuel filter and 3/8" barbed inlet	ED8126

Dual-feed fuel line & filter kits for all edelbrock thunder series AVS carbs

Designed especially for the Edelbrock Thunder Series AVS carburetors, these dual feed lines include chromed steel components and a stainless steel braided line for high quality looks and performance. Match with pre-fitted stainless fuel pump to filter lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with a 3/8" NPT outlet.

Dual-Feed Fuel Line with blue anodized filter	ED8133
dual-feed line with polished alloy filter	ED8128
dual-feed fuel filter with no fuel filter and 3/8" barbed inlet	ED8132



BLOWER SHOP DUAL CARB INLET KITS (Dual Inlet)

These polished stainless inlet kits feed two carburetors separately from a regulator or Y-block. For side mounted carbs only.

Holley 4150 Carbs	B4372
Holley 4500 Carbs	B4375
Demon 4150 Carbs	B4382
King Demon Carbs	B4385

CARBY LINKAGE KITS & BRACKETS



Lokar Throttle Cables

All Lokar Throttle Cables are available in either stainless steel braided housing or black housing. They are designed with a specially extruded liner for extended life of the cable - not to be confused with ordinary braided brake hose. Cables are equipped with aluminum fittings and aluminium ferrule to eliminate fraying. "U-Cut-to-Fit" outer housing is available in 24" or 36" lengths with a "U-Cut-to-Fit" stainless inner wire. Clevis is designed without cotter pins or set screws. Adapts to factory and aftermarket pedals. Custom lengths available upon request. Cables mount nicely with Lokar's Stainless Steel Carburettor Bracket and Return Springs (sold separately). Kits complete with installation instructions.

Part No.	Description
LK-TC-1000HT	24" Stainless Steel Hi-Tech Throttle Cable
LK-TC-1000HT36	36" Stainless Steel Hi-Tech Throttle Cable
LK-TCP-1000HT36	36" Polished Stainless Hi-Tech Throttle Cable
LK-XTC-1000HT36	36" Black Steel Hi-Tech Throttle Cable
LK-TC-1000HT48	48" Stainless Steel Hi-Tech Throttle Cable
LK-TCP-1000HT48	48" Polished Stainless Hi-Tech Throttle Cable
LK-XTC-1000HT48	48" Black Steel Hi-Tech Throttle Cable
LK-TC-1000U48	48" Universal Black Throttle Cable
LK-TC-1000U	24" Universal Black Throttle Cable
LK-TC-1000U36	36" Universal Black Throttle Cable
LK-TC-1000BLD	Blower Drive Stainless Steel Hi-Tech Throttle Cable
LK-TC-1000TP36	36" Stainless Steel Throttle Cable for Chev TPI
LK-TC-1000LS1	36" Stainless Steel Throttle Cable for Chev LS1
LK-TCP-1000LS1	36" Stainless Steel Throttle Cable for Chev LS1 (also fits 350 Ramjet)
LK-XTC-1000LS1	36" Black Stainless Steel Throttle Cable for Chev LS1



HI-TECH KICKDOWN KITS

To add more shine to your engine compartment, try Lokar's Polished U-Cut-to-Fit braided stainless cable. It is designed with a specially extruded liner for extended life of the cable - not to be confused with ordinary brake hose. Kickdown features polished aluminium fittings with polished ferrule to eliminate frayed cable ends. Kickdowns are adaptable for all types of manifolds including tunnel ram, blower manifolds and Weber induction systems. Mount our kickdown with our stainless steel carburettor bracket and return springs (sold separately). All units are available in black housing upon special request. Complete instructions included in kit.

Part No.	Description
LK-KDP-2350HT	Polished Hi-Tech TH-350 Kickdown Kit
LK-KD-2350U	Black Hi-Tech TH-350 Kickdown Kit
LK-KD-2350HT	Hi-Tech S/S TH-350 Kickdown Kit
LK-KDP-2350BLD	Polished Hi-Tech TH-350 Kickdown Kit Blower Drive
LK-KDP-2400HT	Polished Hi-Tech TH-400 Electric Kickdown Kit
LK-KDP-20PGHT	Polished Hi-Tech Powerglide Kickdown Kit
LK-KD-20PGU	Hi-Tech Hi-Tech Powerglide Kickdown Kit
LK-KD-20PGHT	Hi-Tech Powerglide Kickdown Kit
LK-KDP-2700HT	Polished Hi-Tech TH-700 Kickdown Kit
LK-KD-2700U	Black Hi-Tech TH-700 Kickdown Kit
LK-KDP-2200HT	Polished Hi-Tech TH-200 Kickdown Kit
LK-KDP-24L60HT	Polished Hi-Tech 4L60 Kickdown Kit
LK-KDP-20C4HT	Polished Hi-Tech Ford C-4 Kickdown Kit
LK-KD-20C4HT	Natural Stainless Hi-Tech Ford C-4 Kickdown Kit
LK-KD-20C4U	Black Hi-Tech Ford C-4 Kickdown Kit
LK-KDP-20C6HT	Polished Hi-Tech Ford C-6 Kickdown Kit
LK-KDP-2FMXHT	Polished Hi-Tech Ford FMX Kickdown Kit
LK-KDP-2A00HT	Polished Hi-Tech Ford AOD Kickdown Kit
LK-KDP-2727HT	Polished Hi-Tech Chrysler 727 Kickdown Kit
LK-KDP-2904HT	Polished Hi-Tech Chrysler 904 Kickdown Kit
LK-KD-2A0DU	Ford AOD Universal Kickdown Kit

Billet Aluminum Throttle/Kickdown

Bracket & Spacer Kit for Edelbrock Pro-Flo Fuel Injection

- CNC machined from 6061-T6 billet aluminum for strength and style
- Dual Stainless Steel Return Springs
- Easy installation of Lokar Throttle Cable and Kickdown kits
- All hardware and detailed mounting instructions included
- Recommended by Edelbrock

LK-TCB-40EDK Edelbrock Pro-Flo Injection Spacer/Throttle/Kickdown Bracket Kit





Billet Aluminum Throttle Cable Mounting Bracket for Edelbrock 4-Barrel Carburetors

- CNC machined from 6061-T6 billet aluminum for strength and style
- Bracket designed to fit single or dual quad carbs
- Easy installation of Lokar Throttle Cable and Kickdown kits
- Dual Stainless Steel Return Springs
- All hardware and detailed mounting instructions included
- Attaches to both rear and carb bolts to eliminate bracket movement
- Bracket utilizes either bolt pattern offered on Edelbrock carbs & manifolds

LK-TCB-400Q Billet Aluminum Edelbrock Carb Bracket & Springs



Billet Aluminium Throttle/Kickdown Bracket Kit for Barry Grant SixShooter

- CNC machined from 6061-T6 billet aluminium for strength and style
- Easy installation of Lokar Throttle Cable and Kickdown kits
- Dual Stainless Steel Return Springs
- All hardware and detailed mounting instructions included
- Utilizes existing SixShooter Progressive Linkage

LK-TCB-40BG Billet Aluminium BG SixShooter Throttle/Kickdown Bracket Kit

Tuned-Port Brackets

The billet aluminium bracket mounts to the side of the Tuned-Port plenum. The billet aluminium bracket is available with a single stud for throttle only; double stud for throttle and kickdown, and triple stud for a throttle, kickdown and cruise control cable.

Part No.	Description
LK-TCB-40TP2	Billet Aluminium Bracket with Double Stud



Stainless Steel Inroute Cable Bracket & Springs

Stainless Steel & Black Throttle Cable Bracket & Springs. This bracket mounts to rear of Holley, Edelbrock, AFB, Quadrajet, Demon, and In-Line Dual Quads. This is designed with dual springs are used to mount Lokar's Throttle Cable and Kickdown assemblies. Design provides improved clearance on Edelbrock carbs. Design includes tension screw to prevent bracket from movement under extreme pressure on a kickdown cable, such as with a 700-R4 transmission.

LK-SRK-4000 Stainless Steel Carburettor Bracket and Stainless Springs

LK-XSRK-4000 Black Carburettor Bracket and Stainless Springs



Duo-Pak Kits

Save with Lokar's Duo-Pak Throttle Cable Kits. This kit is equipped with Hi-Tech stainless steel braided Throttle Cable or a black Universal Throttle Cable plus our Stainless Steel Carburettor Bracket and Return Spring Kit. Duo-Pak only available for carbureted applications with Holley, Edelbrock, AFB, Quadrajet and In-Line Dual Quad carbs.

Part No.	Description
LK-DP-1000HT	24" Hi-Tech Stainless Steel Cable Duo-Pak Kit
LK-DP-1000HT36	36" Hi-Tech Stainless Steel Cable Duo-Pak Kit

Replacement Parts

Replacement carb ends and inner wire for Lokar throttle cable kits.

Part No.	Description
LK-S-1034	Replacement Carb End for Throttle Cables
LK-S-1041	36" Replacement Inner Wire for Throttle Cables
LK-S-1042	48" Replacement Inner Wire for Throttle Cables

Tri-Power Bracket & Springs

Designed for Rochester Tri-Power. Kit includes Stainless Steel Throttle Cable Bracket and Stainless Steel Springs. Stainless bracket mounts under rear carburettor on Rochester 3-2 set-up. Cables operate from centre carburettor. Stainless Bracket and Dual Stainless Springs are used to mount Lokar's Throttle Cable and Kickdown assemblies.

LK-TRP-4003 Tri-Power Throttle Cable Bracket with Springs



Stromberg Throttle/Kickdown Cable Mounting Bracket

Stainless Steel 3 Bolt Stromberg Style Carburetors Tri-Power Throttle Cable Bracket & Springs

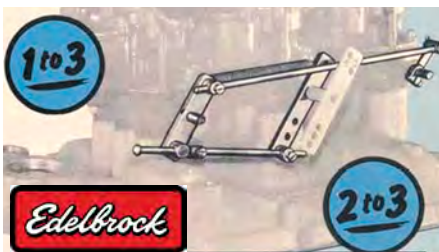
LK-TRP-4006



UNIVERSAL BELL CRANK KITS

This bell crank kit features 12 mounting holes for multi-arm positioning and can be used in either push or pull type throttle linkages. Center hole is 1/4" diameter for easy mounting. Each arm has 3 holes for various throttle ratios. Both kits include all hardware needed for installation and are available either with or without a universal mounting bracket.

Bell crank with universal mounting bracket **MG1523**



Edelbrock 94 Progressive Throttle Linkage Kit

This progressive design operates a single or two carburetors to half throttle and then progresses the third carburettor and synchronizes the opening of all three carburetors at wide open throttle. Edelbrock 94 carburetors are equipped with an extended length throttle shaft, making these kits a bolt-on to Edelbrock 94 carbs.

Triple Carburettor Progressive Linkage Kit **ED1033**



Edelbrock Intake Manifold Installation Accessories

Edelbrock has paved the way to a trouble-free manifold installation job for you with this comprehensive array of accessories. These accessories include anodized air cleaner hold nuts, manifold pipe plugs, and everything in between.

ED8010 Universal Throttle Rod Extension Kit (7-1/2" long)
ED8036 Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket Cad. plated gold - Small-block Chevy (1978 & earlier with TH350, 200R4, or 700R4 trans.)



CARBURETTOR LINKAGE COMPONENTS

Separate linkage pieces to allow you to assemble your own custom carburettor linkage system, using parts from one source. Every piece of carburettor linkage is available separately, eliminating the need to buy a standard kit for those special applications.

1/4" Rod ends, 2/set **MG3812G**
 11-1/2" Linkage rod 1/4-28 threads **MG3815**
 Linkage rod stop with quick disconnect pivot **MG3819G**
 Linkage arm 6650 style, 2/set-red anodized **MG3821G**
 Linkage rod for 6650, 7" long w/3" offset **MG3829G**



Carburettor Throttle Lever Extension

Will install on any Holley square flange carburetor with the universal throttle linkage. Usually used on Chrysler applications.

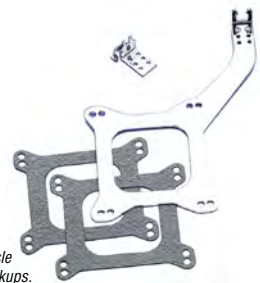
HOLLEY THROTTLE LEVER CHRYSLER **H020-7**



CHROME PLATED CARBURETTOR LINKAGE PLATES

These plates take the hassle out of throttle linkage hookups. Available for Holley, AFB and Quadrajet Carburetors. These linkage plates are polished and chrome plated for lasting beauty. Linkage plates come complete with gaskets and standard cable bracket for GM vehicles. Also available separately is a chrome plated bracket for Morse cables.

Carburettor Linkage Plate for Holley & AFB **MG6035**
Bracket for Morse cable **MG6037**



THROTTLE RETURN SPRING KIT

Designed for positive throttle return to assure added safety, this kit features a custom return spring bracket that is notched to provide adjustment for eight spring tension settings. The inner and outer return springs are Electro-Lease nickel-Plated to resist rust and extension fatigue.

Fits all Demon Carburetors



MG9680G

CARBURETTOR BUSHING KIT

This Carburettor Bushing Kit reduces the 1/2" throttle shaft hole to 1/4" I.D., which makes for easy throttle linkage attachment, or can be used to replace the stock rubber unit. Machined from cold roll steel, then bright zinc plated, the two piece bushing measures 9/16" wide when installed and fits most 4-bbl. carburetors with 1/2" throttle linkage hole.

All GM & Holley carbs with 1/2" throttle hole **MG6026**



CARBURETTOR BUSHING/PIVOT

This carburettor bushing replaces a worn out or sloppy factory bushing and gives smooth, trouble-free throttle operation. Accommodates 1/4" diameter throttle rod.

All GM & Holley carbs with 1/2" throttle hole **MG1512**



THROTTLE CABLE BRACKET

Chrome throttle cable bracket and throttle return spring installation. Includes dual stainless steel throttle return springs.

Works on Holley models 4150 and 4160.

Holley Bracket for GM Cable

H020-88



TRANSMISSION KICKDOWN THROTTLE LINKAGE

This part will bolt to the throttle lever of a Holley model 4165/4175 carburettor. It will provide an effective mounting point for the transmission kickdown carburettor hookup.

Kickdown Bracket for Holley Spreadbore **H020-35**



TH-350 TRANSMISSION KICKDOWN CABLE MANIFOLD BRACKET

This bracket is designed to bolt on to a small block Chevrolet V8 intake manifold. It acts as a convenient mounting point for the TH-350 kickdown cable.

Kickdown Bracket for SBC with TH-350 **H020-45**



THROTTLE BALLS & STUDS

Throttle ball assortment (4) **H020-2**
 Throttle stud; 7/32" dia **H020-37**
 Throttle stud; 1/4" dia **H020-39**
 Transmission kickdown stud. **H020-40**



HP MICROSWITCH BRACKET

WOT Bracket For 4150 Ultra HP

H020-130



Ford Kickdown Lever Extension

This handy part is used to extend the Ford O.E. transmission kickdown lever when converting from a 2 barrel to a 4 barrel Carburettor.

Ford Kickdown Lever Extension

H020-41



Throttle Linkage Bracketry

Ford Trans

This is the hardware kit needed when installing a Holley universal carburettor with two mounting holes to a Ford with Automatic Transmission.

Ford Trans Kick Down Bracket With Spring

H020-91

Throttle Cable Bracket,

Steel, Gold Iridited,

Chevy, Big/Small Block, Holley, 4150/4160, Each

Kick Down Cable Bracket TH700-R4



Turbo 700 Kickdown Lever

Turbo 700R-4 Kickdown lever attaches to throttle lever of Holley model 4150/4160 carburetors. Designed For vehicles with GM 700R-4 automatic overdrive transmissions. Includes bolts and instructions.

Turbo 700 Kickdown Lever

H020-121

Aeroflow Turbo 700 Kickdown Lever

AF72-5052 Also works with FiTech EFI units

CARBURETOR

THROTTLE STUD

Throttle and Cruise Control Stud for Chrysler Applications

H020-67



CHOKE CABLE KIT

• Chrome 6 Foot Cable • Requires 3/8" Mounting Hole

Choke Cable Kit

RPCR2332



KICK DOWN CABLE KIT

• Stainless Steel
• Fits Small Block Chev with Carburettor

TH-350 Transmission

RPCR6053

TH-700 Transmission

RPCR6051

THROTTLE CABLE KIT

• Stainless Steel
• Universal Application

24" Throttle Cable

RPCR6054

36" Throttle Cable

RPCR6054X



THROTTLE RETURN SPRING KIT

• Includes Heavy & Light Spring Sets
• Fits Std. Holley 2 & 4 Barrel Carbs

• Chromed Steel

Throttle Return Kit

RPCR2083



THROTTLE CABLE BRACKET

• Fits Small Block Chevy
• Use with RPCR9757 on TH350 & 400

Throttle Cable Bracket

RPCR9756



KICK DOWN CABLE BRACKET

• Fits Small Block Chevy
• Use with RPCR9756 on TH350 & 400

Kick Down Cable Bracket

RPCR9757



Braided Stainless Kick Down Assembly

Ford C-6 RPCR6048

Stainless Steel Throttle Cable Assembly Kit

Fits carburetted vehicles and 1986

- 93 Ford EFI

24" Housing

36" Housing

Chrome Steel Carb Mounted Linkage Bracket

Manual Transmission

(accepts GM throttle cable RPCR9619

Automatic Transmission

(fits most Holley/AFB carbs) RPCR9620

Chrome Steel Carburettor Linkage Plate

Fits Holley & AFB 4bbl carbs

RPCR2333

Chrome linkage plate brackets

These quick release linkage plate brackets are used to mount your morse cable or throttle cable and kickdown assemblies on Holley 4150/4160, AFB/Carter, Edelbrock Performer, Quickfuel 4150/4160 & Quadrajet carburetors.

MG6037



Dual Throttle Return Spring Kit

Universal applications

Chrome Steel

Stainless Steel



Stainless Steel Throttle Cable & Spring Set

Dual Springs

RPCR6055

Chrome Steel Throttle return Spring Bracket

Universal applications

RPCR2291

THROTTLE SPRINGS

Twin throttle return springs

Description

Full Chrome

Gold Plated

Part No.

GW09012

GW09015

THROTTLE SPRINGS

Aeroflow's Stainless Steel twin throttle return springs

AF42-1105



BILLET THROTTLE CABLE BRACKETS

Aeroflow's billet throttle cable brackets are fully adjustable for different cable lengths and bolt securely to the carburettor base. They are machined for optional throttle return spring and allow users to customize their throttle bracket for a higher degree of spring tension.

4150 series carbs

AF64-2026 Blue anodised Suits 4150 series carbs

AF64-2026R Red anodised Suits 4150 series carbs

AF64-2026BLK Black anodised Suits 4150 series carbs

AF64-2026S Silver anodised Suits 4150 series carbs

4500 series carbs

AF64-2036 Blue anodised Suits 4500 series carbs

AF64-2036R Red anodised Suits 4500 series carbs

AF64-2036BLK Black anodised Suits 4500 series carbs

AF64-2036S Silver anodised Suits 4500 series carbs

NOTE: - Optional return spring bracket (sold separately) is highly recommended.

BILLET TRANS BRACKET KICKDOWN

Only suits brackets AF64-2026 & AF642036

Suits

Blue

Red

Black

Silver

GM

AF64-2054

AF64-2054R

AF64-2054BLK

AF64-2054S

Can be used on

both sides of carby

Style

Blue

Red

Black

Silver

4150

AF64-2031

AF64-2031R

AF64-2031BLK

AF64-2031S

4500

AF64-2030

AF64-2030R

AF64-2030BLK

AF64-2030S

AF64-2030C

Blue anodised Suits 4150 series carbs

Red anodised Suits 4150 series carbs

Black anodised Suits 4150 series carbs

Silver anodised Suits 4150 series carbs

Chromed Suits 4150 series carbs

Blue anodised Suits 4500 series carbs

Red anodised Suits 4500 series carbs

Black anodised Suits 4500 series carbs

Silver anodised Suits 4500 series carbs

Chromed Suits 4500 series carbs

TH700 KICK DOWN LEVER

This lever allows you to mount your kickdown cable to your carburettor or EFI throttle body. Made from steel and coated in black oxide.

AF72-5052

GM TH350/700 KICK DOWN BRACKET

AF64-2300

Blue

AF64-2300R

Red

AF64-2300BLK

Black

AF64-2300S

Silver

AF64-2300C

Chrome

NOTE: - Only suits AF64-2001 and AF64-2002

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK

AF64-2300S

AF64-2300C

Blue

Red

Black

Silver

Chrome

AF64-2300

AF64-2300R

AF64-2300BLK



THROTTLE CABLE BRACKET

Cable Bracket for 90/95mm Throttle Bodies and Factory or FAST brand car style intakes. Bracket has allowance for throttle pedal adjustment and/or the addition of a nitrous plate. This bracket works with throttle cables from 1998-02 5.7L Camaro and Firebird (GM Part # 12563339). There is also an allowance of a cruise control cable from the same applications (numerous GM Part #s).

Description

90-95mm Throttle Body
105mm Throttle Body
90, 95, & 105mm Throttle Bodies
On Holley Hi-Ram Or Mid-Rise Intakes

Part No

H020-147
H020-148

H012-149



Throttle Return Spring Kit 4500 Dominator & King Demon

Fits a 4500 series and King Demon carburetors

Made from sturdy 12-gauge steel and finished in (electrostatic paint) E-coat satin black Kit includes heavy and light sets of stainless steel return springs, all mounting hardware and complete installation instructions

M064918 Throttle Return Spring Kit,
4500 Dominator and King Demon Carb Mounts.



Throttle Return Spring Kit

4150 Holley® Series Including New HP Series

Made to clear low-profile racing air cleaners, Moroso

Nos. 65860, 65870, 65900, 65901, 65902, 65903, 65908 & 65910 Manufactured from sturdy 12-gauge steel and finished in (electrostatic paint) E-coat satin black

Kit includes heavy and light sets of stainless steel return springs, all mounting hardware and complete installation instructions

M064919 Throttle Return Spring Kit,
4150 Holley® Series Carb including new HP Series



CARBURETTOR LINKAGE KITS

Part No

Description

AF42-1002 adjusts from 70mm (2-3/4") to 95mm (3-3/4")
AF42-1003 adjusts from 95mm (3-3/4") to 120mm (4-3/4")
AF42-1004 adjusts from 120mm (4-3/4") to 145mm (5-3/4")
AF42-1005 adjusts from 145mm (5-3/4") to 170mm (6-3/4")
AF42-1006 adjusts from 170mm (6-3/4") to 195mm (7-3/4")
AF42-1007 adjusts from 195mm (7-3/4") to 220mm (8-3/4")
AF42-1008 adjusts from 220mm (8-3/4") to 245mm (9-3/4")
AF42-1009 adjusts from 245mm (9-3/4") to 270mm (10-3/4")
AF42-1010 adjusts from 270mm (10-3/4") to 295mm (11-3/4")
AF42-1011 adjusts from 295mm (11-3/4") to 320mm (12-3/4")
AF42-1012 adjusts from 320mm (12-3/4") to 345mm (13-3/4")
AF42-1349 linkage right hand 10-32 thread
AF42-1350 linkage left hand 10-32 thread

THROTTLE BALL ASSORTMENT KIT

AF55-1004

Throttle ball assortment kit
4 balls, nuts & washers



Ball sizes 6.33mm (1/4"),
5.5mm (7/32"), 6.9mm
(17/64")



Tunnel Ram Linkage Kit

Hi-Ram Tunnel Ram Manifold Linkage Kit.
Fits Dual Forward Mounted In-Line Carbs.

Tunnel Ram Linkage Kit -

Dual Inline Carbs
WM4000



BLOWER TWIN CARB LINKAGE KIT

Aeroflow's dual carb linkage kit is designed for dual carbs (non-dominator) mounted sideways on top of a blower. AF42-1070 has high quality chrome elite finish and AF42-1070BLK hand polished black anodised finished.

They feature adjustable heim end design and needle bearings for longevity and smooth throttle operation. Shafts and arms are splined to avert slipping. Two extra-long studs are included to mount the lower cable bracket to the left side of blower.

Part No

AF42-1070

AF42-1070BLK

Description

Chrome Kit

Black anodised kit



TUNNEL RAM & BLOWER LINKAGE KITS

Enderle carburettor linkage kits feature precision rod ends, solid bushings and splined shafts for smooth and consistent operation.

These kits ensure proper geometry which is crucial in twin carburettor installations and give you the tough racecar look you are after. For twin 4 barrel carburetors mounted sideways.

Chev BB Chev Tunnel Ram Linkage

Chev SB Tunnel Ram Linkage

Ford Cleveland Tunnel Ram Linkage

Universal 6-71 Supercharger Linkage

EN71-102

EN72-103

EN75-107

EN76-107



BLOWER CARBURETTOR LINKAGES

Linkage Kit Dual Sideways 4150 or 4500

Linkage Kit Dual Inline (8 5/8")

B4350

B4360



AF3500-1003

AF3500-1008

AF3500-1007

AF3500-1004

AF3500-1009

AF3500-1013BLK

AF3500-1005

AF3500-1006

RELATED MORSE CABLE ACCESSORIES

Part No

Description

AF3500-1003 Easy grip knob billet aluminium 10-32nf thread

AF3500-1004 T handle billet aluminium 10-32nf thread

AF3500-1005 Quick release morse cable bracket 90° mild steel

AF3500-1006 Quick release morse cable bracket flat mild steel

AF3500-1007 Cable rod end 10-32UNF 3/16" hole

AF3500-1008 Cable rod end 10-32UNF 1/4" hole

AF3500-1009 Quick release ball joint 10-32UNF nut stainless steel

AF3500-1013 Throttle stop, silver anodised (cut to length)

AF3500-1013BLK Throttle stop, black anodised (cut to length)



LIGHT WEIGHT MORSE CABLES & ACCESSORIES

Aeroflow's Lightweight Black cables are the perfect choice for positive load transfer with negligible lost motion. Requiring very little effort, these cables allow for 3" of travel and are ideal for any cable operated application requiring either pulling or pushing. Aeroflow's lightweight, positive, smooth operating cables are fitted with effective dynamic seals, making them well suited for use in extreme environments. A complete circle of reinforcement wires support and protect the Teflon® inner liner, ensuring negligible deflection during cable operation.

Aeroflow's Lightweight black cables are assembled with a stainless steel solid wire core. For proper fitment, Aeroflow's lightweight cables are available in many different lengths and are available in "clip-clip style" and "clip-threaded bulkhead" mounting options. A considerable selection of quality mounting hardware for correct installation is also available.

Part No

Total length

MORSE CABLES BULKHEAD/CLIP COMBO (BLACK)

AF3550-0300 3ft / 91.5cm

AF3550-0350 3.6ft / 110cm

AF3550-0400 4ft / 122cm

AF3550-0450 4.6ft / 140cm

AF3550-0500 5ft / 152.5cm

AF3550-0600 6ft / 183cm

AF3550-0700 7ft / 213cm

AF3550-0800 8ft / 244cm

AF3550-0900 9ft / 274cm

AF3550-1000 10ft / 305cm

AF3550-1100 11ft / 335cm

AF3550-1200 12ft / 366cm

MORSE CABLES CLIP/CLIP COMBO (BLACK)

AF3555-0300 3ft / 91.5cm

AF3555-0350 3.6ft / 110cm

AF3555-0400 4ft / 122cm

AF3555-0450 4.6ft / 140cm

AF3555-0500 5ft / 152.5cm

AF3555-0600 6ft / 183cm

AF3555-0700 7ft / 213cm

AF3555-0800 8ft / 244cm

AF3555-0900 9ft / 274cm

AF3555-1000 10ft / 305cm

AF3555-1100 11ft / 335cm

AF3555-1200 12ft / 366cm

AF3555-1300 13ft / 396cm

AF3555-1400 14ft / 427cm

AF3555-1500 15ft / 457cm

AF3555-1600 16ft / 488cm

AF3555-1700 17ft / 518cm

AF3555-1800 18ft / 549cm

AF3555-2000 20ft / 610cm

PRO GRIP CLIP STYLE MOUNTS

AF3500-1010 Billet half clamp

AF3500-1011 Billet full clamp

AF3500-1012 Billet dual full clamp



Extensions come with
2 jam nuts & 30mm stud

CABLE END EXTENSION

Part No

Description

AF3500-2000 2" / 50.8mm Extension

AF3500-2001 3" / 76.2mm Extension

AF3500-2002 4" / 101.6mm Extension

AF3500-2003 5" / 127mm Extension

AF3500-2004 6" / 152.4mm Extension



AF3500-1002

AF3500-1001

AF3500-1000

STAINLESS THROTTLE BALLS

Part No

Description

AF3500-1000 10-24UNC with 3/8 hex nut

AF3500-1001 10-32UNF with 3/8 hex nut

AF3500-1002 1/4-28UNF with 7/16 hex nut

K&N INLINE FUEL PUMPS

K&N Inline Fuel Pumps provide premium quality fuel system hardware with a universal design that fits a wide variety of applications. Compatible with most fuels, this self-regulating 12-volt pump helps prevent vapor lock and flooding.

- Compatible with diesel, biodiesel, gasoline, E85, methanol, ethanol, alcohol and other fuels
- Universal design fits most applications
- Self-priming design provides a quiet running volume
- Eliminates vapor lock and flooding
- Fuel filter and installation hardware is included

Description

Inline Fuel Pump, 1-2 psi, 15 GPH
 Inline Fuel Pump, 1.5-4 psi, 25 GPH
 Inline Fuel Pump, 4-7 psi, 32 GPH
 Inline Fuel Pump, 7-10 psi, 34 GPH

Part No
KN81-0400
KN81-0401
KN81-0402
KN81-0403



Chrome SBC Mechanical Fuel Pump

Chrome plated mechanical fuel pump for Chev small block engines.

SBC Chrome Fuel Pump **RPCR2302**

FUEL PRESSURE REGULATOR

- 1-6 PSI Adjustable
- Fits 5/16" and 3/8" Fuel Lines
- Includes Fittings

Chrome Regulator **RPCR5857**

Chrome Ford 302 -351 Cleveland Mechanical Fuel Pump

80 gph at 8psi.

Cleveland Chrome Fuel Pump
RPCR2306C



1946-48 Ford Flathead mechanical fuel pump

1946-48 Ford Flathead mechanical fuel pump with glass bowl. A finely engineered copy of the original. Will fit late 1946-48 flathead V8. Includes mounting gasket as shown.

BD59A-9350

FORD FLATHEAD V8 FUEL PUMP

A finely engineered copy of the original. Will fit late 1933 to early 46 flathead V8. Includes mounting gasket as shown.

BD11A-9350



Micro Electric Fuel Pumps

Mr Gasket micro electric fuel pumps feature solid-state worry free electronics and self-priming design with simple two-wire hook up. Works on 12 Volt negative ground systems only. Includes fittings and mounting hardware along with easy to follow instructions. Works well as a fuel transfer pump and makes a great stand-alone or booster pump. Fits 5/16" fuel hose and includes inline filter..

Description

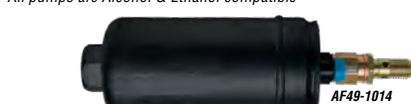
Micro Electric Fuel Pump, 4 to 7 psi, 35 gph
 Micro Electric Fuel Pump, 4 to 7 psi, 35 gph (Diesel)
 Micro Electric Fuel Pump, 2 to 3.5 psi, 42 gph

Part No.
MG12S
MG12D
MG42S

Part No	Flow - LPH	GPH	(Pressure) BAR	PSI	Inlet	Outlet	Length	Diameter	Methanol/Alcohol compatible	Replaces		
AF49-1012	163	41.7	5	72.5	Screen	5/16" 8mm barb	4-59/64"	125mm	1-1/2"	38mm	Yes	GSS342
AF49-1041	340	89.8	3	43.5	Screen	3/8" 9.6mm barb	5-1/8"	130mm	1-9/16"	40mm	Yes	A11142
AF49-1042	430	113.6	2	29	Screen	3/8" 9.6mm barb	5-1/8"	130mm	1-9/16"	40mm	Yes	F90000267
AF49-1013	160	68.7	5	72.5	Screen	M12 x 1.5mm	4-7/8"	124mm	2-3/8"	60mm	Yes	Bosch 023
AF49-1040	325	85.8	3	43.5	Screen	factory hanger	2-1/2"	65mm	1-1/2"	38mm	Yes	Factory pump
AF49-1014	260	68.7	5	72.5	M18 x 1.5	M12 x 1.5mm	5-45/64"	145mm	2-3/8"	60mm	Yes	Bosch 044
AF49-1015	170	44.9	5	72.5	M14 x 1.5	M12 x 1.5mm	6-7/8"	175mm	2-3/8"	60mm	Yes	Bosch 979
AF49-1015B	175	44.9	5	72.5	1/2" barb	M12 x 1.5mm	7-43/64"	195mm	2-3/8"	60mm	Yes	Bosch 984
AF49-1032	180	47.5	3	43.5	5/16" EFI	5/16" EFI	5-1/2"	140mm	2-1/25"	52mm	No	Bosch 116

EFI PUMPS

All pumps are Alcohol & Ethanol compatible



AF49-1014 In-tank/external pump 650 HP



AF49-1015 In-tank/external pump 625 HP



AF49-1015B In-tank/external pump 625 HP



AF49-1013 In-tank pump, screened, 525 HP



AF49-1040
 In-tank pump, (use factory screen) 800hp 98 Ron fuel Upgrades factory hanger pump. Fits most 2004 to current vehicles Holden, Toyota, Nissan, Subaru, Mazda, Honda, Ford, Mitsubishi.



AF49-1047 In-tank pump, suits VW, Audi AWD 725hp



AF49-1012 In-tank pump, inlet screen & harness 750hp on flex fuel



AF49-1021 In-tank Holden Commodore VN-VS Standard replacement



AF49-1041 In-tank pump, inlet screen & harness 880hp



AF49-1022 In-tank Ford Falcon EA-EL Standard replacement



AF49-1012 In-tank pump, inlet screen & harness 500hp



AF49-1032 Low pressure in-line Bio-diesel pump



Filter Socks

Aeroflow's filter sock is designed to be used with the AF49-1014 or the Bosch 044 high performance fuel pumps. This high flow 60 micron synthetic filter screen features an internal support to keep the filter from sucking closed and reducing fuel flow. The kit is supplied with an anodised black M18 x 1.5 adapter that is safe for use with corrosive fuels and seals with a supplied nylon washer. Screen size is 135mm long by 57mm (2-1/4") wide and gives you reassurance on fuel pump life, a perfect addition when installing fuel pumps in-tank.

Fuel Pump Accessories

AF59-1041 340 lph (AF49-1041) standard inlet screen
AF59-1042 340 lph (AF49-1041) Large 90 x 90mm inlet screen
AF49-1037 M18x1.5 fuel pump inlet screen



IN-TANK FUEL HOSE KIT

Suits all pumps with 9.52mm (3/8") barb Alcohol & Ethanol compatible
 240mm (9-7/16") length of hose and 2 x hose clamps
AF49-1046



LOW PRESSURE FUEL PUMP

Great for use with low pressure fuel systems or for use as lift pump in efi systems (ie surge tank feed). Designed to be used with unleaded or diesel fuels. Supplied with 100 micron pre-filter & mounting bolts. Inlet and outlet are 1/8" NPT female thread, 35gph 4 to 7 psi.
AF49-1033

BOSCH MOTORSPORT EFI FUEL PUMPS

The Most Popular High Performance EFI Fuel Pumps Available. Suitable for Street, Drag, Drift or Circuit Racing. These Pumps Have Proven Themselves in All Types of Racing and OEM Vehicle Applications. With The Biggest Range of Performance EFI Fuel Pumps Available, There is a Bosch Motorsport Fuel Pump for Every High Performance EFI, Turbo, Supercharged or Nitrous Application.

Part Number	Flow L/Hr (Pressure)	Max HP	Inlet Connection	Outlet Connection
800 580254023	168 (5 Bar)	550	open base	M10 x 1.0
800 580254040	102 (6.5 Bar)	330	open base	M10 x 1.0
800 580254044	200 (5 Bar)	650	M18 x1.5	M12 x 1.5
800 580254046	207 (3 Bar)	670	M14 x 1.5	M12 x 1.5 (F)
800 580254053	175 (5 Bar)	570	12mm (3/8")	M12 x 1.5
800 580464126	148 (5 Bar)	480	12mm (3/8")	M12 x 1.5
800 580464125	130 (5 Bar)	420	15mm (1/2")	M12 x 1.5
800 580254911	95 (4 Bar)	310	15mm (1/2")	M12 x 1.5
800 580254975	165 (5 Bar)	535	15mm (1/2")	M12 x 1.5 (F)
800 580254979	165 (5 Bar)	535	M14 x 1.5	M12 x 1.5 (F)
800 580254984	165 (5 Bar)	535	12mm (3/8")	M12 x 1.5 (F)
800 580464069	98 (4 Bar)	318	12mm (3/8")	M12 x 1.5
800 580464070	130 (3 Bar)	420	12mm (3/8")	8mm (5/16")
808 261205413	200 (8 Bar)	650	M18 x1.5	M12 x 1.5

(F) = Female fitting with internal check valve.



UNIVERSAL IN-TANK FUEL PUMP FAST307032



FAST EFI FUEL REGULATOR

The FAST Adjustable Fuel Pressure Regulator is a premium aluminium regulator designed to exact specifications by our engineers. The unit features twin -6 feed side ports and one -6 return port on the bottom. The fully adjustable unit is vacuum referenced and utilizes a hex adjustment stud with jam nut. The unit has a 1/8 NPT gauge port, as well. The regulator is a kit, including the unit, mounting bracket, 1/8 NPT plug and 1/8 NPT to 3/16" barb. The regulator can be used with a single feed (plug second feed) or with dual feeds. Requires the purchase of port fittings separately (all three ports are -6 SAE o-ring type) and can be selected from the FAST fuel fitting section.

FAST307030 3-Port, 30-70 PSI Regulator



BILLET 3 PORT EFI REGULATORS.

AeroFlow's Compact Billet 3 port EFI regulators is designed for applications producing up to 800HP (596 KW) where space is at a premium. Made from billet 6061 T6 aluminium these regulators are an ideal upgrade for the EFI fuel systems. Ethanol, methanol & unleaded compatible. These regulators have 3 x -6 ORB Ports and also include 1 x 1/8" NPT Port. Adjustable from 30-90 psi. Available in polished & black finishes and come with mounting hardware.

Part No	Description	Colour
AF66-2058	-6 ORB	30-90PSI Polished
AF66-2058BLK	-6 ORB	30-90PSI Black
Replacement diaphragm and spring		AF59-2065



BILLET 2 PORT EFI REGULATORS.

Made from billet 6061-T6 aluminium these regulators are an ideal upgrade for the EFI fuel systems. Will support up to 1200hp. Ethanol & methanol & unleaded compatible. 3 x -6 ORB ports. Also has a 1/8" NPT port. Adjustment from 30- 120PSI. Available in polished & black finishes. Comes with chrome mounting bracket and screws.

Part No	Description	Colour
AF66-2055	-6 ORB 35-110PSI	Polished
AF66-2055BLK	-6 ORB 35-110PSI	Black
Replacement diaphragm and spring		AF59-2055



AF49-1020S

90° FUEL PUMP BANJO KIT

AeroFlow offer 5/16" barb, -6AN and -8AN banjo adapter kits that will fit directly onto the factory one way check valves supplied with the AeroFlow and Bosch style EFI fuel pumps. Manufactured from 6061-T6 aluminium and available in blue, black and silver anodised finishes. Kit comes complete with banjo, washers and cap.

Colour	5/16 Barb	-6AN Barb	-8AN Barb
Blue	AF49-1020	AF49-1034	AF49-1035
Black	AF49-1020BLK	AF49-1034BLK	AF49-1035BLK
Silver	AF49-1020S	AF49-1034S	AF49-1035S

ALLOY BANJO WITH BOLT

To suit Holley & Barry Grant Carburettors
Also suits FiTech EFI throttle bodies
9/16-24" banjo to -6AN

Part No	Colour
AF167-06	Blue
AF167-06BLK	Black
AF167-06S	Silver



BARB EFI FUEL PUMP ADAPTERS

Thread	Barb	Blue	Black	Silver
M10 x 1.0mm	7.93mm (5/16")	AF745-01	AF745-01 BLK	AF745-01S
M10 x 1.0mm	9.52mm (3/8")	AF745-02	AF745-02 BLK	AF745-02S
M12 x 1.5mm	7.93mm (5/16")	AF731-01	AF731-01BLK	AF731-01S
M12 x 1.5mm	9.52mm (3/8")	AF731-02	AF731-02BLK	AF731-02S
M14 x 1.5mm	7.93mm (5/16")	AF746-01	AF746-01BLK	AF746-01S
M14 x 1.5mm	9.52mm (3/8")	AF746-02	AF746-02BLK	AF746-02S
M14 x 1.5mm	12.7mm (1/2")	AF746-03	AF746-03BLK	AF746-03S
M14 x 1.5mm	15.8mm (5/8")	AF746-04	AF746-04BLK	AF746-04S
M18 x 1.5mm	9.5mm (3/8")	AF734-00	AF734-00BLK	AF734-00S
M18 x 1.5mm	12.7mm (1/2")	AF734-01	AF734-01BLK	AF734-01S
M18 x 1.5mm	19mm (3/4")	AF734-02	AF734-02BLK	AF734-02S



AN EFI FUEL PUMP ADAPTERS

Thread	AN	Blue	Black	Silver
Inlet Fittings				
M14 x 1.5mm	-6	AF732-06	AF732-06BLK	AF732-06S
M14 x 1.5mm	-8	AF732-08	AF732-08BLK	AF732-08S
M14 x 1.5mm	-10	AF732-10	AF732-10BLK	AF732-10S
M18 x 1.5mm	-6	AF734-06	AF734-06BLK	AF734-06S
M18 x 1.5mm	-8	AF734-08	AF734-08BLK	AF734-08S
M18 x 1.5mm	-10	AF734-10	AF734-10BLK	AF734-10S
Outlet Fittings				
M12 x 1.5mm	-6	AF731-06	AF731-06BLK	AF731-06S
M12 x 1.5mm	-8	AF731-08	AF731-08BLK	AF731-08S



PUSH-ON EFI FUEL FITTINGS to ORB FEMALE

These push-in EFI fittings suit most late model cars standard fuel lines.

Part No	Description
AF908-06-01	7.93mm (5/16") to -6ORB Blue
AF908-06-01BLK	7.93mm (5/16") to -6ORB Black
AF908-06-01S	7.93mm (5/16") to -6ORB Silver
AF908-08-02	9.52mm (3/8") to -8ORB Blue
AF908-08-02BLK	9.52mm (3/8") to -8ORB Black
AF908-08-02S	9.52mm (3/8") to -8ORB Silver



PUSH-ON EFI FUEL FITTINGS with ORB PORT

These push-in EFI fittings suit most late model cars standard fuel lines.

Part No	Description
AF905-01	5/16" female to 5/16" male with -6ORB port Blue
AF905-01BLK	5/16" female to 5/16" male with -6ORB port Black
AF905-01S	5/16" female to 5/16" male with -6ORB port Silver
AF905-02	3/8" female to 3/8" male with -8ORB port Blue
AF905-02BLK	3/8" female to 3/8" male with -8ORB port Black
AF905-02S	3/8" female to 3/8" male with -8ORB port Silver



PUSH-IN EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars standard fuel lines.

AF817-01	-6 push-in to 5/16" male hard tube Blue
AF817-01BLK	-6 push-in to 5/16" male hard tube Black
AF817-01S	-6 push-in to 5/16" male hard tube Silver
AF817-02	-6 push-in to 3/8" male hard tube Blue
AF817-02BLK	-6 push-in to 3/8" male hard tube Black
AF817-02S	-6 push-in to 3/8" male hard tube Silver
AF817-03	-8 push-in to 3/8" male hard tube Blue
AF817-03BLK	-8 push-in to 3/8" male hard tube Black
AF817-03S	-8 push-in to 3/8" male hard tube Silver



90° PUSH-ON EFI FUEL FITTINGS

These 90° push-in EFI fittings suit most late model cars standard fuel lines.

AF803-01	7.93mm (5/16") return side to -6AN Blue
AF803-01BLK	7.93mm (5/16") return side to -6AN Black
AF803-01S	7.93mm (5/16") return side to -6AN Silver
AF803-02	9.52mm (3/8") hose pressure side to -6AN Blue
AF803-02BLK	9.52mm (3/8") hose pressure side to -6AN Black
AF803-02S	9.52mm (3/8") hose pressure side to -6AN Silver
AF803-03	9.52mm (3/8") hose pressure side to -8AN Blue
AF803-03BLK	9.52mm (3/8") hose pressure side to -8AN Black
AF803-03S	9.52mm (3/8") hose pressure side to -8AN Silver



PUSH-ON EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars standard fuel lines.

AF808-01	7.93mm (5/16") to -6AN Blue
AF808-01BLK	7.93mm (5/16") to -6AN Black
AF808-01S	7.93mm (5/16") to -6AN Silver
AF808-02	9.52mm (3/8") to -6AN Blue
AF808-02BLK	9.52mm (3/8") to -6AN Black
AF808-02S	9.52mm (3/8") to -6AN Silver

AF808-03	LS & LT 3/8" hose to -8AN Blue
AF808-03BLK	LS & LT 3/8" hose to -8AN Black
AF808-03S	LS & LT 3/8" hose to -8AN Silver





PUSH-IN TO BARB EFI FUEL FITTINGS

AF810-05 8mm / 5/16" Barb to male hard tube Blue
AF810-05BLK 8mm / 5/16" Barb to male hard tube Black
AF810-05S 8mm / 5/16" Barb to male hard tube Silver



EFI FUEL PUMP CHECK VALVE

This CNC'd check valve screws directly into Aeroflow or Bosch EFI fuel pumps to hold line pressure and extend the life of the pump. Also supplied with EPR O-rings for use with Nitro blended fuels

AN Blue Black Silver
 -6 (M12x1.5) **AF615-06** **AF615-06BLK** **AF615-06S**
 -8 (M12x1.5) **AF615-08** **AF615-08BLK** **AF615-08S**

INVERTED FLARE PLUG

1/2-20
 9/16-18

RPCR3598
RPCR3599



FUEL SAFETY SWITCH

Part No **Description**
AF49-2010 4 - 7 psi Hobb switch (5 psi Open) 1/8" NPT
AF49-2011 Vacuum pressure switch, opens at 17"HG. 1/8" NPT



STRAIGHT PUSH-IN TO BARB

OE STYLE EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars with standard fuel lines.

7.93mm (5/16") push-in to 7.93mm (5/16") male barb
AF49-7004

STRAIGHT PUSH-ON TO BARB

OE STYLE EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars with standard fuel lines.

7.93mm (5/16") push-on to 7.93mm (5/16") male barb
AF49-7000

45° PUSH-ON TO BARB

OE STYLE EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars with standard fuel lines.

45° 7.93mm (5/16") push-on to 7.93mm (5/16") male barb
AF49-7001

90° PUSH-ON TO BARB

OE STYLE EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars with standard fuel lines.

90° 7.93mm (5/16") push-on to 7.93mm (5/16") male barb
AF49-7002

PUSH-ON TEE TO BARB

OE STYLE EFI FUEL FITTINGS

These push-in EFI fittings suit most late model cars with standard fuel lines.

7.93mm (5/16") push-on to 7.93mm (5/16") male barb with 7.93mm (5/16") push-in on side
AF49-7003



EFI FUEL PUMP SILENCER

This solid mounted rubber silencer can be used with externally mounted Aeroflow and Bosch EFI fuel pumps for noise reduction.

Part No **Description**
AF49-1019 Fuel pump silencer kit



EFI FUEL PUMP BRACKETS

Aeroflow Performance have designed a 6061-T6 Billet single and dual pump bracket that can be used with a wide range of fuel pump's, as well as Aeroflow's famous 1014 EFI pump and Bosch pumps. Can also double up as a 2-5/8" gauge holder when silencer rubbers are removed.

Part No	Colour	Description
AF64-2901	Blue	Single fuel pump bracket
AF64-2901R	Red	Single fuel pump bracket
AF64-2901S	Silver	Single fuel pump bracket
AF64-2901P	Polished	Single fuel pump bracket
AF64-2901BLK	Black	Single fuel pump bracket
AF64-2902	Blue	Dual fuel pump bracket
AF64-2902R	Red	Dual fuel pump bracket
AF64-2902S	Silver	Dual fuel pump bracket
AF64-2902P	Polished	Dual fuel pump bracket
AF64-2902BLK	Black	Dual fuel pump bracket



EFI FUEL PUMP BRACKETS

Suits Aeroflow and Bosch EFI fuel pumps

Pump	Blue	Red	Black	Silver
Single	AF64-2000	AF64-2000R	AF64-2000BLK	AF64-2000S
Dual	AF64-2015	AF64-2015R	AF64-2015BLK	AF64-2015S

Replacement mounting Rubber & bolts

(Single Pump Bracket) **AF59-2000**

(Dual Pump Bracket) **AF59-2015**

Note: Single bracket features dual rubber inserts to suit both 52mm (2-3/64") and 60mm (2-23/64") diameter pumps. The dual bracket includes only the larger 60mm (2-23/64") pump rubbers. Single bracket can also be used as mounting for 66.67mm (2-5/8") gauges.



FUEL PUMPS AND REGULATORS

Part No	Description	
AF49-1008	Red Fuel Pump 7 PSI 97 GPH (12-801)	Petrol
AF49-1009	Blue Fuel Pump 14 PSI 110GPH (12-812)	Petrol
AF49-1010	Black Fuel Pump 140 GPH (12-815)	Petrol/Alcohol
AF49-1018	Fuel Pump Rebuild Kit	
Note:	3/8" NPT female thread	
AF49-1018	Fuel Pump Replacement plate & brushes	



Bypass 4.5-9 PSI Regulator

Aeroflow's Bypass 4.5-9 PSI regulator is available with either 3/8" NPT or -8ORB female threads and are the perfect choice for fuel systems running a return line to the tank with added benefit of less load on the fuel pump resulting in quieter fuel pump operation, cooler fuel and improved fuel pump life. Available in blue, black and red anodised or polished finishes.

Part No	Colour	Outlets /Inlet
AF49-4500	Blue	3/8" NPT
AF49-4500BLK	Black	3/8" NPT
AF49-4500P	Polish	3/8" NPT
AF49-4500R	Red	3/8" NPT

AF49-4501	Blue	-8ORB
AF49-4501BLK	Black	-8ORB
AF49-4501P	Polished	-8ORB
AF49-4501R	Red	-8ORB

Note: AF59-4500 replacement diaphragm and spring.



Carburetor Regulators

Billet 2 port carb regulators. Made from billet 6061 T6 aluminium these regulators are an ideal replacement/upgrade for the traditional Holley style 2 port regulator. Comes in 2 different port styles, 3/8" NPT or -8 ORB and in 2 adjustment ranges, 1 - 4 PSI or 4.5 - 9 PSI. Available in 4 different finishes. Comes with chrome mounting bracket and mounting screws.

Part No	Description	Finish
AF49-3001	-8 ORB 1 - 4PSI	Blue
AF49-3001BLK	-8 ORB 1 - 4PSI	Black
AF49-3001R	-8 ORB 1 - 4PSI	Red
AF49-3001P	-8 ORB 1 - 4PSI	Polished

AF49-3000	-8 ORB 4.5 - 9PSI	Blue
AF49-3000BLK	-8 ORB 4.5 - 9PSI	Black
AF49-3000R	-8 ORB 4.5 - 9PSI	Red
AF49-3000P	-8 ORB 4.5 - 9PSI	Polished

AF49-4001	3/8" NPT 1 - 4PSI	Blue
AF49-4001BLK	3/8" NPT 1 - 4PSI	Black
AF49-4001R	3/8" NPT 1 - 4PSI	Red
AF49-4001P	3/8" NPT 1 - 4PSI	Polished

AF49-4000	3/8" NPT 4.5 - 9PSI	Blue
AF49-4000BLK	3/8" NPT 4.5 - 9PSI	Black
AF49-4000R	3/8" NPT 4.5 - 9PSI	Red
AF49-4000P	3/8" NPT 4.5 - 9PSI	Polished

Note: AF59-4000 replacement diaphragm with high and low pressure springs.



BILLET CARB FUEL PRESSURE REGULATOR

Machined from billet 6061 T6 Aluminium and anodized, E85 and Alcohol compatible. Fast response, Low maintenance.

Precise pressure control. 1/8 NPT Gauge port on all models

-10 feed on all regulators. Adjustable base pressure

• 2 Port Reg rated to 750 HP (4 - 12 PSI)

• 4 Port Reg rated to 1600HP (4 - 12 PSI)

Ports	Blue	Black	Postished
2 x -8 ORB	AF66-2047	AF66-2047BLK	AF66-2047P
4 x -6 ORB	AF66-2048	AF66-2048BLK	AF66-2048P

AF59-2048 Replacement for 4 port diaphragm AF66-2048

AF59-2049 Replacement for 2 port diaphragm AF66-2047

Note: All pressure adjustments should be made with motor running at 1800-2000RPM

• **NOTE:** Fittings not included



Electric Fuel Pumps

Comp Pump Series 60FI

The COMP PUMP 60FI Series Electric Fuel Pump is a high pressure 12-volt electric fuel pump intended for gasoline powered fuel injection applications. The quiet Gerotor design of the 60FI Series has a free flow rating of 60 GPH and must be run with a bypass/return style regulator. The 60FI Series includes a complete hardware package for easy installation.

Comp Pump Series 60FI

Seal & Repair Kit 60FI - Petrol

Brush Kit

Seal & Repair Kit 60FI - Alcohol



MSD2257
MSD29809
MSD29939
MSD29819

Comp Pump Series 110

The COMP PUMP 110 Series Electric Fuel

Pump is an excellent choice for high

performance street and marine engines.

The 110 Series is a 12-volt electric fuel

pump intended for applications needing

a high volume electric fuel pump. The

quiet Gerotor design of the 110 Series

has a free flow rating of 110 GPH.

The 110 Series is internally bypassed

and factory set to 7 PSI. The special

design of the pump housing allows

some limited adjustment of the output

pressure.

Comp Pump Series 110

Seal & Repair Kit 110 - Petrol

Seal & Repair Kit 110 - Alcohol

Brush Kit

MSD29256
MSD29809
MSD29819
MSD29939



Comp Pump Series 140

The COMP PUMP 140 Series Electric Fuel Pump is an excellent choice for high performance street, racing and marine engines. The 140 Series is a 12-volt electric fuel pump intended for application needing a high volume and high pressure electric fuel pump. The quiet Gerotor design has a free flow rating of 140 GPH and must be run with a fuel pressure regulator.

The pump assembly itself is a high efficiency Gerotor that provides stable output and pressure. The 140 Series is internally bypassed and factory set to 12 PSI. The special design of the pump housing allows some limited adjustments of the output pressure.

Comp Pump Series 140 MSD29209
Seal & Repair Kit 140 - Petrol MSD29809
Seal & Repair Kit 140 - Alcohol MSD29819
Brush Kit MSD29939



Comp Pump Series 250

The COMP PUMP 250 Series Electric Fuel Pump is designed for racing applications needing a high volume and high pressure 12-volt electric fuel pump. The 250 Series is externally bypassed and factory set to 16 PSI. The special design of the pump housing allows some limited adjustments of the output pressure. Because of the high pressure characteristics and free flow rating in excess of 250 GPH, the 250 Series must be run with a fuel pressure regulator. Choose from Mallory Fuel Pressure Regulators such as Part No. 4200 and 4201.

Comp Pump Series 250 (Petrol) MSD29269
Comp Pump Series 250 (Alky/Methanol) MSD29268
Seal & Repair Kit 250 - Petrol MSD29889
Seal & Repair Kit 250 - Alcohol MSD29829



2-Port Street & Competition Regulators

- Compact design fits where others cannot
- Design-matched for use with 140 Series
- Easy to install and adjust for maximum performance. • Inlet Size: 3/8" NPT • Maximum Inlet Pressure: 20 PSI • Outlet Size: 3/8" NPT
- Adjustment Range: 4-12 PSI
- Gauge Port: Size: 1/8" NPT
- Recommend Maximum Flow: 200 GPH

2-Port Street and Competition Fuel Pressure Regulator Gasoline MSD29386
Diaphragm Kit Gasoline MSD29869



Return (Bypass) Style Regulator

- CNC-machined billet aluminium construction
- Special quick action diaphragm design
- Return-style design extends pump life and eliminates pressure drop at launch

3-Port Street and Competition Fuel Pressure Regulator Gasoline

Diaphragm Kit MSD29859
 Specifications: Inlet & Return Size: 3/8" NPT, Maximum Inlet Pressure: Unlimited, Outlet Size: 3/8" NPT, Adjustment Range: 3-12 PSI, Gauge Port: Size: 1/8" NPT
 Recommend Maximum Flow: 200 GPH



Street / Strip (SS) Fuel Pump

For carburetted powerplants making 200-750 HP with standard regulators and up to 1,000 HP with dynamic, bypass style regulators. Ideal for continuous duty, carburetted applications where more line pressure, flow volume and reliability are desired. Ideal for your daily driver, street rod or demanding ET-bracket race car. **This pump is designed to be used with either a Bypass Regulator; P/N 13301 or one of our Carburettor Adjustable Regulators; P/N 13201 or 13205.**

Fuel flow exceeds 900 lbs. per hour @ 13.5 Volts - more than 150 gallons per hour. Pump provides 14 PSI fuel pressure - perfect for high-G leaving cars. 3/8" NPT ports. Alcohol compatible. Ideal for dedicated nitrous fuel delivery. Low amperage draw.

Street / Strip (SS) Fuel Pump ARO11203



High Output (H/O) Billet Fuel Pump

For carburetted powerplants making 200-600 HP, without the use of a separate fuel pressure regulator.

Similar to the popular S/S fuel pump P/N 11203, but internally regulated down to 7 PSI, the H/O fuel pump is ideal for carburetted, high output street cars and mild race cars alike. High Output (H/O) Billet Fuel Pump, ARO11209



A2000 Fuel Pump

For drag racing applications producing 500-2500 HP on gasoline, and up to 1500 HP on alcohol. This is the fuel pump upgrade of choice for many Top Sportsman and Professional racers where consistent volume, rock steady, adjustable line pressure and overall reliability rank #1. The industry's only fuel pump that uses a true diaphragm-controlled bypass, integral to the pump. The A2000 dampens pressure spikes for smoother, more controlled flow and pressure. High torque, low rpm motor design delivers more than 350 GPH free flow, while developing less current. Adjustable, diaphragm bypass. -10 AN inlet and outlet ports with a -8 AN return port and 1/8" NPT gauge port.

A2000 Fuel Pump,
A2000 REPAIR KIT DIAPHRAGM

ARO11202
 ARO11001



AEROMOTIVE A3000

The A3000 Fuel Pump provides more mounting provisions, enhanced performance and better pressure control than any fuel pump in its class. This crafty Modular design affords the racer a variety of options for mounting and pressure control. When mated with the P/N 11218 100 Micron Filter and / or the P/N 11217 Pressure Regulator, (both parts sold separately) you have the ability to independently index those components for a custom installation on your race car. If you already have a compatible Pre-Filter* or don't want to utilize a return on the pump, the pump can operate as a "stand alone" featuring a -12 ORB inlet port and -10 ORB outlet port.

Features:

- 15% more flow across the entire pressure range (vs. the A2000)
- Light weight (5.1 lbs)
- 6.8 gpm @ 5 psi / 13.5V (Over 400 gph)
- New ORB-12 Inlet, ORB-10 Outlet
- Alcohol / Methanol Compatible
- Multiple bolt patterns on the bottom of the pump fit almost any chassis mounting options, including competitors' pumps.
- Integrated Pre-Pump Fuel Filter
- Integrated 100-Micron Pre-Filter can be clocked in 45° increments.
- compact design with flexible mounting configurations.
- Filter can be removed and run in a separate location if desired.
- True Diaphragm Controlled Bypass Regulator Integrated into the pump
- Similar design to the A2000, the regulator provides smoother and more controlled flow and pressure as well as dampens pressure spikes.
- The new A3000 design allows for the regulator to be clocked in 45° increments like the filter for additional chassis clearance.
- Regulator can be removed and run as a true bypass regulator.
- Regulator's bolt pattern matches to the Aeromotive Stackable Regulators (P/N 13217) allowing the ultimate in pressure control and nitrous fuel system solutions.

Description
 A3000 Complete Kit (pump, regulator & filter)
 A3000 Fuel Pump & Regulator
 A3000 Carburetted Fuel Pump
 A3000 Pressure Regulator
 A3000 100 Micron Fuel Filter

Part No.
 ARO11215
 ARO11222
 ARO11216
 ARO11217
 ARO11218

A1000 Fuel Pump

This is the pump that started it all. Durable, reliable, good looking and it supports high horsepower. Perfect for the daily driver that doesn't run like a daily driver.

For fuel injected engines: up to 1100 HP naturally aspirated up to 800 HP forced air induction. For carburetted engines: up to 1300 HP - naturally aspirated up to 1100 HP - forced air induction. Number one at the track and on the street. Flows 600 lbs. per hour @13.5 volts and 45 psi. Flows 800 lbs. per hour @13.5 volts and 8 psi. Features AN-10 inlet and outlet ports.

For EFI engines use regulator P/N ARO13101 or ARO13109, carburetted P/N ARO13204.

Fully submersible for custom, in-tank placement.

Perfect for "blow-through" carburetted engines up to 1100 HP.

Billet Speed Pump Controller (P/N ARO16302) recommended for EFI street duty.

ARO11101

A1000 Fuel Pump,

* Also available in our PLATINUM SERIES fully-polished, show quality finish, Platinum Series



Tsunami Fuel Pump

For fuel injected applications with base pressure settings between 30 and 65 PSI. Designed to fuel anything from 150 to 700 horsepower naturally aspirated, up to 500 horsepower forced induction.

Feed your beast with the new Tsunami EFI Fuel Pump. Beautiful, durable, and reliable, this new fuel pump will fuel the fire whether it's naturally aspirated, nitrous enhanced, blown or turbocharged

Tsunami Fuel Pump ARO11103



Aeromotive 700 hp EFI

External Universal

Feed your beast with these new Aeromotive 700 hp EFI fuel pumps. Beautiful, compact, durable, and reliable, these fuel pumps will fuel the fire whether it's naturally aspirated, nitrous enhanced, blown, or turbocharged. These pumps are for fuel-injected applications with base pressure settings between 30 and 65 psi. Designed to fuel anything from 150 to 700 hp, these pumps flow over 450 lbs./hr. at 45 psi.

ARO11106 AEROMOTIVE EFI FUEL PUMP 700HP IN LINE, -8 INL AND -6 OUT



Pro-Series Fuel Pump

For high horsepower racing engines, EFI or carburetted: For fuel injected engines: up to 1800 HP - naturally aspirated

up to 1400 HP - forced air induction For carburetted engines: Up to 2100 HP - naturally aspirated Up to 1700 HP - forced air induction The "ultimate" in-line fuel pump, features our state-of-the-art, patent-pending "dual chamber" pump design. This is simply the most powerful, highest flowing in-line fuel pump available anywhere.

Flows more than 1000 lbs. per hour @ 13.5 Volts and 45 PSI. Flows more than 1200 lbs. per hour @ 13.5 Volts and 8 PSI. Features - 12 AN O-ring boss inlet/outlet ports.

Body is beautifully plated with our electroless nickel process. Comes complete with two -12 AN tapered flare fittings and O-rings. For EFI engines use regulator P/N 13110, carburetted P/N 13202.

Fully submersible for custom, in-tank placement.

Billet Pump Speed Controller (P/N 16302.) required for EFI street duty.

ARO11102

Pro-Series Fuel Pump,



Eliminator Fuel Pump

For high horsepower

Strip/Street applications, EFI or carburetted. Designed for forced air induction machines running on the street and at the track. The Eliminator gives you about 25% more flow at pressure compared to the A1000. The continuous duty, "street warrior", supports more HP in a true street car than any other pump built.

Billet Pump Controller (P/N 16302) recommended to keep fuel cool on long trips.

For fuel injected engines: Up to 1600 HP - naturally aspirated

Up to 1100 HP - forced air induction

For carburetted engines: Up to 1800 HP - naturally aspirated

Up to 1500 HP - forced air induction

Pump flow exceeds 800 lbs. per hour @ 13.5 Volts and 45 PSI.

Pump flow exceeds 1,000 lbs. per hour @ 13.5 Volts and 8 PSI.

Inlet port is -12 AN O-ring boss, outlet port is -10 AN O-ring boss.

For EFI engines use regulator P/N 13110, carburetted P/N 13202.

Fully submersible for custom, in-tank placement.

ARO11104 Eliminator Fuel Pump





IN TANK STEALTH PUMP ASSEMBLIES

These revolutionary designs incorporate the same advantages all our Stealth Fuel Systems provide by placing the fuel pump and pre-filter inside the tank. However, this new design allows for multiple mounting options in almost any fuel tank or cell. Designed for the custom tank builder or fabricator, the universal assembly uses O-Ring clamps to positively seal the provided 3/4" tube to the both the filter pickup and the fuel pump inlet, allowing for perfect placement of the pickup and ensuring superior performance. Proper baffling and clearance will be required, but installation could not be simpler with this universal design.

Part No.	Description
ARO18668	A1000 Fuel pump
ARO18669	Eliminator Fuel Pump

Pumps have same flow specs as external pumps on previous page. SPECS: 100 Micron stainless steel Fuel Filter / Pickup 20" long 3/4" aluminum tube w/ 90 degree bend Gaskets, mounting ring, bolts and washers for a positive seal mounting

Phantom Stealth Dual In Tank Pump Kit

The Dual Phantom comes loaded with two 340lph pumps, an additional set of electrical bulkheads, and a larger capacity foam and bladder. Remarkably, it does not take up any additional space. The dual pumps provide opportunity for supporting big power (see power ratings below) while remaining OE quiet. Separate electrical bulkheads allow for an "on demand" fuel system, which reduces the amount of returned fuel and reduces the tank temperature, making vapor lock and cavitation a thing of the past. Also, this feature is a must when a redundant (back up) pump is needed in extreme conditions, such as off-road, desert, and endurance racing. The larger capacity foam and bladder combat fuel slosh while retaining enough fuel to feed the dual pumps. And the best feature is all of this done from your stock tank with no welding or fabrication!

- EFI or Carburetted
- (2) 340 LPH Stealth Fuel Pumps
- Supports up to 1400 HP EFI – Forced Induction
- Supports up to 1700 HP EFI – Naturally Aspirated
- Supports up to 1700 HP Carburetted – Forced Induction
- Supports up to 2000 HP Carburetted – Naturally Aspirated
- Black anodized top hat
- (2) Universal high flow pre-pump filters
- (4) ORB-06 Ports – 2x Supply, (1) Return, (1) Vent
- Larger Capacity fuel resistant baffle / basket (Includes: Foam and Bladder)
- Modular design can be cut to height to fit almost any fuel tank
- Turbine pump mechanisms increase durability
- In-tank use only

ARO18309	Phantom Stealth Dual Pump Kit -6AN
ARO12609	Replacement Strainer Filter & Gasket



325 STEALTH FUEL PUMP

The Aeromotive 325 is a high performance pump that bolts into many existing hanger assemblies. It is also a significant addition to the Aeromotive Stealth line as this one part number now fits more than 25 very recent cars and truck platforms, many of which are common for performance upgrades. What sets the 325 Stealth Pump apart is its superior flow throughout a wide pressure range. Compared to other aftermarket pumps, the 325 boasts a significant increase in performance, flowing more than 325 lph at 40 psi. This pump is ideal for applications requiring more flow while retaining the factory lines and mounting provisions available in the Original Equipment (O.E.) configuration. The 325 is also perfect for use as a replacement fuel pump for applications that require more flow to support forced air power adders such as turbo and superchargers.

- Compact 65mm body for OE fitment
- Fits a wide range of vehicles where popular aftermarket pumps are applicable
- Flows 325lph @ 40 psi • Internal check valve
- Quiet, durable and reliable turbine impeller
- Includes universal filter sock – may not fit in some applications
- (see OEM filter replacement recommendations)
- Designed for in-tank use only
- Can be used with carburetted or EFI applications
- Can be used in pulse modulated applications.
- Includes Universal Drop Parts Kit (Filter, Wiring Pigtail, Rubber Hose, (2) Clamps)
- Replacement For Holden Monaro V8 2004-06 & VE Commodore V8 2007-13

Description	Part No.
325 Stealth Universal Fuel Pump	ARO11165

340 STEALTH ELECTRIC FUEL PUMPS

What sets the 340 Stealth Pump apart is its superior flow throughout a wide pressure range. Compared to other popular aftermarket pumps, at 40 psi the 340 boasts more than 340 lph.

That's over 30% more flow. This pump is ideal for applications requiring more flow while retaining the factory lines and mounting provisions available in the Original Equipment (O.E.) configuration. The 340 is also perfect for use as a universal replacement for applications that require more flow to support forced air power adders such as turbo and supercharged applications.

- Fits most vehicles with popular aftermarket pumps
- Includes universal filter sock • Designed for in-tank use only
- Can be used with carburetted or EFI applications
- Turbine pump mechanism increases durability and can be used in pulse modulated applications.

Description	Part No.
340 STEALTH FUEL PUMP (CENTER INLET)	ARO11140
340 STEALTH FUEL PUMP (OFFSET INLET)	ARO11141
340 STEALTH FUEL PUMP (OFFSET INLET, INLINE)	ARO11142
Replacement Filter Sock Suit ARO11140 & ARO11540	ARO12640



AEROMOTIVE BRUSHLESS FUEL PUMPS

Brushless motors employ sensors to monitor rotor angle to provide faster and more reliable phase shifting, producing more torque capacity and motor efficiency. Instead of the armature rotating, in a brushless motor the magnets rotate around the armature and the motor controller manages the phase shift to keep the motor rotating under load (load is related to pressure in a fuel pump). With more torque per watt and a higher torque to weight ratio, brushless motors produce lower noise and deliver higher reliability. With a higher level of efficiency, down to fractions of a second in design speed control, the new Aeromotive brushless fuel pumps provide precise control of fuel pump RPM as pressure rises, better maintaining pump RPM and flow, producing a flatter flow curve. Tight tolerances result in less current draw, less heat and extended life. Now there is the ability to upgrade to a premium brushless pump for faster, more reliable and uninterrupted fuel delivery with less power consumption and potential for wear or failure.

- A1000 Brushless External Fuel Pump
- Supports up to 1300 FWHP EFI – naturally aspirated
- Supports up to 1000 FWHP EFI – forced air induction
- Supports up to 1500 FWHP Carburetted – naturally aspirated
- Supports up to 1200 FWHP Carburetted – forced air induction
- E85 Compatible, reduce max FWHP by 30%
- Lighter than the traditional A1000 pump.
- Reduced current draw at higher, EFI pressures.
- Extended service life in methanol and ethanol.
- Integral, external brushless controller for clean installation, cooler fuel and enhanced reliability.
- Quieter than the traditional A1000 pump.
- ORB-10 inlet and outlet ports.
- EFI rated flow of 700 lbs./hr. @ 45 psi, 13.5 volts
- Carb rated flow of 900 lbs./hr. @ 9 psi, 13.5 volts

A1000 Brushless External Fuel Pump ARO11124

Eliminator Brushless External Fuel Pump

- Supports up to 1900 FWHP EFI – naturally aspirated
- Supports up to 1400 FWHP EFI – forced air induction
- Supports up to 2300 FWHP Carburetted – naturally aspirated
- Supports up to 1700 FWHP Carburetted – forced air induction
- E85 Compatible, reduce max FWHP by 30%
- Lighter than the traditional Eliminator pump.
- Reduced current draw at higher, EFI pressures.
- Extended service life in methanol and ethanol.
- Integral, external brushless controller for clean installation, cooler fuel and enhanced reliability.
- Quieter than the traditional Eliminator pump.
- ORB-12 inlet and ORB-10 outlet ports.
- EFI Rated flow of 1,000 lbs./hr. @ 45 psi, 13.5 volts
- Carb Rated Flow of 1,300 lbs./hr. @ 9 psi, 13.5 volts

Eliminator Brushless External Fuel Pump ARO11180

3.5 Brushless Gear Pump External Mount

- Supports up to 2400 FWHP EFI – naturally aspirated
- Supports up to 1800 FWHP EFI – forced air induction
- Supports up to 2600 FWHP Carburetted – naturally aspirated
- Supports up to 2000 FWHP Carburetted – forced air induction
- E85 Compatible, reduce max FWHP by 30%
- Lighter than the traditional Pro-Series pump.
- Reduced current draw at higher, EFI pressures.
- Extended service life in methanol and ethanol.
- New integral spur-gear pumping mechanism.
- 90-PSI continuous operating pressure and up to 150-PSI peak pressure, base plus boost.
- Integral, external brushless controller for clean installation, cooler fuel and enhanced reliability.
- ORB-12 inlet and ORB-10 outlet ports.
- EFI Rated flow of 1,250 lbs./hr. @ 40 psi, 13.5 volts
- Carb Rated Flow of 1,350 lbs./hr. @ 9 psi, 13.5 volts

3.5 Brushless Gear Pump External Mount ARO11181

5.0 Brushless Gear Pump External Mount

- Supports up to 3400 FWHP EFI – naturally aspirated
- Supports up to 2600 FWHP EFI – forced air induction
- Supports up to 3600 FWHP Carburetted – naturally aspirated
- Supports up to 2700 FWHP Carburetted – forced air induction
- E85 Compatible, reduce max FWHP by 30%
- Lighter than the traditional external mount pumps.
- Reduced current draw at higher, EFI pressures.
- Extended service life in methanol and ethanol.
- New integral spur-gear pumping mechanism.
- 90-PSI continuous operating pressure and up to 150-PSI peak pressure, base plus boost.
- Integral, external brushless controller for clean installation, cooler fuel and enhanced reliability.
- ORB-12 inlet and ORB-10 outlet ports.
- EFI Rated flow of 1,700 lbs./hr. @ 40 psi, 13.5 volts
- Carb Rated Flow of 1,850 lbs./hr. @ 9 psi, 13.5 volts

5.0 Brushless Gear Pump External Mount ARO11182

A1000 Brushless Stealth Fuel Cell Fuel Pump

Designed as a direct drop-in replacement for the any Aeromotive Stealth Fuel Cell, including COPO, Cobra Jet or Drag Pak race cars. This configuration is also a great option when building a 10" deep custom fuel cell.

- The A1000 performance you expect and more:
- E85 Compatible, reduce max FWHP by 30%
- Lighter than the traditional A1000 pump.
- Reduced current draw at higher, EFI pressures.
- Extended service life in methanol and ethanol.
- Integral, external brushless controller for clean installation, cooler fuel and enhanced reliability.
- Quieter than the traditional A1000 Stealth Pump.
- ORB-10 outlet port.
- EFI rated flow of 700 lbs./hr. @ 45 psi, 13.5 volts
- Carb rated flow of 900 lbs./hr. @ 9 psi, 13.5 volts
- Supports up to 1300 FWHP EFI – naturally aspirated
- Supports up to 1000 FWHP EFI – forced air induction
- Supports up to 1500 FWHP Carburetted – naturally aspirated
- Supports up to 1200 FWHP Carburetted – forced air induction



A1000 Brushless Stealth Fuel Cell Fuel Pump ARO18023



STEALTH HOLDEN COMMODORE VE-VF A1000 INTANK FUEL PUMP

This is a complete drop-in single fuel pump assembly for late model VE-VF Holden Commodore. The system provides a single A1000 or Eliminator Fuel Pump capable of supporting big HP. The best part, it drops right into your factory tank. It still incorporates the factory jet siphon system, includes an integral 100-micron pre-pump filter and an ORB-08 return line port. Now with a true return-style system in your Commodore, you can support the power your making without the worry of the siphon system and while maintaining your factory fuel tank. All while saving you money!

- up to 1300 HP – aspirated
- ORB-08 outlet and return port
- up to 1000 HP – forced air induction • A1000 Fuel Pump
- EFI applications use regulator P/N 13101 or P/N 13109.
- Billet Speed Pump Controller (P/N 16306) recommended for EFI street applications. • Compatible with E85 & Methanol
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron S/S pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Includes everything necessary to install the pump into your tank.
- Requires the use of a bypass style regulator and return line.

Description	Part No.
Stealth VE-VF A1000 Fuel Pump	ARO18642

STEALTH HOLDEN COMMODORE VE-VF ELIMINATOR INTANK FUEL PUMP

This is a complete drop-in single fuel pump assembly for late model VE-VF Holden Commodore. The system provides a single Eliminator Fuel Pump capable of supporting big HP. The best part, it drops right into your factory tank. It still incorporates the factory jet siphon system, includes an integral 100-micron pre-pump filter and an ORB-08 return line port. Now with a true return-style system in your Commodore, you can support the power your making without the worry of the siphon system and while maintaining your factory fuel tank. All while saving you money! This continuous duty "street warrior" supports big horsepower and maintains the drivability necessary for a true high performance street car. Designed for high horsepower street/strip applications, EFI or Carburetted, it features our "dual chamber" pumping mechanism.

- up to 1900 HP – aspirated
- Compatible with E85 & Methanol
- up to 1400 HP – forced air induction • Eliminator Fuel Pump
- EFI applications use regulator P/N 13110
- Billet Speed Pump Controller (P/N 16306) recommended for EFI street applications. • ORB-08 outlet and return port
- 25% more flow at pressure than our A1000 Fuel Pump
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Includes everything necessary to install the pump into your tank.
- Requires the use of a bypass style regulator and return line.

Description	Part No.
Stealth VE-VF Eliminator Fuel Pump	ARO18643



Phantom EFI Returnless Fuel Pump

Aeromotive's all-new returnless EFI Phantom is a cost-effective way to fuel a late model EFI engine swapped into an early, carbureted muscle car or truck. For those who want an in-tank, baffled fuel pump, but they don't want to run an external regulator with a return line, the new Phantom EFI-Returnless In-Tank Pump is just the ticket. Featuring the same simple, fabrication free installation of the return style Phantom kits, but you just run one AN-06 supply line through an Aeromotive high flow filter to the engine, connect a proper power supply to the pump and bang, you're done! Supports up to 600 FWHP naturally aspirated and up to 450 FWHP forced induction EFI on gasoline. Reduce FWHP limit by 30% for E85.

- Billet Top Hat with ORB-06 ports
- Foam Baffle & Bladder Sump
- Proprietary Sealing Gasket
- Installation Ring
- High-Flow Pre-Pump Filter
- Billet C-Ring Mount
- Height Adjustable 6-11"
- ORB-06 port plug

Phantom EFI Returnless Fuel Pump ARO18329



CARBURETTED PHANTOM 325 IN-TANK PUMP

Aeromotive's all-new returnless Carburetted Phantom is a cost-effective way to install a fuel system for any carburetted system, in virtually any fuel tank. For those customers who want the ease of a returnless carburetted system in their car and are tired of loud, noisy T-style pumps, Aeromotive's new Carburetted Phantom is the way to go. Line pressure is pre-set to 15 psi. Equipped with the Aeromotive Stealth 325 pump, the Phantom Carburetted System is capable of supporting up to 900 horsepower naturally aspirated, 750 horsepower forced induction, on gasoline.

- Billet Top Hat with ORB-06 ports
- Foam Baffle & Bladder Sump
- Proprietary Sealing Gasket
- Installation Ring
- High-Flow Pre-Pump Filter
- Billet C-Ring Mount
- Height Adjustable 6-11"

ARO18201 Billet Top with -6AN Ports



Phantom 200 Stealth Fuel System

No more welding sumps or using up trunk space with fuel cells. No more hot fuel handling issues like vapor-lock and no more fuel slosh. The Phantom system's internal baffle / basket controls fuel slosh and keeps the fuel pump submerged in fuel, even at low fuel levels and in aggressive driving. The best part about this whole system... it's completely universal. This system will fit virtually any tank from 5.5" deep to 11" deep, plastic, steel, aluminium, corrugated or smooth. One system that gives you everything you need to fuel your ride. Its serious performance you will never know is there!

- Supports up to 450 HP EFI - Forced Induction
- Supports up to 600 HP EFI - Naturally Aspirated
- Supports up to 600 HP Carbureted - Forced Induction
- Supports up to 750 HP Carbureted - Naturally Aspirated
- Black anodized hanger assembly
- (3) ORB-06 Ports - Supply, Return, Vent
- Fuel resistant baffle / basket (Includes: Foam and Bladder)
- Universal high flow pre-pump filter
- Modular design can be cut to height to fit almost any fuel tank
- EFI or Carbureted
- Turbine pump mechanism increases durability.
- Must be used with a return style system
- In-tank use only

ARO18689 Phantom 200 Stealth Fuel System -6AN
ARO12688 Replacement Strainer Filter Suit
ARO18688, ARO18689 & ARO18201



Phantom 340 Stealth Fuel System

No more welding sumps or using up trunk space with fuel cells. No more hot fuel handling issues like vapor-lock and no more fuel slosh. The Phantom system's internal baffle / basket controls fuel slosh and keeps the fuel pump submerged in fuel, even at low fuel levels and in aggressive driving. The best part about this whole system... it's completely universal. This system will fit virtually any tank from 5.5" deep to 11" deep, plastic, steel, aluminium, corrugated or smooth. One system that gives you everything you need to fuel your ride. Its serious performance you will never know is there!

- Supports up to 700 HP EFI - Forced Induction
- Supports up to 850 HP EFI - Naturally Aspirated
- Supports up to 850 HP Carbureted - Forced Induction
- Supports up to 1000 HP Carbureted - Naturally Aspirated
- Black anodized hanger assembly
- (3) ORB-06 Ports - Supply, Return, Vent
- Fuel resistant baffle / basket (Includes: Foam and Bladder)
- Universal high flow pre-pump filter
- Modular design can be cut to height to fit almost any fuel tank
- EFI or Carbureted
- Turbine pump mechanism increases durability.
- Must be used with a return style system
- In-tank use only

ARO18688 Phantom 340 Stealth Fuel System -6AN



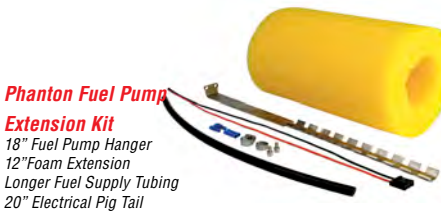
Phantom Flex In Tak Fuel Pump Kit

Aeromotive's Phantom line of universal in-tank fuel systems goes green with the new Phantom Flex. As E85 makes its way into mainstream hot-rodding, its higher octane rating creates a cheaper fuel alternative for higher compression performance applications, but came with a few problems, namely its corrosive nature and stoichiometric ratio (fuel needed per unit of air). This is no match for the sealed electrical connections and 450lph pump included with Phantom Flex, making Aeromotive's latest addition true to its name.

The Phantom Flex has a lot in common with the original Phantom. Whether you're using E85 or gasoline, the Flex provides easy installation in virtually any fuel tank. It comes with an additional 30% more flow over its 340lph predecessor. The system also includes a larger foam and bladder design to feed the 450lph pump and combat fuel slosh in many harsh driving conditions. Reliable and quiet, the new Phantom Flex provides you with a viable solution when using renewable energy.

- 450 LPH Stealth Fuel Pump
- E85 Compatible
- Supports up to (on Gas) 800HP EFI - Forced Induction
- Supports up to (on Gas) 1,100HP EFI - Naturally Aspirated
- Supports up to (on Gas) 950HP Carbureted - Forced Induction
- Supports up to (on Gas) 1300HP Carbureted - Naturally Aspirated
- Supports up to (on E85) 550HP EFI - Forced Induction
- Supports up to (on E85) 750HP EFI - Naturally Aspirated
- Supports up to (on E85) 700HP Carbureted - Forced Induction
- Supports up to (on E85) 900HP Carbureted - Naturally Aspirated
- Black anodized top hat
- (3) ORB-06 Ports - Supply, Return, Vent
- Larger Capacity fuel resistant baffle / basket (Includes: Foam and Bladder)
- Universal high flow pre-pump filter
- Modular design can be cut to height to fit almost any fuel tank
- EFI or Carbureted
- Turbine pump mechanism increases durability.
- In-tank use only

ARO18310 Phantom Flex 450 Stealth Kit -6AN
ARO12611 Replacement Strainer Filter & Gasket



Phantom Fuel Pump Extension Kit

18" Fuel Pump Hanger
 12" Foam Extension
 Longer Fuel Supply Tubing
 20" Electrical Pig Tail
ARO18788 Single Phantom Fuel Pump Extension Kit Up To 20" Deep
ARO18709 Dual Phantom Fuel Pump Extension Kit Up To 20" Deep



Aeromotive Carburetted Phantom 340 Kit

These new Phantom Carburetted Fuel Systems include all main fuel system components required to create a proper carburetted fuel system, including the desired Phantom Baffled Fuel Pump Kit with a 340 LPH fuel pump. Each system ships with the proper carburetted bypass fuel pressure regulator, high flow billet fuel filter, filter mounting bracket, plus all the required port fittings and o-rings, the deluxe wiring kit (not shown) and Aeromotive fuel pressure gauge. Ideal for naturally aspirated and blown, carburetted engines producing up to 900 plus flywheel Horse Power, on the street or at the track. AN-08 Style fuel hose and hose-ends are required for the installation of a fuel supply and return line, sold separately and not included.

Carburetted Phantom 340 Kit ARO17254

Fuel Pump/Filter Brackets

Aeromotive fuel pump/filter brackets are available in billet aluminium or steel T-bolt clamp designs and can be used with Aeromotive or other brands of fuel pump or filter for a secure mount and neat appearance.

Billet Bracket for 2" Diameter Pumps/Filters ARO12305
Billet Bracket for 2-1/2" Diameter Pumps/Filters ARO11703
T-Bolt Bracket for 2-1/2" Diameter Pumps/Filters ARO12702
T-Bolt Platinum Bracket for 2-1/2" Diameter Pumps/Filters ARO11753



Vibration Dampener Mounting Kit

The fuel pump vibration dampener mounting kit uses special rubber mounts to dampen vibrations and prevent them from being transferred to the chassis for quieter fuel pump operation.

Fuel Pump Vibration Dampener Mounting Kit ARO11601



Billet Fuel Pump Speed Controller

For any pump, on any type of vehicle, the Aeromotive Fuel Pump Speed Controller (FPSC) minimizes hot fuel handling problems for in-line pumps in bypass systems and it will also keep T-style pumps cool in static systems, extending fuel pump life. Sensing engine RPM, the FPSC kicks your fuel flow into high gear when you need it, but reduces pump speed and flow to keep things cool when you don't. It's like an automatic transmission for your electric fuel pump.

When you're cruising, Aeromotive's Billet Fuel Pump Controller automatically steps voltage down to the Fuel Pump at lower RPM, then it continuously monitors engine speed, stepping voltage and flow back up when needed. The RPM step-point is adjustable, allowing calibration for your specific application.

Controller features:

- LED indicator confirms correct ignition signal hookup, verifies energization of the manual override circuit, and indicates when the circuit is providing full voltage to the pump.
- A solid-state transistor circuit, rated up to 40 amps, replaces the relays recommended in most fuel pump electrical circuits.
- Cool operation - mount it virtually anywhere.
- Housing crafted from billet 6061-T651 aircraft aluminum alloy, protected with a beautiful bright dip red anodized finish.
- Complete installation kit - wire, override toggle switch, installation hardware, and instructions included.

Billet Fuel Pump Speed Controller. ARO16306



BILLET HEX DRIVE FUEL PUMP

Get the same unparalleled performance you get from our Billet Belt Drive Fuel Pump with the convenience of direct drive. The Hex Drive Fuel Pump can be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.

- Proven performance, powering some of the world's fastest EFI vehicles. • Supports up to 3600 HP gas, 1800 HP methanol.
- Compact size facilitates easy mounting. • Billet aluminium CNC-machined body, not "cast". • -10AN O-Ring inlet and outlet ports.
- For EFI applications use regulator ARO13113.
- Carburetted gasoline applications require regulator ARO3202 or ARO13212. • Alcohol applications require Double Adjustable Regulator ARO13209 or ARO13214. • Utilizes standard, 3/8" hex drive shaft and 3-bolt mounting pattern.

Hex Drive Fuel Pump with Mounting Collar ARO11107



BILLET BELT DRIVE FUEL PUMP

Zero amperage draw, less weight, and more flow! The Aeromotive Billet Belt Drive Fuel Pump was designed to solve fuel delivery problems in high horsepower, forced-induction EFI applications, and is now very popular in carburetted applications as well.

- Proven performance, powering some of the world's fastest EFI vehicles. • Supports up to 3600 HP gas, 1800 HP methanol.
- Compact size facilitates easy mounting.
- Billet aluminium CNC-machined body, not "cast".
- -10AN O-Ring inlet and outlet ports.
- For EFI applications use regulator ARO13113.
- Carburetted gasoline applications require regulator ARO3202 or ARO13212.
- Alcohol applications require Double Adjustable Regulator ARO13209 or ARO13214.



Belt Drive Fuel Pump Only

Belt Drive Fuel Pump with Bracket & Pulley

Billet Bracket for ARO11105 Fuel Pump

Billet Big Block Chev Drive Mandrel

28 Tooth Gilmer 3/8 pitch Fuel Pump Drive Pulley

14 Tooth Gilmer 3/8 pitch Crank Pulley

ARO11105

ARO17140

ARO11705

ARO21106

ARO21109

ARO21108

ATOMIC BELT DRIVE FUEL PUMP

These Aeromotive B style belt drive Atomic fuel pumps are designed to be operated by a pulley and a cog belt, allowing the pumps to be driven from your crankshaft. They can be used in low or high-pressure applications and flow in excess of 4,500 lbs. per hour and over 12 gpm at 100 psi. The Aeromotive B style belt drive Atomic fuel pumps will support from 1,500 to over 5,000 hp on gas and over 2,500 hp on ethanol and methanol fuels. Their special Type III hardcoat anodized finish protects the 6061-T6 aircraft billet aluminium alloy housing from harsh fuels while looking great. The body features removable ports with a 1.25 in. inlet hose barb and a female -12 AN O-ring boss outlet port. This new modular inlet/outlet port design opens the door for you to interchange attachment styles to fit your engine's needs. If you're building a high-horsepower engine, use one of these Aeromotive B style belt drive Atomic fuel pumps as the foundation of your fuel system

ARO11115 Aeromotive B Style Belt Drive Atomic Fuel Pump

ARO11117 Fuel Pump Atomic Hex Drive Mechanical Universal

ARO11705 Aeromotive Billet Adjustable Fuel Pump Mounting Brackets

ARO11704 Straight brackets suite belt drive



Extreme Flow Belt Or

Hex Drive Regulator

Our ALL-NEW Extreme-Flow EFI Regulator now comes with -12 ports! It's designed for use with Belt or Hex Drive Fuel Pumps. Other benefits include:

- Compact, 2-Port Body with dual ORB-12 inlet/outlet ports and one ORB-12 return port.
- 0.500" high-flow valve/seat, able to handle 7-32 GPM Fuel Pumps.
- Dual springs expand the range of operating pressure while maintaining a low profile regulator with reduced weight.
- Standard spring (installed) supports 30-75 PSI base fuel pressure.
- High Pressure spring (included) supports 75-120 PSI base fuel pressure.
- Supports vacuum and boost reference on a 1:1 ratio with PSI.

ARO13132 2 Port Regulator with -10AN Inlet/Outlet &

-10AN Return

ARO13137 2 Port Regulator with -12AN Inlet/Outlet &

-12AN Return



Ultra High Flow Belt/Hex

Drive EFI Regulator

The Ultra-High Flow Belt/Hex Drive EFI Regulator is adjustable from 40-100 PSI. Engineered for our Belt-Drive and Hex-Drive Fuel Pumps, this regulator is suitable for engines making up to 4,000 HP on gasoline and is compatible with gasoline or methanol.

- Perfect for any mechanically driven EFI fuel pump developing over 200 GPH at EFI pressure.
- Base pressure adjustable from 40-100 PSI.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose, the other for AN -4 braided line. (Prevents blow-off in high boost applications)
- Ports available for nitrous fuel supply, pressure gauges and transducers. • (4) ORB-08 inlet ports, (1) ORB-10 inlet port and (1) ORB-10 return port.

Ultra High Flow Belt/Hex Drive EFI Regulator, **ARO13113**



EXTREME FLOW EFI REGULATOR

Designed for use with Belt or Hex Drive Fuel Pumps. Expanded, 5-Port Body with 1 - AN-10 plus 4 AN-08 inlet/outlet ports, and one AN-10 return port. 0.500" High Flow Valve/Seat, able to handle 7-26 GPM Fuel Pumps Dual Springs expand operating pressure range while maintaining a low profile and reduced weight. Standard spring (installed) supports 30-75 PSI base fuel pressure. High Pressure spring (included) supports 75-120 PSI base fuel pressure. Supports vacuum and boost reference on a 1:1 ratio with PSI

Extreme Flow 5-Port EFI Regulator ARO13133



DOUBLE-ADJUSTABLE

BYPASS 2-PORT REGULATOR

These aeromotive double adjustable carburetted regulators are designed for use with Aeromotive's series of mechanical drive fuel pumps. These regulators allow a dual pressure strategy often required for alcohol carburetted racing engines where fuel Pressure must be lower at idle, but higher as rpm and loads increase. Aeromotive double adjustable carburetted regulators prevent flooding during low fuel demands, while eliminating starvation at high fuel demands. They are capable of supporting 2,000+ Hp, alcohol-burning engines. These regulators do not require jets, pills, logs, or barrel valves.

ARO13214 DOUBLE ADJUSTABLE CARB FUEL REG 2-PORT ORB -10 IN/ RETURN



PRO-STOCK 2-PORT REGULATOR

Aeromotive's Pro Stock 2-port regulators are race-tested by record-setting professional racers. They were designed to be used with the Aeromotive A2000 fuel pump and other drag race style pumps in single-carburettor applications. Utilizing an extremely lightweight titanium valve and an innovative opposed-spring design, these Aeromotive Pro Stock regulators are engineered to be the quickest responding, most reliable high-flow regulators on the market. Their Type II bright dip anodized body and cap are CNC-machined from 6061 T6 aircraft-grade aluminium and feature a -12 AN inlet, two -8 AN outlets, and a 1/8 in. NPT gauge port.

ARO13210 PRO STOCK REGULATOR 2 PORT -12 INLET, 2 x -8 OUT



Pro-Stock 4-Port Regulator

NEW! Aeromotive introduces the ultimate static pressure regulator. Developed with and for Pro-Stock racers in NHRA and IHRA competition, and designed for use with the Aeromotive A2000 fuel pump. This regulator combines the finest, CNC-machined materials in titanium, stainless steel and billet aluminium with a "state-of-the-art" regulating mechanism to deliver a regulator that can handle any fuel while performing quicker and more efficiently than anything else on the market. CNC-machined 6061 T6 aircraft aluminium alloy body and cap, Type II Bright Dip Anodized for durability and good looks. CNC-machined Titanium poppet and stainless steel seat, plus a stainless steel spring provide quick response and durability. -12 AN ORB inlet ports and (4) -6 AN ORB outlet ports, may be used with dual or single carb applications (fittings sold separately). 1/8" NPT Gauge Port with hex key plug, regulator mounting bracket and installation instructions included.

ARO13208 Pro-Stock 4-Port Regulator



Carburetted Adjustable Regulator

3/8 NPT ports
3/8 NPT inlet and outlet ports 1/8" NPT gauge port. Regulator re-seats after the needle shuts down, preventing pressure creep. Comes complete with a mounting bracket. Fittings Sold Separately
Carburetted Adjustable Regulator, **ARO13205**



Carburetted Adjustable Regulator

Adjustable from 5-12 PSI. Ideal for carburettor and dedicated nitrous applications where higher flow, quicker response and less pressure creep are desired. The Carburetted Adjustable Regulator is designed specifically for carburetted street or racing engines. Ideal for our SS Fuel Pump and our A2000 Fuel Pump. -6 AN female inlet and outlet ports 1/8" NPT gauge port. Regulator re-seats after the needle shuts down, preventing pressure creep. Comes complete with a mounting bracket. Fittings Sold Separately
Carburetted Adjustable Regulator, **ARO13201**



A2000 2-PORT BYPASS REGULATOR

Aeromotive A2000 carburetted bypass regulators are ideal for use with high-volume electric or mechanical fuel pumps of any make, where dynamic flow and rock-steady pressure control are desired. With their unmatched boost reference and high-flow capacity, they're perfect for blow-through carburettor applications with a turbo or centrifugal supercharger.

ARO13212 2 PORT BY-PASS REGULATOR



Universal Bypass Regulator

Dual purpose, universal regulator for street or track applications. Base pressure adjustable from 3 to 20 PSI with standard spring (installed) or 20 to 60 PSI with high pressure spring (included). Ideal for carburetted and EFI bypass applications where more flow and superior pressure control are desired. Capable of handling any fuel pump up to 250 GPH. Fuel pressure will rise on a 1:1 ratio when referencing boost. All ports are 3/8" NPT, with one inlet and three outlets around the main body and one return port on the bottom. Requires a return line to be installed from the bottom of the regulator to the top of the tank.
Universal Bypass Regulator **ARO13301**



A1000 4 Port Carburetted Bypass Regulator

Convert from fuel injection to carburetion, and use your EFI fuel pump. Designed for the Aeromotive A1000 fuel pump, this regulator will also work with any similar EFI pump, delivering seamless volume at perfect pressure, right to your carburettor. Base Fuel pressure (with vacuum/boost disconnected) adjustable from 3-15 PSI. Note: EFI conversions will require a larger return line than stock/existing EFI for proper, low pressure control. Perfect for any application from the street to the track, naturally aspirated or supercharged. One -10 AN inlet and one -8 AN return port with two -6 AN outlet ports and 1/8" NPT gauge port. Stainless steel vacuum boost port - ideal for turbo-charged or supercharged engines. Fuel pressure rises on a 1:1 ratio with boost. Bypass design provides the ultimate, dynamic fuel delivery system. Requires return line from bottom of regulator to top of tank. Fittings Sold Separately
A1000 Carburetted Bypass Regulator **ARO13204**



A1000 6 Port Carburetted Bypass Regulator

The A1000 Bypass Regulators were designed for use with our A1000 and Eliminator Fuel Pumps or similar style EFI pumps in a carburetted application. These regulators are perfect for naturally aspirated or "blow-through" supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI.
- ORB-10 inlet port and (1) ORB-08 return port.
- P/N 13224 provides (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- Bypass design provides the ultimate, dynamic fuel delivery system.
- Ideal for converting from fuel injection to carburetion using the stock, in-tank pump.
- EFI conversions will require a larger-than-stock return line for proper low pressure control

A1000 4-Port Carburetted Bypass Regulator ARO13224



A2000 Carburetted Bypass

Adjustable base pressure from 2 to 20 PSI-recommended for A-2000; P/N 11202 and Belt Drive; P/N 11105 Drag Race fuel pumps. Ideal for use with high volume electric or mechanical fuel pumps of any make, where dynamic flow and rock steady pressure control is desired. Rock steady pressure control. Bypass design provides the ultimate, dynamic fuel delivery system. Requires return line from the bottom of regulator to top of tank. -10 AN inlet and return ports. Four -8 AN outlet ports. Fuel Pressure will rise on a 1:1 ratio when referencing boost. Perfect for blow-through carburettor applications with a turbo or centrifugal supercharger. Boost reference and high flow capability are unmatched. Note: High pressure, boost reference applications require high volume, high pressure fuel pumps. High volume, EFI type electric or mechanical pumps, with no internal bypass valve like the Aeromotive Pro-Series; P/N 11102, Eliminator; P/N 11104, or the new belt driven fuel pump; P/N 11105.
A2000 Carburetted Bypass Regulator ARO13202



Stackable**Carburetted Regulator**

Ideal for carburetted nitrous engines, these Aeromotive regulators can be stacked together to control multiple pressures with a single fuel pump. Capable of feeding single or dual carburetors, they give you total control of unique fuel pressures at every distribution point. These Aeromotive stackable regulators are a clean, lightweight solution, perfect for nitrous engine combinations where unique pressures are desired. The Aeromotive stackable regulators create their own integrated fuel log by utilizing a patent-pending, flow-through designed modular regulator body. Using a positive O-ring seal and the provided cap screws and O-rings, simply bolt as many of these regulators together as needed. Aeromotive manufactures these regulators from billet CNC-machined aluminum and they are adjustable from 5-12 psi. **ARO13217 STACKABLE CARB REG MODULAR 2X-6 OUT 2X-10 IN 5-12PSI**

X1 2-Port Efi &**Carburettor Regulator**

From carburetted to EFI pressures, naturally aspirated or forced induction, the X1 is designed to span the entire range of applications providing dependable fuel pressure regulation. Making the change from a carburetor to EFI or EFI to carburetor? There is no longer a need to purchase a new regulator. Simply utilize one of three conversion kits (sold separately) to match the operating range required of your engine. Replace original X1 Series regulator internals with the conversion kit of your choice (Part #'s 13013, 13014, and 13015) and you have a regulator with vastly different characteristics. While versatility is one of the X1's greatest assets, it is far from the only new design feature. Utilizing larger (3) -8AN inlet/outlet/return ports to accommodate increased flow, Aeromotive incredibly reduced overall weight by 33% (compared to Aeromotive 13109 regulator). Even with these new design components, none of the traditional features expected of a genuine Aeromotive product have been neglected. Still integrated is the 1/8" NPT gauge port and 1:1 ratio boost reference port for easy forced induction connection. The X1 Series provides flexible performance that grows as your fuel system grows.

ARO13303 EFI -8AN Inlet/Outlet Port
With -8AN Return Port, .188" Seat 35-75 PSI
ARO13304 Carburettor -8AN Inlet/Outlet Port
With -8AN Return Port, .313" Seat 5-15 PSI
ARO13305 Carburettor -8AN Inlet/Outlet Port
With -8AN Return Port, .313" Seat 35-75 PSI

X1 CONVERSION KITS

ARO13013 .188" seat 35-75psi
ARO13014 .313" seat 3-15psi
ARO13015 .313" seat 35-75psi



ARO13013 **ARO13014** **ARO13015**

EFI TO CARB**DUAL STAGE FUEL****PRESSURE REGULATOR**

Aeromotive's New EFI-2-Carb Dual Stage Fuel Pressure Regulator P/N 13220 allows any car or truck, originally equipped with a return-style EFI powered engine, to affordably convert to a standard carburetor, all while retaining the full, stock, EFI fuel system components... All with a single regulator. With the New EFI-2-Carb Dual Stage regulator, no changes to the original EFI fuel system are required to bolt on a carburetor and go. Allows use of the stock EFI pump in the tank, the stock EFI supply and return lines, and the stock fuel filter. This amazing new dual stage pressure regulator provides seamless control of bypass pressure to keep the EFI fuel pump happy while enabling full control of output pressure low enough to feed any off-the-shelf carb. In the first stage, pump bypass pressure is adjustable from 8-16 psi. In the second stage, pressure to the carburetor is regulated and adjustable from 5-9 psi. Installation is painless thanks to universal, 3/8" NPT inlet, outlet and return ports. Two 1/8" NPT gauge ports allow both first stage line pressure and second stage carburetted pressure to be adjusted and monitored. Ordinary 3/8" NPT to AN, or 3/8" NPT to barb fittings may be used, making plumbing easy to do and the fittings inexpensive.

- Dual Stage pressure control with one regulator.
 - Controls pump/line pressure from 8-16 PSI.
 - Controls carburettor pressure from 5-9 PSI.
 - Allows use of the stock EFI, in-tank fuel pump.
 - Permits use of the stock supply line and filter.
 - Allows use of the stock EFI return line.
 - 3/8" NPT inlet and return, plus two outlet ports.
 - Compact, all-in-one, Dual Regulator design
- ARO13220 Dual Stage Regulator with 3/8" NPT Inlet/Outlet**

Compact EFI Regulator

For applications producing up to 1,000 HP where space is at a premium, flows enough to handle 1,000 HP fuel pumps. Ideal for EFI systems where only one inlet is needed. Adjustable from 30 to 70 PSI. Equipped with removable -6 AN male fittings for inlet and outlet ports. Dedicated, 1/8" NPT gauge port located opposite the side inlet. Vacuum/boost port relocated to the side of the cap for easier pressure adjustments. Fuel pressure will rise on a 1:1 ratio when referencing boost. Bright zinc-plated steel bracket. Compact EFI Regulator

EFI BYPASS REGULATOR

This EFI Bypass Regulator encompasses features and benefits only found on Aeromotive regulators and in a new smaller and lighter package. Capable of supporting applications up to 1000 HP, the 13129 EFI Bypass Regulator can handle high-flow EFI fuel pumps and the most aggressive street machines; especially those looking for a cleaner, lighter solution where performance is critical or where space is a premium.

- Base pressure adjustable from 30-70 psi• Fuel pressure rises on a 1:1 ratio with boost
- Provides (2) ORB-06 inlet/outlet ports and (1) ORB-06 return port
- 1/8" NPT gauge port• Vacuum boost port• CNC-Machined 6061 T6 billet aluminium construction
- Stainless steel mounting bracket

ARO13129 EFI ADJ HI FLOW REG SMALLER DESIGN 1000HP 1.1

EFI BYPASS REGULATOR

This EFI Bypass Regulator encompasses features and benefits only found on Aeromotive regulators and in a new smaller and lighter package. Capable of supporting applications up to 1000 HP, the 13129 EFI Bypass Regulator can handle high-flow EFI fuel pumps and the most aggressive street machines; especially those looking for a cleaner, lighter solution where performance is critical or where space is a premium.

- Base pressure adjustable from 30-70 psi
- Fuel pressure rises on a 1:1 ratio with boost
- Provides (2) ORB-06 inlet/outlet ports and (1) ORB-06 return port
- 1/8" NPT gauge port
- Bright Dip Black Anodized Finish
- Vacuum boost port
- CNC-Machined 6061 T6 billet aluminium construction
- Stainless steel mounting bracket

ARO13136 2 Port Regulator with -6AN Inlet/Outlet & -6AN Return

A1000 Injected Bypass Regulator

For performance EFI applications, on the street or at the track. The Aeromotive A1000 Injected Bypass Regulator was developed for medium to high horsepower EFI applications. Compatible with the Aeromotive A1000, Tsunami and 700 HP EFI Fuel Pumps. This regulator is rated for continuous duty or racing applications and delivers the highest flow and pressure control available. Intended for use with custom fuel rails, this true billet regulator was designed specifically for use with our A1000 Fuel Pump. Base pressure (vacuum/boost disconnected) adjustable from 40 to 75 PSI. Two -10 AN inlet ports, one -6 AN return port and 1/8" NPT gauge port Beautifully finished with type II bright dip red and black anodized coatings. Alcohol compatible. Fuel Pressure will rise on a 1:1 ratio when referencing boost. Fittings Sold Separately

A1000 Injected Bypass Regulator **ARO13101**

Also available in our **PLATINUM SERIES** **ARO13151**

fully-polished, show quality finish

A1000-6 Injected Bypass Regulator,

For high horsepower EFI applications where -6 AN fuel lines are used for supply and return. Compatible with the Aeromotive A1000 Fuel Pump, this regulator is a cousin to our widely-used A1000 Injected Bypass Regulator, delivering performance, long-life, and reliable operation. Base pressure is adjustable from 30 to 70 PSI. Alcohol compatible. Provides two -6 AN ORB inlet ports and one -6 AN ORB return port. Fuel pressure rises on a 1:1 ratio with boost. 1/8" NPT gauge port.

A1000-6 Injected Bypass Regulator

ARO13109

A1000 GEN-II EFI REGULATOR

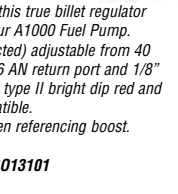
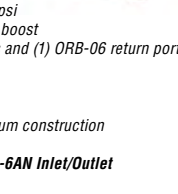
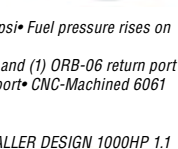
This next generation A1000 EFI regulator features legendary Aeromotive flow and pressure control in a new body, profiled for reduced size and weight. This new, patented design features a deep, bright-dip black anodized finish on the cap and base, with AN spec ORB (o-ring boss) style inlet/outlet and return ports.

- Engineered for A1000 class and smaller pumps.
- Gas, ethanol, methanol and diesel compatible.
- 40-75 PSI adjustable base pressure range.
- 1:1 vacuum/boost reference capability.
- 1/8" NPT dedicated gauge port.
- (2) ORB-08 inlet/outlet ports
- ORB-06 return port.

ARO13139 2 Port Regulator with -8AN Inlet/Outlet & -6AN Return



ARO13105

**Extreme Flow 2-Port Efi Regulator**

- Designed for use with Eliminator, Pro-Pump and Dual A1000 fuel systems
 - Compact, 2-Port Body with dual AN-10 inlet/outlet ports and one AN-10 return port
 - 0.313" High Flow Valve/Seat, able to handle 3-9 GPM Fuel Pumps Dual Springs expand operating pressure range while maintaining a low profile and reduced weight
 - Standard spring (installed) supports 30-75 PSI base fuel pressure
 - High Pressure spring (included) supports 75-120 PSI base fuel pressure
 - Supports vacuum and boost reference on a 1:1 ratio with PSI
- ARO13134** **Extreme Flow 2-Port EFI Regulator With -10AN Ports**

Pro-Series Boost Reference EFI Regulator

For high horsepower EFI applications supports 2000 HP. If your EFI Engine requires high volume, high pressure fuel delivery, you need the Pro-Series Boost Reference EFI Regulator. Recommended for use with Aeromotive Eliminator Fuel Pump P/N 11104 and Pro-Series Fuel Pump P/N 11102. References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one for rubber hose and barb, the other for -4 AN braided line, to prevent blow-off in high boost applications. Adjustable base pressure from 30 to 60 PSI. Aeromotive's exclusive fittings are included: -three -8 AN and one -10 AN inlet ports, two with -8 flare adapters. -One -10 AN return port with -10 flare adapter. Auxiliary ports available for nitrous fuel supply, pressure gauges and data-log transducers. Virtually indestructible electroless nickel-plating finish on the body. Cap is a type II bright dip black anodized finish. Dedicated 1/8" NPT port for mechanical pressure gauge. Pro-Series Boost Reference EFI Regulator **ARO13110**

FORD RAIL MOUNT REGULATOR

Adjustable billet fuel pressure regulators designed to handle the demands of the Ford 4.6L, 5.0L and 5.4L engines. Installs easily on the stock factory fuel rail.

- Adjustable from 30-70 PSI.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- Stainless steel spring, custom-designed for precise fuel control.
- Installation kit includes O-rings and gaskets.

ARO13103 Ford 5.0 EFI Rail mount Regulator

Marine A1000 EFI Bypass Regulator

A true performance EFI Regulator designed for medium to high horsepower marine applications. Features Aeromotive's high-flow design, superb pressure control and legendary durability. This pressure control regulator has logged more hours than any other performance EFI marine regulator in the world!

- Base pressure adjustable from 40-75 PSI
- Fuel pressure rises on a 1:1 ratio with boost
- 1/8" gauge port included
- Provides (2) ORB-10 inlet ports and one ORB-06 return port

ARO13114 2 Port Regulator with -10AN Inlets & -6AN Return

REGULATOR FITTING KIT

More area and smoother transitions from the inlet to the outlet, resulting in less restriction than any other fitting line. The Aeromotive line of custom fittings, adapters and hose-ends are a step above the norm, offering uncompromised fuel flow and positive sealing. Constructed of 6061 T6 aircraft grade aluminum or stainless steel, each component is CNC-machined for precision fit and unmatched flow. All billet aluminium fittings are anodized Type II bright dip black for corrosion protection and unrivaled aesthetics.

- (4) AN-06 to AN-06 Male Flare Fittings
- AN-10 to AN-10 Male Flare Fittings
- AN-10 Port Plug

Black AN Regulator Fitting Kit **ARO13203**

**Fuel Pressure Regulator Service Kits**

Part No.	Kit For Regulator P/N
ARO13001	13101, 13109, 13151, 13159, 13114
ARO13002	13102, 13103, 13152, 13153
ARO13003	13105, 13155, 13106, 13107, 13115, 13116, 13129
ARO 13004	13110
ARO 13005	13201, 13205, 13211, 13215, 13217, 13251, 13255
ARO 13006	13202, 13113, 13209, 13214, 13212
ARO 13007	13203
ARO 13008	13204, 13207, 13254
ARO 13009	13301, 13351



Universal In Line Electric Fuel Pump features

- 12 Volt • 4-6 PSI • 30 Gallons per hour • Operates using leaded and unleaded petrol, diesel fuels and fuel boosters • Simple installation on vehicle • Complete mounting package included • Quiet operation • Lightweight - 12-1/2 ounces • Tolerant to over voltage • Gas filter included or equivalent must be used • Corrosion resistant
- Will operate at 6 volts with resultant decrease in pressure/flow • Positive displacement gerotor-type gear pump - self priming • DC permanent magnet wet motor • Internal pressure regulator valve
- Glass reinforced thermoplastic inlet and outlet
- Filter mounted on pump inlet • Positive or negative ground
- Recommended for 4, 6, and small displacement 8 cylinder engines

Carter Universal In Line Electric Fuel Pump FMP60430

IN-LINE EFI FUEL PUMP

Universal in-line EFI fuel pump suitable for naturally aspirated or forced induction engines up to 600 horsepower.

- This pump is designed for external mounting and should be mounted below the fuel tank for gravity feed. Flows 255 LPH (67 GPH) at 45 psi.
- Supports Up To 600 Horsepower
- Lightweight, Compact Design
- Supplied with Rubber Isolator & Mounts
- 3/8" Barbed Fittings Included

External EFI Fuel Pump FMP4604HP



MECHANICAL FUEL PUMPS 80 GPH FUEL PUMPS

- Street Performance
- Flows 80 GPH (free flow)
- Shutoff pressure pre-set at 7-1/2 PSI
- Fuel body casting can be rotated
- No fuel pressure regulator required
- 3/8" NPT Inlet & outlet

Application

Chev Small Block V8
Chev Big Block V8
Chrysler Small Block V8
Ford Windsor 289-351
Ford 390-428 FE
Ford Big Block 429-460
Oldsmobile All V8
Pontiac All V8

Part No.

H012-834
H012-835
H012-838
H012-833
H012-832
H012-860
H012-836
H012-837

110 GPH FUEL PUMPS

- Flows 110 GPH (free flow)
- Fuel body casting can be rotated
- No fuel pressure regulator required
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- 3/8" NPT Inlet & outlet

Chev Small Block V8
Chev Big Block V8
Chrysler Small Block V8
Chrysler Big Block V8
Ford Windsor 289-351
Ford 390-428 FE
Ford Big Block 429-460

H012-327-11
H012-454-11
H012-360-11
H012-440-11
H012-289-11
H012-390-11
H012-460-11

130 GPH FUEL PUMPS

- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Redesigned high flow valves
- Fuel body casting can be rotated
- Fuel pressure regulator is required
- 3/8" NPT Inlet & outlet

Chev Small Block V8

Chev Big Block V8

Ford Windsor 289-351

H012-327-13
H012-454-13
H012-289-13

170 GPH FUEL PUMPS

- Flows 170+ GPH (free flow)
- Shutoff pressure pre-set at 8 PSI
- Redesigned high flow valves
- Fuel body casting can be rotated
- Fuel pressure regulator is required
- AN -10 inlet and -8 outlet ports

Chev Small Block V8

Chev Big Block V8

Ford Windsor 289-351

H012-327-20
H012-454-20
H012-289-20

170 GPH BILLET FUEL PUMPS - HP Series

- Inlet & Outlet can be rotated independently
- -8 AN inlet & outlet fittings already installed
- HP Series flow 170 GPH free flow
- Made from 6061-T6 billet aluminium
- Pre-set idle fuel pressure of 7.5 PSI
- No fuel pressure regulator required
- Fittings can not be removed

Chev Small Block V8

Chev Big Block V8

Ford Windsor 289-351

H012-327-25

H012-454-25

H012-289-25

ALL ELECTRIC FUEL PUMPS MUST BE MOUNTED BELOW THE FUEL LEVEL OF THE TANK FOR A GOOD GRAVITY FEED ON THE INLET SIDE.

200 GPH BILLET FUEL PUMPS - Ultra HP Series

- Flows 200 GPH (free flow)
- Made from 6061-T6 billet aluminium
- Hard coat anodized for corrosion resistance
- Preset shutoff pressure of 10-11 PSI
- Fuel pressure regulator is required
- All Ultra HP fuel pumps are rebuildable
- Inlet & Outlet can be rotated independently
- Inlet & outlet tapped for -8 AN O-Ring fittings
- -10 AN inlet and -8 AN outlet fittings included

Chev Small Block V8

Chev Big Block V8

Ford Windsor 289-351

H012-327-30

H012-454-30

H012-289-30

225 GPH BILLET FUEL PUMPS - Ultra HP Series

- Flow 225 GPH (free flow)
- Made from 6061-T6 billet aluminium
- Hard coat anodized for corrosion resistance
- -10 AN inlet and -8 AN outlet fittings included
- Preset shutoff pressure of 15.5-17 PSI
- Fuel pressure regulator is required
- All Ultra HP fuel pumps are rebuildable
- Inlet & Outlet can be rotated independently
- Inlet & outlet tapped for -8 AN O-Ring fittings
- -10 AN inlet and -8 AN outlet fittings included

Methanol Compatible

Chev Small Block V8 - Methanol

Chev Big Block V8

Ford Windsor 289-351 - Methanol

H012-327-35

H012-454-40

H012-289-35

97 GPH "RED" ELECTRIC FUEL PUMP

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Includes mounting bracket
- Improved design for street/strip applications
- Flows 97 GPH free flow, 71 GPH at 4 PSI
- Maximum pressure is 7 PSI, regulator is not required
- Weighs only 1.3Kg
- 3/8" NPT inlet and outlet ports
- Motor draws only 2 Amps current
- Repair kits are readily available
- NOT compatible with alcohol or methanol fuels
- Provides constant fuel flow with no pulsation
- Rotor/Vane pump design is more tolerant of contaminated fuels

Holley Red Electric Fuel Pump H012-801

110 GPH "BLUE" ELECTRIC FUEL PUMP

- New tumble polished billet look
- Improved design for street/strip applications
- Flows 110 GPH, 88 GPH at 9 PSI
- Maximum pressure is 14 PSI
- Includes H012-803 fuel pressure regulator
- 3/8" NPT inlet and outlet ports
- Motor draws only 3 Amps current
- Provides constant fuel flow with no pulsation
- Weighs only 1.36Kg
- Includes mounting bracket
- Repair kits are readily available
- NOT compatible with alcohol or methanol fuels
- New lower housing casting for enhanced fuel flow
- Rotor/Vane pump design is more tolerant of contaminated fuels

Holley Blue Electric Fuel Pump (With Regulator) H012-802

Holley Blue Electric Fuel Pump (No Regulator) H012-812

140 GPH "BLACK" ELECTRIC FUEL PUMP

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Improved design for street/strip applications
- Flows 140 GPH free flow, 120 GPH at 9 PSI
- Maximum pressure is 14 PSI
- Fuel pressure regulator is required
- 3/8" NPT inlet and outlet ports
- Motor draws only 4 Amps current
- Provides constant fuel flow with no pulsation
- Rotor/Vane pump design is more tolerant of contaminated fuels
- Weighs only 1.36Kg
- Includes mounting bracket
- Repair kits are readily available
- Compatible with alcohol or methanol fuels

Holley Black Electric Fuel Pump

H012-815

SERVICE PARTS

The following kits are available to service Holley Red, Blue & Black electric fuel pumps. These kits are complete and are made only from genuine Holley parts. Keep your Holley fuel pump operating like new with genuine Holley service kits.

Check Valve Kit (12-801 pump)

H012-805

Check Valve Kit (12-802 pump)

H012-806

Check Valve Kit (12-815 pump)

H012-816

Check Valve Kit (12-125 pump)

H012-819

Rotor and Vane Kit (12-801, 12-802 pumps)

H012-811

Gerotor Kit (12-125, 12-150 pumps)

H012-821

FUEL PUMP SPRING

This heavy-duty fuel pump spring boosts Holley electric fuel pump pressure from 12 to 19 psi and increases overall fuel volume. Suits Holley Blue and Black electric pumps.

Fuel Pump Spring, Holley Electric Fuel Pumps MO65770

Carter Muscle Car

Mechanical Fuel Pumps

Carter muscle car mechanical fuel pumps deliver original equipment appearance, fit, and performance for stock and mild muscle car engines. They feature heavy-duty diaphragms, high-speed anti-float springs, full flow valves, lightweight all-aluminium castings, and tough heat treated levers.



Chevrolet Small Block
Chevrolet Small Block (with Vapour Return)
Chevrolet Big Block
Chrysler Small Block 318-360 (Straight Inlet)
Chrysler Small Block 318-360 (90° Inlet)
Chrysler Big Block 383-440
Ford Windsor 289-351
Ford Windsor 221-302 (with Cannister Filter)
Ford Cleveland 302-351
Ford Big Block 429-460
Ford Big Block 429-460 (with Vapour Return)
Ford Big Block FE 390-428
Ford Big Block FE 352-390 (with Cannister Filter)
Ford Flathead
Oldsmobile V8 260-455
Pontiac V8 350-455

FMM6624

FMM6626

FMM4530

FMM60514

FMM60519

FMM3672

FMM6588

FMM4009

FMM6882

FMM6878

FMM6753

FMM6984

FMM4008

FMM826

FMM6109

FMM6122

Carter Strip Super Mechanical

Fuel Pumps

Carter Strip Super mechanical fuel pumps flow 120GPH for modified muscle car engines. They feature heavy-duty diaphragms, high-speed anti-float springs, large full flow valves, lightweight all-aluminium castings and a tough, heat-treated lever. These pumps have 1/4"-NPT female inlets and outlets.



Chevrolet Small Block 283-400, 7-8 PSI
Chevrolet Big Block 396-454, 7-8 PSI
Chrysler Small Block 318-360, 7-8 PSI
Chrysler Big Block 383-440, 8-9.5 psi
Ford Windsor 289-351, 7-8 PSI
Ford Big Block 429-460 7-8 PSI
Ford Big Block FE 352-428 6-7 PSI

FMM4891

FMM4889

FMM6270

FMM4862

FMM60454

FMM60882

FMM6905

Competition Series 72 GPH

- 12V negative ground
- 72 Gallons per hour free flow
- 1/4" NPT Thread inlet & outlet are up top for easier mounting & hose routing
- No leak prone seal between motor and body
- Liquid cooled motor for longer armature life
- Dependable high flow performance for street
- ** NOTE: Different model carburetors may require the use of a pressure regulator

Carter Comp Series Electric Fuel Pump 4-6PSI

Carter Comp Series Electric Fuel Pump 6-8PSI

FMP4070

FMP4594



Competition Series Silver Pump

- 12V negative ground
- 100 Gallons per hour free flow
- 6-8 PSI operating pressure. No regulator
- A true high flow pump with out plumbing hassles
- 3/8" NPT Thread. Inlet & outlet fittings are on top for easier mounting & hose routing
- Silver & Black Dichromate for corrosion protection
- Smaller and lighter than competitive pumps
- No leak prone seal between motor and pump
- Liquid cooled motor - no armature burnout

Carter Comp Series Silver Electric Fuel Pump

FMP4600HP



Competition Series Black Pump

- 12V negative ground * 100 Gallons per hour free flow
- 14-16 PSI operating pressure, use with a regulator
- 3/8" NPT Thread. Inlet & outlet fittings are on top for easier mounting & hose routing
- Black Dichromate & Epoxy Coat finish for superior corrosion protection
- Smaller and lighter than competitive pumps
- No leak prone seal between motor and pump body
- Liquid cooled motor - no armature burnout

Carter Comp Series Black Electric Fuel Pump

FMP4601HP



125 GPH Billet Base HP Fuel Pump

- Gerotor Design For Smooth Operation And Durability • Flows 125 GPH Free Flow, 110 GPH at 7 PSI • Rated Up to 700 Horsepower • Black Mil-Spec Nickel Teflon Hard Anodized Billet Base
- Show Quality Chrome 12v Motor
- Profiled Black Powdercoated Mounting Bracket • Laser Engraved Holley Logo & Inlet/Outlet Markings
- Less Noise than Traditional Vane Pumps
- 3/8" NPT Inlet & Outlet Fittings
- Compatible with Gasoline or Alcohol

H012-125**150 GPH Billet Base HP Fuel Pump**

- Gerotor Design For Smooth Operation And Durability • Flows 150 GPH Free Flow, 140 GPH at 7 PSI
- Rated Up to 900 Horsepower
- Black Mil-Spec Nickel Teflon Hard Anodized Billet Base
- Show Quality Chrome 12v Motor
- Profiled Black Powdercoated Mounting Bracket
- Laser Engraved Holley Logo & Inlet/Outlet Markings
- Less Noise than Traditional Vane Pumps
- 3/8" NPT Inlet & Outlet Fittings
- Compatible with Gasoline or Alcohol

**H012-150****150 GPH Billet Base HP Fuel Pump****Holley HP billet fuel pumps**

These Holley HP billet fuel pumps are designed to be the perfect companions to your carburettor or fuel injected street vehicle, race car, off-road truck, or any engine needing fuel. They feature OEM gerotor technology, which yields lightweight, quiet operation and excellent durability. The pumps are manufactured from billet aluminum and have a black/clear anodized finish for corrosion protection. Compatible with 12 V to 18 V electrical systems, the Holley HP billet fuel pumps can be used on both street and race vehicles. With proven durability beyond 3,000 hours in gasoline and diesel engines, the fuel pumps will provide high flow at high pressure for the life of your engine.

H012-890**96 GPH @ 8 psi (76 GPH @ 43 psi EFI)****DOMINATOR IN-LINE BILLET FUEL PUMP**

Need to feed some serious horsepower? Have a nitrous or forced induction powerplant that also sees street duty? Holley's Dominator in-line fuel pumps are the answer! The patent pending twin pump design allows you to use one pump for cruising and both pumps when you activate the nitrous switch or start building boost! By staging the second pump, you eliminate the unnecessary recirculating and heating of extra fuel which can lead to poor performance and hot fuel issues.

- Improved hot fuel handling
- Billet aluminium construction for durability and good looks
- 10 AN O-ring inlet/outlet for high flow and superior sealing
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Compact (7.66" Long x 5" Wide x 2.5" Tall) for easy installation on frame rails or other tight areas
- Twin pump design allows the use of both pumps simultaneously or independently - second pump can be activated on demand for power adders such as nitrous or boost
- Patent pending dual pump technology
- Proven durability beyond 3,000 hours in gasoline
- Weighs only 5.1 lbs.
- Max Current draw is 28 Amps

127GPH @ 8psi 1460HP (Carby) / 88GPH @ 60psi 1000HP (EFI)**H012-1200 (Single Inlet)****H012-1200-2 (Dual Inlet)****155GPH @ 8psi 1830HP (Carby) / 105GPH @ 60psi 1250HP (EFI)****H012-1400 (Single Inlet)****155GPH @ 8psi 1800HP (Carby) / 113GPH @ 60psi 1330HP (EFI)****H012-1600 (Single Inlet)****H012-1600-2 (Dual Inlet)****190GPH @ 8psi 2100HP On E85 (Carby) / 140GPH @ 60psi 1600HP On E85 (EFI)****H012-1800 (Single Inlet)****H012-1800-2 (Dual Inlet)**

(All flow figures are based on Naturally Aspirated applications)

MIGHTY MITE ELECTRIC FUEL PUMP

Holley Mighty Mite pumps are suited for tough, hard-working applications. From truck refrigeration units, marine generators, and gasoline and diesel industrial applications, these pumps have the proven performance, quality, and dependability that you can count on. They are self-priming and self-regulating at 9-11.5 psi and can deliver 33 GPH. Compatible with all types of fuels and additives, these pumps are the answer for your needs. Rugged solid state design pumps are a simple two wire hook-up and made in the USA.

A regulator may be needed for carbureted applications requiring less fuel pressure. We recommend the Holley 12-803 or 12-804 fuel pressure regulator.

- 120" Dry lift/ 9-11.5 PSI / 33 GPH
- Self-Priming and Self-Regulating
- Compatible with gasoline, diesel, bio diesel, E85, blended alcohol and fuel additives
- Operating temperature range of -40F to + 180F
- UL Certified
- 80 Micron stainless steel filter
- Transparent fuel bowl allows filter monitoring
- Corrosion resistant over 100 hours of salt spray
- Fuel filter and mounting hardware included

Description

Mighty Mite Fuel Pump 9-11.5 psi @ 33 GPH

Part No.**H012-430****HOLLEY IN-TANK RETROFIT FUEL MODULE**

Are you interested in an EFI retrofit kit, but just can't get past the complication of the fuel system? Holley is proud to introduce their Universal In-Tank Retrofit Fuel Modules! Available in return and returnless versions, you can rest assured Holley has the solution you need for your EFI fuel pump woes.

Now you can convert your factory tank or fuel cell to an in-tank EFI fuel system quickly and easily! And- add the benefits of a Holley Hydramat in the process! The conversion is easily accomplished with basic tools and requires no welding or fabrication. The billet aluminium module design includes a billet pump hanger bracket to control pump vibration while also providing a low profile design to fit where space is at a premium. Holley's innovative clamping system and integrated fuel pump makes it easy. Once installed, hook up your fuel lines and your power source/ground and you're off and running! NO hassle! H012-130 & H012-131 Supports up to 550 EFI or 700 Carb HP (@ 60 PSI at 13.5 Volts / 10.4 AMP Draw) Of course there are many variables, estimates are based on gasoline. Individual systems will vary based on fuel system design, regulator type, fuel cell location, etc.... H012-133 Supports up to 875 EFI or 1100 Carb HP (@ 60 PSI at 13.5 Volts / 16.9 AMP Draw) Of course there are many variables, estimates are based on gasoline. Individual systems will vary based on fuel system design, regulator type, fuel cell location, etc....

- The easiest way to convert your vehicle to an in-tank, EFI fuel system
- Installs in any fuel tank from 7.25" to 12" deep to fit a wide variety of applications
- The low profile design is only 1.275" thick above the tank mounting surface for added clearance when needed
- The innovative clamping system allows you to locate the module anywhere in the tank beside your existing sending unit
- The clamping system allows you to rotate the unit 360 degrees for easier clocking of the plumbing and wiring locations under your ride
- Includes innovative Holley Hydramat to ensure consistent fuel supply. The 3" x 15" HydraMat mounting flange has 6 clocking pin locations to allow for 360 degree adjustment to clear sending unit levels or any tank floor restrictions that you might encounter
- Black anodized aluminium construction for corrosion resistance and long lasting good looks
- 1/4" NPT ports for a wide variety of plumbing options
- Ideal for Terminator EFI, Sniper EFI, MSD Atomic EFI or any TBI of EFI conversion
- Optional roll over valve available
- Two different fuel pumps are available to match your requirements - 255LPH or 400LPH for both return and returnless style systems

For Returnless system

- Eliminates the need for a return line and conventional fuel pressure regulator. Thus, simplifying your installation
- Includes an internal fuel pressure regulator preset at 60 psi for a wide variety of applications. No return line required!

Description

Return Fuel System 255 LPH

Returnless Fuel System 255 LPH

Returnless Fuel System 450 LPH

Part No.**H012-130****H012-131****H012-133****ELECTRIC IN-LINE EFI FUEL PUMP**

These Holley universal, in-line fuel pumps are designed to work in-line, not inside the tank, so installation is a snap.

They should be mounted below the fuel level of the tank for a good gravity feed on the inlet side.

H0112-920 is for multipoint EFI systems and H012-927 is for throttle body (TBI) injection.

- OE-proven design
- Lightweight, compact design
- 3/8" barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware is included

Fuel Pump, 80GPH @ 15psi (400HP)
Fuel Pump, 67GPH @ 45psi (600HP)

H012-927
H012-920

**255 LPH ELECTRIC IN-TANK EFI PUMP**

This In-tank electric fuel pump is a high flow replacement for the Mitsubishi EVO II to EVO VI and is also suitable for use as a universal in-tank fuel pump for turbocharged EFI engines up to 750 horsepower. The pump uses a proven gerotor design while remaining compact enough to fit existing hanger assemblies without modification.

- 255 LPH Feeds up to 750 HP at 60 psi
- Supplied with Inlet Screen & Wiring Harness

In-Tank Fuel Pump 255 LPH (750HP)**H012-919****HOLLEY IN-TANK FUEL PUMP**

Holley offers a full line of high performance fuel pumps. These Holley electric in-tank fuel pumps have been designed to the highest quality standards to provide increased performance and fuel efficiency for most stock, turbo, and supercharged applications.

- Flows 100 GPH (460 LPM) at 40 psi
- Draws 13.5 amps at 40 psi
- Will feed up to 750 horsepower throttle body EFI unit (not intended for multipoint EFI)
- OE proven design
- Lightweight and compact
- Inlet and outlet barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware included

H012-929 460LPH at 40 psi E85/Gas/Petrol In-Tank Fuel Pump**330 LPH 500HP IN-LINE FUEL PUMP KIT**

Holley offers a full line of high performance inline fuel pumps. These Holley electric in-tank fuel pumps have a lightweight, compact design to fit most EFI applications, including turbo and supercharged. These Holley products are QS9000 certified and made in the USA! The 12-940 universal in-line fuel pump is intended for EFI systems up to 500 horsepower. It is designed to work in-line, not inside the tank, so installation is a snap. The 12-940 is rated for continuous duty service and have been tested up to 2,500 hours.

- Flows 65 GPH at 40 psi
- Draws 12.0 amps at 40 psi
- Will support up to 500 horsepower
- OE proven design
- Lightweight and compact
- Fits most EFI applications including turbo and supercharged
- Not designed for use on aircraft of any type.

Description

Pierburg Style 330 LPH In-line Fuel Pump

Part No.
H012-940

STANDARD 2-PORT**REGULATOR**

- 3/8" NPT ports
- .220" (7/32") restriction
- Includes mounting bracket

Holley Red Regulator (1-4 PSI)**H012-804****Holley Blue Regulator (4-1/2-9 PSI)****H012-803****Diaphragm Repair Kit****H012-807****CARBURETOR BYPASS STYLE****FUEL PRESSURE REGULATOR**

- 3/8" NPT ports (1 in, 1 out, 1 bypass or return)
- Used in systems with a return line back to the fuel tank
- Quieter fuel pump operation

• Adjustable from 4-1/2 to 9 PSI

Holley Bypass Regulator H012-803BP

Carbureted HP Billet Fuel Pressure Regulator

- 6061-T6 billet aluminium
- 3/8" NPT Inlet & Outlet Ports
- 1/8" NPT gauge port
- Used in systems where a return line is not needed
- Use with electric or mechanical pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- One inlet, two outlets
- Comparable and interchangeable with popular Holley® 12-803 regulator
- Mounting bracket included

Description

HP Billet 2-Port Regulator – Carburetted



Part No.
H012-840

Carbureted HP Billet Fuel Pressure Regulator With Bypass

- 6061-T6 billet aluminium
- 3/8 NPT Inlet & Outlet ports
- 1/8" NPT gauge port
- Used in systems with a return line back to the fuel tank
- For use with mechanical or belt drive fuel pumps
- Adjustable from 4.5-9PSI
- One inlet, One outlet, One return or bypass
- Utilizes a idle bleed for precise control of idle pressure
- Black anodized body and clear anodized top for corrosion resistance and good looks
- Mounting bracket included

Description

HP Billet 2-Port Regulator With Bypass – Carburetted



Part No.
H012-842

BILLET BY-PASS REGULATOR

- Adjustable from 4-65 psi for precise fuel pressure adjustments
- Constructed of billet aluminium with a black anodized base and a clear anodized top for good looks
- Used in systems with a return line back to the tank
- 3/8" NPT Inlet; (1) 3/8" NPT Outlet; and (1) 3/8" NPT Return Port
- Includes fitting for manifold reference
- Includes an 1/8 NPT gauge port
- Boost Reference - 1:1

Description

Adjustable By-Pass Return Style Regulator
3/8" NPT, Boost Reference - 1:1



Part No.
H012-879

Carbureted HP Billet Fuel Pressure Regulator With Bypass & O-Ring Port

- 6061-T6 billet aluminium
- -8 AN O-ring inlet,
- (1) -8 AN O-ring outlet,
- (1) -6 AN O-ring return
- 1/8" NPT gauge port
- Used in systems with a return line back to tank
- Designed for use with the Holley® HP™ in-line fuel pumps or other high pressure pumps where return line is needed
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Mounting bracket included

Description

HP Billet 2-Port Regulator With Bypass – Carburetted



Part No.
H012-845

Carbureted Dominator Billet Fuel Pressure Regulator With Bypass & O-Ring Port

- 6061-T6 billet aluminium
- -10 AN O-ring inlet,
- (1) -10 AN O-ring outlet,
- (1) -8 AN O-ring return
- 1/8" NPT gauge port
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Mounting bracket included

Description

Dominator Billet 2-Port Regulator With Bypass – Carburetted



Part No.
H012-847

EFI Dominator Billet Fuel Pressure Regulator With Bypass & O-Ring Port

- 6061-T6 billet aluminium
- -10 AN O-ring inlet,
- (1) -10 AN O-ring outlet,
- (1) -8 AN O-ring return
- 1/8" NPT gauge port
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 40-70 PSI for precise fuel pressure adjustments
- Mounting bracket included

Description

Dominator Billet 2-Port Regulator With Bypass – EFI



Part No.
H012-848

BOOST REFERENCED EFI REGULATOR

Designed to work on all naturally aspirated EFI, turbo and supercharged applications like vehicles that run in the Pro Street, Pro Import and Outlaw classes. This is a 2 port 1:1 boost compensating return style regulator that is adjustable from 15-65 PSI + boost reference and is designed to be used in conjunction with any electric EFI fuel pump.

- Built in gauge port • -8AN O-ring inlet & outlet ports and a -6AN O-ring return port. • Includes mounting hardware and AN fittings.

Adjustable EFI Regulator H0512-504-5

**VOLUMAX 2-PORT REGULATOR**

- Regulates from 4-1/2 to 9 PSI
- One 1/2" NPT inlet and two 1/2" NPT outlet ports
- .437" (7/16") restriction
- Includes mounting hardware and AN style fittings
- Alcohol compatible

High Flow 2-Port Regulator H012-704

**VOLUMAX 4-PORT REGULATOR**

- Regulates from 4-1/2 to 9 PSI
- One -8 inlet port and four -6 outlet ports
- .437" (7/16") restriction
- Aluminium billet body and top casting cover are hard coat anodized
- Three fuel pressure gauge mounting options
- Compatible for use with methanol/alcohol
- Includes mounting hardware and AN style fittings

High Flow 4-Port Regulator H012-707

**FUEL PRESSURE SAFETY SWITCH**

- Safety Pressure Switch That Reads Engine Oil Pressure
- Will Shut Off Fuel Pump When Oil Pressure Drops Below 5 PSI
- Recommended for all electric fuel pumps

Fuel Pump Safety Pressure Switch



H012-810

**Performer RPM Series Fuel Pumps**

Designed to match Performer Series carburetors, Edelbrock's High-Performance Street Fuel Pumps have a flow capacity of 110 gallons per hour. The unique valve design improves flow quantity and quality, and will support engines up to 550 hp. High-volume, 3/8" NPT inlet and outlet surpasses the capacity of conventional models. Produces 6 psi which is correct fuel pressure for street. For gasoline or mixed fuels only. NOTE: Use Edelbrock's Fuel Pump Kit ED1797 for tight engine compartments.

- | | |
|------------------------------|---------------|
| Small-Block Chevrolet | ED1721 |
| Big-Block Chevrolet | ED1722 |
| Small-Block Chrysler | ED1720 |
| Big-Block Chrysler | ED1723 |
| 289-351W Ford | ED1725 |
| 429/460 Ford | ED1726 |
| 390-428 FE Ford | ED1724 |

**Victor Series Billet Aluminium 170 Fuel Pumps**

Edelbrock Victor Series billet aluminium mechanical fuel pumps are for high performance racing applications. The 5/8"-18 inlet and outlet come with -8AN fittings installed to provide increased flow over street fuel pumps, and the base can be rotated to allow for various fuel line configurations. These pumps include a variety of additional inlet/outlet fittings including -6AN, inverted flare and 3/8" NPT, plus a copper crush washer for a leak-proof connection. These billet aluminium pumps produce 8.5-9 psi and require a pressure regulator such as our Fuel Pressure Regulator #8190 or #1727. They have a clear anodized finish with the Edelbrock logo laser engraved on the pump body. For use with gasoline or alcohol. Clockable lower housing can be rotated for best inlet/outlet alignment.

- | | |
|------------------------------|----------------|
| Small-Block Chevrolet | ED17000 |
| Big-Block Chevrolet | ED17001 |
| Small-Block Ford | ED17002 |
| Small-Block Chrysler | ED17003 |

**Victor Series Racing Fuel Pumps**

Flow capacity for Edelbrock's 6-Valve Racing Fuel Pump is 130 gallons per hour as compared to conventional racing pumps at 114 gallons per hour. A must for drag racing, circle track racing, street machines or any application that demands a high-volume fuel delivery. High-volume 1/2" NPT inlet and outlet orifices surpass the capacity of conventional models. Also, the finest quality materials are used along with 6-valve pump body and large alcohol-proof diaphragm. Beautifully detailed with aircraft-type allen bolts. Produces 13 to 14 psi. For gasoline and alcohol. Requires Fuel Pressure Regulator.

- | | |
|------------------------------|---------------|
| Small-Block Chevrolet | ED1711 |
| Big-Block Chevrolet | ED1712 |
| 289-351W Ford | ED1715 |

**Quiet-Flo Electric Fuel Pumps for Carburettor**

Manufactured by Essex Industries, one of the most renowned fuel system manufacturers, these state of the art Electric Fuel Pumps offer maximum performance in a compact package. With anodized aluminium housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. The carbon fiber vanes and composite rotors give these pumps the added boost for maximum performance. The high quality construction results in a pump that is 4 to 14 dB quieter than competitor pumps at the same pressure. ED1791 is factory preset to 6.5 psi and no regulator is required. With a replaceable screen type inlet filter and the free flow rate of 120 GPH is sufficient to supply 600 hp. ED1792 has a free flow rate of 160 GPH, enough to feed a 1000 hp engine. This pump is factory preset to 12 psi and requires an external regulator such as the new Edelbrock regulator ED1727.

- | | |
|--|---------------|
| 120 GPH (free flow), 3/8" NPT inlet/outlet for carburetted applications | ED1791 |
| 160 GPH (free flow), 1/2" NPT inlet/outlet for carburetted applications | ED1792 |

**Carburettor Fuel Pressure Regulator**

These new Fuel Pressure Regulators are machined from aircraft quality aluminium for those who demand the best. Manufactured by Essex Industries, these regulators have fluorosilicone diaphragm material for extended life and high temperature protection. They are compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket, fittings and hardware are included. ED1727 has 3/8" NPT inlet/outlets and is adjustable from 5 to 10 psi providing extremely consistent pressure regulation for carburetted applications.

Fuel Pressure Regulator for Carburettor ED1727

**Quiet-Flo Electric Fuel Pumps for EFI**

These EFI fuel pumps are also manufactured by Essex Industries. With anodized aluminium housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. ED1790 features a -10 AN inlet/outlet and a flow rate of 80 GPH at 45 psi for use with high-hp fuel injected applications. The in-line design keeps the pump motor and components cool even under harsh conditions. The new Victor EFI fuel pump ED1794 is rated at 120 GPH at 45 psi and has -12AN inlet/outlets and is compatible with all grades of gasoline and methanol type fuels.

80 GPH at 45 psi, -10 AN inlet/outlet for EFI applications ED1790

120 GPH at 45 psi, -12 AN inlet/outlet for EFI applications ED1794

EFI Fuel Pressure Regulators

Manufactured by Essex Industries, these regulators have a diaphragm made of fluorosilicone for extended life and high temperature protection. They are compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket, fittings and hardware are included. ED1728 is adjustable from 35 to 90 psi and has two -6 AN inlet ports plus a single -6 AN outlet. ED1729 offers the same flow performance but with a longer body and -10 AN inlet ports. Both are capable of handling the flow from one ED1794 pump or two ED1790 pumps for systems well beyond 1000 hp.

- | | |
|---|---------------|
| 180 GPH w/ dual -6 AN inlet, single -6 outlet and -6 external bypass | ED1728 |
| 180 GPH w/ dual -10 AN inlet, single -10 outlet and -6 external bypass | ED1729 |



MagnaFuel



MagnaFuel QuickStar 275 Fuel Pumps

These QuickStar 275 fuel pumps are built with computer-machined aluminum bodies. They feature MagnaFuel's custom-built motor and exclusive vane/rotor design to provide cool, low-amperage operation without overheating. Compatible with gasoline and alcohol fuel, these pumps use an externally adjustable bypass to eliminate pump cavitation, stabilize fuel flow, and eliminate fuel starvation. They feed engines up to 700 hp.

QuickStar 275 Fuel Pumps

QuickStar 275 Fuel Pumps W/FILTER

WIMP4501

WIMP4550

QUICKSTAR 300 FUEL PUMPS

MagnaFuel QuickStar 300 fuel pumps are hand assembled to the highest quality standards, then flow tested to ensure maximum performance. The efficient design, compatibility with gas & alcohol fuels, low current draw, superior flow, and unparalleled stability across the entire fuel

curve makes the QuickStar 300 pump your only choice. The QuickStar 300 flows up to 950hp at 25 psi and the bypass is adjustable from 24 to 36 psi.

• Flows up to 950 Horsepower • Methanol Compatible

• -10 AN Inlet & Outlet Fittings • -8 AN Bypass Fitting

QuickStar 300 Fuel Pump

QuickStar 300 Fuel Pump with Filter

WIMP4601

WIMP4650



PROSTAR 500 FUEL PUMPS

MagnaFuel ProStar 500 fuel pumps are hand assembled to the highest quality standards, then flow tested to ensure maximum performance. The efficient design, compatibility with gas & alcohol fuels, low current draw, superior flow, and unparalleled stability across the entire fuel

curve makes the ProStar 500 pump your only choice. The ProStar 500 flows up to 2000hp at 25 psi and the bypass is adjustable from 24 to 36 psi.

• Flows up to 2000 Horsepower • Methanol Compatible

• -12 AN Inlet & Outlet Fittings • -8 AN Bypass Fitting

ProStar 500 Fuel Pump

ProStar 500 Fuel Pump with Filter

WIMP4401

WIMP4450



MagnaFuel ProStar

EFI SQ525 Series

Electric Gear Fuel Pumps

These MagnaFuel ProStar EFI SQ525 Series electric gear fuel pumps feature great performance for the high-volume and pressure demands of supercharged and turbocharged applications. They can support 1,500 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 12 amps at 45 psi

8-10 AN inlet and outlet, fittings are sold separately

WIMP4102



MagnaFuel ProStar

EFI SQ625 Series Electric Gear Fuel Pumps

These MagnaFuel ProStar EFI SQ625 Series electric gear fuel pumps feature great performance for the high-volume and pressure demands of supercharged and turbocharged applications. They can support 2,000 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 15 amps at 45 psi

• -10 AN inlet and outlet, fittings are sold separately

WIMP4101

MagnaFuel ProStar

EFI SQ750 Series Electric Gear Fuel Pumps

These MagnaFuel ProStar EFI SQ750 Series electric gear fuel pumps feature great performance for the high volume and pressure demands of supercharged and turbo-charged applications. They can support 2,500 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 17 amps at 45 psi

• -10 AN inlet and outlet, fittings are sold separately

WIMP4103



MagnaFuel

ProStar

EFI 525

Swiveling Electric

Gear Fuel Pumps

These MagnaFuel ProStar

EFI 525 swiveling electric gear fuel pumps feature great performance for the high-volume and pressure demands of supercharged and turbocharged applications. They can support 1,500 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing • 12 amps at 45 psi

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• -10 AN inlet and outlet, fittings not included

WIMP4702

MagnaFuel ProStar

EFI 625 Swiveling Electric Gear Fuel Pumps

These MagnaFuel ProStar EFI 625 swiveling electric gear fuel pumps feature great performance for the high-volume and pressure demands of supercharged and turbocharged applications. They can support 2,000 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing • 15 amps at 45 psi

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• -10 AN inlet and outlet, fittings not included

WIMP4701

MagnaFuel ProStar

EFI 750 Swiveling Electric Gear Fuel Pumps

These MagnaFuel ProStar EFI 750 swiveling electric gear fuel pumps feature great performance for the high-volume and pressure demands of supercharged and turbocharged applications. They can support 2,500 hp and up, while offering continuous-duty use.

Additional features include:

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Double support bearing • 17 amps at 45 psi

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• -10 AN inlet and outlet, fittings not included

WIMP4703



MagnaFuel ProTuner

525 Series In-Line

Fuel Pumps

These MagnaFuel ProTuner 525

Series in-line fuel pumps feature

quiet operation, which makes them

ideal for street or performance use.

They can support 1,000 hp and up, while

offering continuous-duty use.

Additional features include:

• No pump shaft seals • Double support bearing

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 10 amps at 45 psi

• -8 AN inlet and outlet, fittings are sold separately

WIMP4302

MagnaFuel ProTuner 625 Series In-Line Fuel Pumps

These MagnaFuel ProTuner 625 Series in-line fuel pumps feature quiet operation, which makes them ideal for street or performance use. They can support 1,500 hp and up, while offering continuous-duty use.

Additional features include:

• No pump shaft seals • Double support bearing

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 12 amps at 45 psi

• -8 AN inlet and outlet, fittings are sold separately

WIMP4301

MagnaFuel ProTuner 750 Series In-Line Fuel Pumps

These MagnaFuel ProTuner 750 Series in-line fuel pumps feature quiet operation, which makes them ideal for street or performance use. They can support 2,000 hp and up, while offering continuous-duty use.

Additional features include:

• No pump shaft seals • Double support bearing

• CNC-machined, hard-anodized aircraft aluminium

• High-torque custom motor with low current draw

• Can be mounted vertically or horizontally

• Polymer wear plates for quiet, smooth operation

• 14 amps at 45 psi

• -8 AN inlet and outlet, fittings are sold separately

WIMP4303



PRO OUTLAW 1000 HEX DRIVE PUMP

• Tighter tolerances for easy priming, quick and reliable starts

• Flow rates up to 10.5 gpm at 100psi for engines with high-

volume fuel demands, such as alcohol

• Compact, ultralight design

• Standard 3/8" Hex drive for use with existing devices (belt, cam

or oil pump)

• High-performance gear pump is more durable and requires less

maintenance than other designs

• CNC machined body, with hard-anodized finish is compatible

with gas, methanol and ethanol

• Double-support bearings, ground-steel shafts, precision lapped

gears

• Durable hardened steel wear plates for smooth, quiet operation

• Field serviceable with available rebuild kits

• Absolutely eliminates fuel starvation

• Increases fuel volume delivery as engine RPM increases

• Each pump is flow tested to ensure optimum performance and

shipped ready-to-run

• Requires bypassing regulator for EFI applications

• Bracket and cog pulley not included

10.5 gpm @ 4,000 RPM,

-10 AN inlet/outlet - Blue

10.5 gpm @ 4,000 RPM,

-10 AN inlet/outlet - Black

WIMP4205

WIMP4205-BLK



MAGNAFUEL

CARBURETTOR

REGULATORS

MagnaFuel regulators

provide the most stable platform for fuel delivery in the performance industry. These exclusive pressure control units reduce the amount of pressure drop that normally occurs at high flow demand and during times of sudden change in fuel demand such as initial. Launch, gear change, and nitrous oxide actuation.

• Two or Four-Port Configuration

• 1/8" NPT Gauge Ports on all Models

• Base Pressure Adjustable from 4-12 psi

• -10 AN Inlet & -6 AN Outlet Fittings

4-Port Regulator 1 x #10 in, 4 x #6 out WIMP9433

Black 4-Port Regulator 1 x #10 in, 4 x #6 out WIMP9433-BLK

2-Port Regulator 1 x #10 in, 2 x #6 out WIMP9633

Black 2-Port Regulator 1 x #10 in, 2 x #6 out WIMP9633-BLK

2-Port Regulator 1 x #10 in, 2 x #8 out WIMP9833

Black 2-Port Regulator 1 x #10 in, 2 x #8 out WIMP9833-BLK



5-PORT CARBURETTOR BYPASS REGULATOR

• Engine Hp: 2,000+ at 28psi.

• Fast response, low maintenance

• MagnaFuel's unique cartridge design provides the most stable

platform for fuel delivery in the performance industry

• Durable metal to metal seat for instantaneous response and low

maintenance

• Two and four-port configurations available

• 1/8" NPT gauge ports on all models

• Boost-reference models provide a 1:1 compensation ratio

• Suitable for drag racing, circle track, road racing, mud bog,

power boat, tractor pulling

• Adjustable base pressure

• Machined from billet aircraft aluminium and anodized for long

lasting finish

• Precise pressure control

Description

5-Port Bypass Regulator 3-12psi,

5 x #8 in/out, 1 x #10 return

5-Port Bypass Regulator 3-12psi,

5 x #8 in/out, 1 x #10 return - Black

Part No.

WIMP-9945

WIMP-9945-BLK

MAGNAFUEL EFI TURBO REGULATOR

This 4-Port, bypass style regulator for EFI turbo applications flows enough to support 2000 horsepower and features 1:1 ratio boost compensation.

- Four-Port Configuration
- Base Pressure Adjustable from 35-85 psi
- Boost Referenced (1:1 Ratio)
- 1/8" NPT Gauge Port
- -8 AN Inlet, Outlet & Return Fittings

4-Port EFI Turbo Regulator

Black 4-Port EFI Turbo Regulator



WIMP9940-B

WIMP9940-B-BLK



MagnaFuel EFI Fuel Pressure Control Units

MagnaFuel's EFI fuel pressure control units feature a unique guided-metering valve assembly to provide a more accurate metering of fuel flow and help reduce the pressure drop that can occur at high or sudden changes in fuel demand. The pressure control units are designed to work with the EFI 600 pump and are available in two sizes--large for applications of up to 2,000+ hp and standard for applications of up to 700 hp. Each of these units has a 1/8 in. NPT pressure port for a gauge, a filtered vent fitting or optional boost reference fitting, and is compatible with racing gasoline and alcohol. The units feature a CNC-machined, aircraft-quality aluminum body and are hand-assembled and flow-tested for maximum performance.

2 PORT 700HP REGLATOR WIMP9925-B

Black 2 PORT 700HP REGLATOR WIMP9925-B-BLK

2 PORT 2000HP REGLATOR WIMP9950-B

Black 2 PORT 2000HP REGLATOR WIMP9950-B-BLK

REPLACEMENT FUEL PUMP & REGULATOR PARTS

MagnaFuel Replacement Regulator Parts

Diaphragm For STD 2-Port Regulator

WIMP9600-3

Diaphragm For Large 2-Port & 4-Port Regulator

WIMP9400-3

Diaphragm For STD EFI Regulator

WIMP9925-3

Diaphragm For Large EFI 2-Port Regulator

WIMP9950-3

MagnaFuel Replacement Pump Parts

Fuel Filter Element For Combo Pumps

WIMP7050

Seal Kit For Prostar 500

WIMP4401-SK

Seal Kit For Prostar 500 Combo

WIMP4450-SK

Seal Kit For Prostar 525, 625, 750

WIMP4701-SK

Seal Kit For ProTuner 525, 625, 750

WIMP4301-SK

Seal Kit For QuickStar 275, 300

WIMP4501-SK

Seal Kit For QuickStar 275, 300 Combo

WIMP4550-SK

Rotor, Vane, Cam Ring For Prostar 500

WIMP4401-10

Rotor, Vane, Cam Ring For QuickStar 275, 300

WIMP4501-10

Replacement Brush Set For MagnaFuel Pump

WIMP4500-03



ONE WAY CHECK VALVES

Comes with 1.5 PSI spring

AN	Length	Blue	Black	Silver	
-6	29mm	1-9/64"	AF612-06	AF612-06BLK	AF612-06S
-8	29mm	1-9/64"	AF612-08	AF612-08BLK	AF612-08S
-10	35mm	1-3/8"	AF612-10	AF612-10BLK	AF612-10S
-12	35mm	1-3/8"	AF612-12	AF612-12BLK	AF612-12S
-16	35mm	1-3/8"	AF612-16	AF612-16BLK	AF612-16S

OPTIONAL 5 PSI SPRING

AF59-6121 Suits -6 and -8 check valve

AF59-6122 Suits -10 and -12 check valve

AF59-6123 Suits -16 check valve

Note: Spring can be easily removed to act as a inline roll over vent.

Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



SHUT OFF VALVES

Aeroflow's shut-off valves are

also ideal for use as: • An emergency fuel shut-off • Anti-theft device

• Drain valve • 300 PSI Max

AN	Blue	Black	Silver
-4	AF1000-04	AF1000-04BLK	AF1000-04S
-6	AF1000-06	AF1000-06BLK	AF1000-06S
-8	AF1000-08	AF1000-08BLK	AF1000-08S
-10	AF1000-10	AF1000-10BLK	AF1000-10S
-12	AF1000-12	AF1000-12BLK	AF1000-12S
-16	AF1000-16	AF1000-16BLK	AF1000-16S



ROLL OVER VALVES

Male to female AN outlets. Adjustable PSI

AN	Blue	Black	Silver
-6	AF613-06	AF613-06BLK	AF613-06S
-8	AF613-08	AF613-08BLK	AF613-08S

Roll Over Valve / Vent

Aeroflow's Universal roll over valve

can be screwed directly into an Aeroflow

Fuel cell that has a -12 female thread.

The top of the valve has a -8 ORB female thread and a stainless steel ball. It can be used with the AF996-12D, AF996-12S and AF996-12SS weld on or an AF924-12 Bulk Head nut with a choice of any -08 ORB to suit any plumbing solution. When the fitting is screwed into the top of the roll over valve it locks the ball.

ORB to ORB	Blue	Black	Silver
-12 to -8	AF613-12	AF613-12BLK	AF613-12S

FUEL FILTERS

BILLET FUEL

FILTERS

(30 Micron Filter)

Aeroflow's fuel filters are CNC-machined from billet aluminium with a removable bronze element and are available with either AN fittings or hose bars.

Length of body is 50.8mm (2")

AN / Barb	Blue	Black	Silver
-6	AF609-06	AF609-06BLK	AF609-06S
-8	AF609-08	AF609-08BLK	AF609-08S
7.93mm 5/16" Barb	AF610-05	AF610-05BLK	AF610-05S
9.52mm 3/8" Barb	AF610-06	AF610-06BLK	AF610-06S
12.7mm 1/2" Barb	AF610-08	AF610-08BLK	AF610-08S

Replacement Filters

AF610F 30 Micron Bronze Filter

(NOT for Alcohol)

AF610F-150 150 Micron Bronze Filter

(For Alcohol/ Ethanol)



BILLET FUEL FILTERS (40 Micron Filter)

This CNC machined fuel filter features a cone shape stainless steel 40 micron element that can be easily cleaned to maintain an efficient fuel system. Not recommended for EFI fuel systems.

AN	Blue	Black	Silver	Polished
-6	AF66-2052	AF66-2052BLK	AF66-2052S	AF66-2052P
-8	AF66-2053	AF66-2053BLK	AF66-2053S	AF66-2053P

40 Micro S/S replacement element AF59-2053



INLINE FUEL AND OIL FILTERS

Kit includes filter, 30, 80 & 150 micro baskets, male and female AN adapters

AN	Length		Blue	Black	Silver
-3AN	16mm	5/8"	AF608-03	AF608-03BLK	AF608-03S
-4AN	17mm	43/64"	AF608-04	AF608-04BLK	AF608-04S
-6AN	24mm	61/64"	AF608-06	AF608-06BLK	AF608-06S
-8AN	26mm	1-1/32	AF608-08	AF608-08BLK	AF608-08S

NOTE: - Includes 30, 80 and 150 micron elements allowing you to tailor the filter to suit your application. Large filtration basket. 30 micron recommended for light / medium weight engine oil and pump fuel. 80 micron recommended for heavy weight engine oil, alcohol and ethanol fuel systems. 150 micron recommended for power steering and transmission oil.



37° AN FLARE FILTER

These great little 250 micron stainless steel filters simply slide into your AN flare for great inline filtration. For use with fuel, oil and water

Part No	Description
AF37-06	-6 37° inline filter
AF37-08	-8 37° inline filter
AF37-10	-10 37° inline filter
AF37-12	-12 37° inline filter
AF37-16	-16 37° inline filter
AF37-20	-20 37° inline filter



LONG INLINE FUEL AND OIL FILTERS

This CNC machined filter features a large surface area cone design stainless steel 30 micron element that can be easily cleaned to maintain an efficient fuel or oil system. 3" (63mm) long 1" (25.4mm) O.D.

AN	Blue	Black	Silver
-3	AF607-03	AF607-03BLK	AF607-03S
-4	AF607-04	AF607-04BLK	AF607-04S



PRO FILTER WITH BALL VALVE

Dimensions 14mm (5.5") x 50.8mm

Part No	ORB Ports	Flow(Micron)
AF66-2051	-12	60
AF66-2051BLK	-12	60
AF66-2051S	-12	60

REPLACEMENT FILTER ELEMENTS

Part No	Flow(Micron)	Suits
AF59-2054	40 micron stainless steel element	AF66-2051
AF59-2052	60 micron stainless steel element	AF66-2051
AF59-2051	100 micron stainless steel element	AF66-2051
AF59-2059	O-ring set (4 x o-rings)	AF66-2051

FUEL SYSTEM VALVES



STEPPED ONE WAY CHECK VALVES

Aeroflow's new One Way Check Valves. These check valves can be dismantled and the spring inside removed to double up to become a Rollover Valve. Being stepped from -12 to -8AN makes it perfect to run a fuel return line when used with Aeroflow fuel cells. -12AN in and -8AN Out.

Part No	Colour
AF612-12-08	Blue
AF612-12-08BLK	Black
AF612-12-08S	Silver

Note: Spring can be easily removed to act as a inline roll over vent. Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



Check Valve 5PSI Spring

This Check Valve 5 PSI spring is to suit Aeroflow's AF612 style One Way Check Valves. These check valve springs will have a spring crack pressure of 5 PSI.

Part No	Description
AF59-6121	Suits AF612-06 and AF612-08
AF59-6122	Suits AF612-10 and AF612-12
AF59-6123	Suits AF612-16



GM (HOLDEN) & FORD BILLET FUEL FILTER

This CNC machined fuel filter features a stainless steel 40 micron element that can be easily cleaned to maintain an efficient fuel system. Replaces standard factory fuel filter.

-60RB threads when fittings removed.

Make	Black	Equivalent
FORD	AF66-2056	Z373
GM	AF66-2057	Z586

10 Micro S/S replacement element AF59-2063

40 Micro S/S replacement element AF59-2057



FILTER ELEMENT APPLICATION GUIDE

Micron	Particle Size	Colour	Application
40	.0018in	Blue	Fuel (Pump Gas)
60	.0023in	Black	Fuel / Oil / Alcohol / Methanol
100	.0039in	Gold	Oil / Alcohol / Methanol

PRO FILTERS

When excellent filtration is the key to fuel system performance AeroFlow's Pro Filters provide an inexpensive insurance policy to protect your investment. For 200 – 2700 plus HP applications, our filter assemblies offer unmatched flow and ease of maintenance and installation. The Pro Filters also include an internal magnet to catch fine particles and are available in blue, black and silver.

Furthermore AeroFlow's Pro Filters are:

- Stainless steel reusable/washable element
- CNC-machined from 6061-T6 aircraft aluminium
- feature serviceable filter elements

Note: Use AeroFlow AF920 series fittings for positive sealing in high pressure applications.



39mm (3-1/2") PRO FILTERS

89mm (3-1/2") Long, 31.7mm (1-1/4") diameter. Feature -8 ORB ports

Micron	Blue	Black	Silver
10	AF66-2042-10	AF66-2042BLK-10	AF66-2042S-10
40	AF66-2042-40	AF66-2042BLK-40	AF66-2042S-40
60	AF66-2042	AF66-2042BLK	AF66-2042S



40mm (5-1/2") PRO FILTERS

140mm (5-1/2") Long, 50.8mm (2") Odiаметre. Feature -12 ORB ports

Micron	Blue	Black	Silver
10	AF66-2044-10	AF66-2044BLK-10	AF66-2044S-10
40	AF66-2044-40	AF66-2044BLK-40	AF66-2044S-40
60	AF66-2044	AF66-2044BLK	AF66-2044S
100	AF66-2044-100	AF66-2044BLK-100	AF66-2044S-100



178mm (7") PRO FILTERS

178mm (7") Long, 63.5mm (2-1/2") diameter. Feature -12 ORB ports

Micron	Blue	Black	Silver
10	AF66-2043-10	AF66-2043BLK-10	AF66-2043S-10
40	AF66-2043-40	AF66-2043BLK-40	AF66-2043S-40
60	AF66-2043	AF66-2043BLK	AF66-2043S
100	AF66-2043-100	AF66-2043BLK-100	AF66-2043S-100

REPLACEMENT FILTER ELEMENTS

Part No	FLOW (Micron)	Suits	Colour
AF59-2421	10 micron	AF66-2042	Red
AF59-2042	40 micron	AF66-2042	Blue
AF59-2062	60 micron	AF66-2042	Black
AF59-2041	100 micron	AF66-2042	Gold
AF59-2441	10 micron	AF66-2044	Red
AF59-2444	40 micron	AF66-2044	Blue
AF59-2066	60 micron	AF66-2044	Black
AF59-2044	100 micron	AF66-2044	Gold
AF59-2431	10 micron	AF66-2043	Red
AF59-2443	40 micron	AF66-2043	Blue
AF59-2163	60 micron	AF66-2043	Black
AF59-2143	100 micron	AF66-2043	Gold
AF59-2040	Replacement O-rings to suit all Pro Filters		

BILLET FILTER BRACKETS

Size I.D.	Black	Polished
1-1/4 inch	AF66-2049BLK	AF66-204
2 inch	AF66-2045BLK	AF66-2045
2-1/2 inch	AF66-2046BLK	AF66-2046



DUAL BILLET FILTER BRACKETS

AeroFlow dual bracket is perfect for mounting your fuel filters or brake/clutch reservoirs side by side for a neat compact mounting option, available in polished and black anodised finish. Suits AeroFlow Pro Filter (AF64-2043) and the new billet brake / clutch reservoirs (AF64-2150).

Size I.D.	Black	Polished
63.5mm 2-1/2 inch	AF66-2246BLK	AF66-2246



Canister Style Fuel Filters

Canister style fuel filters with 3/8" NPT female ports. Chrome plated canister with red top.

Large Canister Fuel Filter
Small Canister Fuel Filter
Service Kit for Large Filter
Service Kit for Small Filter



RPCR4295
RPCR4297
RPCR4296
RPCR4298

Chrome Inline Fuel Filters

Chrome plated steel fuel filters with paper element. Not for use with fuel injection systems.

Chrome Fuel Filter - 5/16" (8mm) In/Out
Chrome Fuel Filter - 3/8" (10mm) In/Out



RPCR9212
RPCR9177

Chrome/Glass

Inline Fuel Filters

Glass fuel filters with chrome plated end caps and replaceable element. Not for use with fuel injection systems.

Chrome/Glass Fuel Filter - 5/16" (8mm) In/Out
Chrome/Glass Fuel Filter - 3/8" (10mm) In/Out
Replacement Element



RPCR9245
RPCR9248

Small Chrome Steel Fuel Filter

Small chrome steel fuel filter 3/8" (10mm) bronze filter (not for eff).

RPCR9407



AEROMOTIVE FUEL FILTERS

For 200-3,000HP plus applications - these filter assemblies offer unmatched flow, ease of maintenance and installation, plus the impeccable machine work and finish you've come to expect of all Aeromotive components. The 10 micron filter is for use after the fuel pump and the 100 micron filters are designed to go before the fuel pump. -10AN filters are anodized red and -12AN filters feature a high gloss nickel finish.

LENGTH	DIA	INLET/OUTLET	ELEMENT	PART NO.
5"	2"	-10 AN (F)	10 Micron	ARO12301

RED ANODISED FINISH Fabric element

7"	2.5"	-12 AN (F)	10 Micron	ARO12310
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NICKLE-CHROME FINISH Fabric Element

5"	2"	-10 AN (F)	100 Micron	ARO12304
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RED ANODISED FINISH Stainless Steel Element

7"	2.5"	-12 AN (F)	100 Micron	ARO12302
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NICKLE-CHROME FINISH Stainless Steel Element

5.5"	2"	-10AN (F)	10 Micron	ARO12321
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BLACK ANODISED FINISH Fabric Element

5.5"	2"	-6AN (M)	10 Micron	ARO12345
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BLACK ANODISED FINISH Microglass element

5.5"	2"	-8AN (M)	10 Micron	ARO12375
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BLACK ANODISED FINISH Microglass element

5.5"	2"	-10AN (F)	10 Micron	ARO12350
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BLACK ANODISED FINISH Stainless Steel Element

5.5"	2"	-6AN (M)	40 Micron	ARO12348
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BLACK ANODISED FINISH Stainless Steel Element

5.5"	2"	-10AN (F)	100 Micron	ARO12324
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BLACK ANODISED FINISH Stainless Steel Element

7"	2.5"	-12AN (F)	40 Micron	ARO12343
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BLACK ANODISED FINISH Stainless Steel Element

5.5"	2"	-8AN (M)	40 Micron	ARO12378
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(F) = Female ORB Inlet/Outlet

(M) = Male AN Inlet/Outlet

AEROMOTIVE REPLACEMENT

IN-LINE FILTER ELEMENTS

Commonly the most overlooked component in a fuel system, filter neglect can be the most costly. If not cleaned or replaced regularly, filter elements can become clogged resulting in reduced fuel flow, engine performance and ultimately, fuel pump or even worse, engine damage. By simply replacing and/or cleaning your filter elements regularly, you can avoid costly repairs to your fuel system and ensure peak engine performance. Aeromotive recommends annual inspection and service of filter elements. This includes replacing 10-micron fabric elements and cleaning or replacing 100-micron stainless steel elements. Severe duty applications or newly installed systems may require more frequent maintenance



ARO12610

Replacement Element P/N	Filter Assembly
ARO12601	10 micron fabric
12351, 12321	12301, 12306,
ARO12602	100 micron stainless
12309, 12352	12302, 12332,
ARO12603	40 micron fabric
ARO12604	100 micron stainless
12324, 12307, 12354	12303, 12353
ARO12608	10 micron fabric
12358	12304, 12331,
ARO12610	10 micron fabric
12360	12308, 12317,
ARO12618	100 micron stainless
ARO12635	40 micron stainless
ARO12641	340 series strainer
ARO12642	40 micron stainless
ARO12639	10 Micron Micro Glass
ARO12650	10 Micron Micro Glass
	12310, 12311,
	12318, 12319
	12335, 12343
	11141, 11142
	12342, 12343
	12339, 12341
	12340, 12346,
	12350, 12345, 12375, 12385

100 Micron Stainless Steel Mesh – All Fuels

40 Micron Stainless Steel Mesh – All Fuels

10 Micron Cellulose – Gas & Diesel

10 Micron Micro Glass – E85/Alcohol



FUEL PUMP OUTLET FILTER

This compact, 40 micron filter was designed to be used on the outlet side of the Aeromotive SS fuel pump and is also perfect for use on Holley Red, Blue & Black fuel pumps. It features 3/8" NPT inlet and outlet ports and will mount directly to the fuel pump outlet with a 3/8" NPT union fitting.

LENGTH	DIA	INLET/OUTLET	ELEMENT	PART NO.
3.5"	1.25"	3/8" NPT	40 MICRON	ARO12303
5.5"	2"	-10 ORB	40 MICRON	ARO12335

CANISTER STYLE FUEL FILTER

Aeromotive's canister style fuel filters flow 1,500 lb/hr with a pressure drop of less than 1 PSI. They feature a red anodized cap and polished canister and are 6.125" tall x 3.75" in diameter with two 3/8" NPT ports. Available with 10 micron fabric or 100 micron steel high-flow elements.

DESCRIPTION	PART NO.
Canister Fuel Filter with 10 Micron Fabric Element	ARO12308
Canister Fuel Filter with 100 Micron Steel Element	ARO12318

REPLACEMENT ELEMENTS

Keep your filters clean for maximum fuel pump performance and life. 10-micron fabric elements require annual replacement, or more often as needed. Stainless Steel 100-micron elements should be cleaned or replaced annually as well. For track maintenance, put several of these cost-effective filter elements in your tool box or trailer.

DESCRIPTION	PART NO.
10-micron fabric element for ARO12301	ARO12601
100-micron steel element for ARO12302	ARO12602
40-micron fabric element for ARO12303	ARO12603
100-micron steel element for ARO12304	ARO12604
10-micron fabric element for ARO12308	ARO12608
10-micron fabric element for ARO12310	ARO12610
100-micron steel element for ARO12318	ARO12618

AEROMOTIVE PLATINUM SERIES FUEL FILTERS

These aeromotive platinum series fuel filters are specifically designed for the suction side of aeromotive's fuel pumps in 200 to 2,000 hp applications. These filter assemblies offer unmatched flow and ease of maintenance and installation, coupled with impeccable machine work and a polished finish, and have a 10 to 100-micron filtering element for reliable protection.

ARO12352 Aeromotive fuel filter 100 micron -12 ORB



For the vehicle needing a high flow, high capacity inline fuel filter - the Billet Inline Series of Fuel Filters is perfect. These filters use the same pleated stainless mesh design and seals as our oil filters. They are also available with ends machined for #6 through #20 AN fittings. Filters are available in Standard 9" long and Pro Street 4" long sizes. Supplied with 30 micron elements, optional 75 micron elements are available separately.

Short Fuel Filter 3/8" Barb Ends 2"OD x 4"	SY200-201405
Short Fuel Filter #6 AN Ends 2"OD x 4"	SY200-201406
Short Fuel Filter #8 AN Ends 2"OD x 4"	SY201-203406
Medium Fuel Filter #6 AN Ends. 2"OD x 6"	SY201-203408
Medium Fuel Filter #8 AN Ends 2"OD x 6"	SY201-203408-B
Medium Fuel Filter #10 AN Ends 2"OD x 6"	SY201-203410
Med Fuel Filter #8AN Ends. 2"OD x 6" Black	SY201-203410-B
Long Fuel Filter #6AN Ends. 2"OD x 9"	SY202-202406
Long Fuel Filter #8AN Ends. 2"OD x 9"	SY202-202408
Long Fuel Filter #10AN Ends. 2"OD x 9"	SY202-202410
Long Fuel Filter #12AN Ends. 2"OD x 9"	SY202-202412
Extra Long Fuel Filter #10AN Ends 2-1/4"OD x 11"	SY203-229410
Extra Long Fuel Filter #12AN Ends 2-1/4"OD x 11"	SY203-229412
Element for Short Filter (30 micron)	SY208-101400
Element for Short Filter (75 micron)	SY208-101700
Element for Medium & Long Filters (30 micron)	SY208-102400
Element for Medium & Long Filter (75 micron)	SY208-102700
Element for 2" x 4" Long Filter (35 micron)	SY208-101400
Element for 2" x 4" Long Filter (75 micron)	SY208-101700
Element for 2" x 6" Long Filter (35 micron)	SY208-103400
Element for 2" x 6" Long Filter (75 micron)	SY208-103700
Element for 2" x 9" Long Filters (35 micron)	SY208-102400
Element for 2" x 9" Long Filter (75 micron)	SY208-102700
Element for 2-1/4" x 11" Long Filter (35 micron)	SY208-102700
Billet 2-Bolt Flat Filter Mounting Clamp, 2" O.D Filter	SY204-002000
Billet 2-Bolt Flat Filter Mounting Clamp, 2.5" O.D Filter	SY204-002250
Billet Inline Filter Mounting Clamp, 1-1/4" tubing, 2" O.D Filter	SY204-201250



System 1 Filters Billet Fuel Filter

Billet spin-on fuel filter with universal thread inserts 10-Micron, No Bypass

SY209-512B

10 Micron Element Suit 209-512B

SY208-520



FUEL FILTER/WATER SEPARATOR

These fuel filter/water separator kits extend carburettor/injector life, improve engine performance and are designed to be used with all fuel types. A petcock located at the base of the filter allows quick and easy water draining.

- Extends carburettor/fuel injector life
- Designed for all fuel types
- Improves engine performance
- Petcock allows for convenient draining of water

SINGLE MOUNT - SIDE PORTS

Part No	Thread Size	Filter Landing	Inlet/Outlet Port
DP13070	1"-14	2 1/2", 2 3/4"	1/2" NPT

REPLACEMENT FILTER

Part No.	FILTER DIMENSION
DP13075	3 1/2" OD X 7 5/8"



PETERSON 400 SERIES FUEL FILTERS

Peterson's 400 series fuel filters feature cleanable stainless steel elements and hardcoat anodizing for compatibility with all fuel types. Proven in all types of racing they are lightweight and durable and measure 7" long x 2-1/2" diameter.

-10 AN with 45 micron element	PFS09-0483
-12 AN with 45 micron element	PFS09-0484
-16 AN With 45 micron element	PFS09-0485
Replacement element	PFS09-0481

PETERSON 600 SERIES FUEL FILTERS

Peterson's 600 series fuel filters feature cleanable stainless steel elements and hardcoat anodizing for compatibility with all fuel types. Proven in all types of racing they are lightweight and durable and measure 4-1/2" long x 2" diameter.

-6 AN with 60 micron element	PFS09-0616
-8 AN with 60 micron element	PFS09-0617
Replacement element	PFS09-0660
Replacement O-ring kit	PFS09-0689

PETERSON 700 SERIES FUEL FILTERS

These compact filters are available in -4 and -6 AN fitting sizes and feature a 60 micron stainless screen filter. These filters are machined from billet aluminium and then anodized red for use with all types of fuel. The -4 AN filter measures 1.875" long x 1" diameter and the -6 AN is 3" long x 1" diameter.

-4 AN with 60 micron element	PFS09-0730
-6 AN with 60 micron element	PFS09-0720
-10 AN With 60 micron element	PFS09-0618
-12 AN With 60 micron element	PFS09-0619
-12 AN With 1000 micron element	PFS09-0623
Unleaded Fuel Filter O-Ring	PFS09-0688
Replacement element	PFS09-0760



PETERSON BALL VALVE FUEL FILTERS

PETERSON BALL VALVE FUEL FILTERS Peterson's ball valve fuel filters combine our popular 600 series filter with the convenience of an inline ball valve fuel shut-off. Features Teflon seals and a hard anodized ball for durability and compatibility with all fuel types. Measures 5" long x 2" diameter.

-6 AN with 45 micron element	PFS09-0600
-8 AN with 60 micron element	PFS09-0601
-10 AN with 45 micron element	PFS09-0602
-10 AN with 60 micron element	PFS09-0608
-12 AN with 45 micron element	PFS09-0603
-12 AN with 60 micron element	PFS09-0609
-12 AN with 100 micron element	PFS09-0627
Replacement 45 micron element	PFS09-0680
Replacement 60 micron element	PFS09-0660
Replacement 100 micron element	PFS09-0699
Replacement O-ring kit	PFS09-0689

PETERSON IN-TANK FUEL FILTERS

Peterson's new in-tank fuel filter uses a stainless pleated filter for superior filtration. Attachment is made by slipping a pick up hose over the neck and securing with a clamp. Features a 90° neck and 5" x 2" element.

90° with 3/4" inlet and 60 micron element	PFS09-1461
90° with 5/8" inlet and 60 micron element	PFS09-1463
Straight with 3/4" inlet and 60 micron element	PFS09-1460



FILTER MOUNTING BRACKETS

Billet aluminium brackets for mounting Peterson 400 series filters to rollcage tubing. Supplied as a pair, they fit 2-1/2" diameter filters.

Billet Brackets for 1-1/4" tube	PFS09-0490
Billet Brackets for 1-1/2" tube	PFS09-0492



BILLET SPECIALTIES FUEL FILTERS

Available in smooth or ribbed styles for carburetted applications. Choose from either a barbed 3/8" hose end or -6 AN fitting. Uses a common replaceable element. Mounting bracket sold separately. Not for use with fuel injection. 4-1/2" L x 1-3/8" Diameter.

Smooth with 3/8" Barb	BS42120
Smooth with -6AN	BS42220
Ribbed with 3/8" Barb	BS42320
Ribbed with -6AN	BS42420
Mounting Bracket	BS42520
Replacement Element	BS42521



MALLORY 300GPH FUEL FILTER

Cartridge Style Filters for Carburetion

- CNC-machined housings for precision
- Mounting bracket allows for easy mounting
- Extra fine 40 micron filter element insures clean fuel
- Mounts between tank and external fuel pump to protect the entire system
- Dual 3/8" NPT inlets and outlets allow a single filter to cover 2 pumps • Flows up to 300 GPH • Gasoline only



300GPH Fuel Filter 40 micron	MSD29247
Replacement filter element, includes O-ring	MSD29239



MOROSO IN-LINE FUEL FILTERS

- Removes dirt and debris from fuel systems
- The housing is anodized aluminium and contains a special 40-micron stainless steel filter element
- Not recommended for high-pressure fuel injection systems

In-Line Fuel Filter, -8 AN Fittings.

6-1/2" overall length

MO65230

In-Line Fuel Filter, Female 3/8" NPT fittings.

5-1/8" overall length

MO65231

40 Micron Replacement Filter Element

MO97062



THROTTLE BODY ADAPTERS

Part No

AF64-2087

AF64-2088

Description

Weld flange suit LS 90mm AF64-2069

Adapts AF64-2069 to early 3 bolt LS manifolds.



THROTTLE BODY ACCESSORIES

Part No

AF49-2050

AF49-2051

Description

Replacement idle control unit

Replacement throttle position sensor (TPS)



Big Mouth LSX Throttle Bodies

The FAST Big Mouth Throttle Bodies for the FAST LSX 92mm & LSXR 102mm Intake Manifolds increase airflow through a series of innovative design changes and a slightly enlarged throttle opening. FAST also invested significant testing & engineering resources into optimizing cross-sectional flow and eliminating airflow turbulence, especially at part throttle operation. The FAST Big Mouth 92mm Throttle Body will deliver bolt on GM Gen III (LS1, LS2 & LS6) horsepower while the LSXR is designed to maximize potential performance upgrades on L92/LS3/LS7 engines.

Description

Big Mouth 92mm Throttle Body

Big Mouth 92mm Throttle Body w/ TPS (No IAC)

Big Mouth 102mm Throttle Body

Big Mouth 102mm Throttle Body w/ TPS

Throttle Position Sensor

Part No.

FAST54092

FAST54095

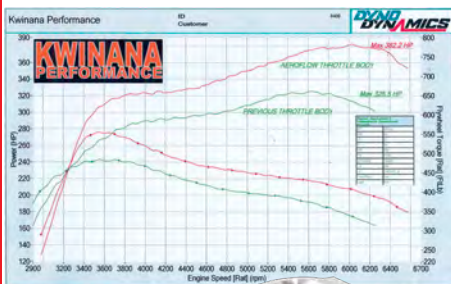
FAST54102

FAST54103

FAST54020



THROTTLE BODIES



BILLET 4 BARREL THROTTLE BODIES

Aeroflow's throttle bodies are a true billet construction. The 1375CFM throttle bodies utilize dual pattern flange (4150 & 4500) and includes the idle air control valve (IAC) and throttle position sensor (TPS). The 1" bore is designed with a special radius which promotes maximum air flow and minimum turbulence.

Flange	Aluminum	Black
4150/4500	AF64-2250	AF64-2250BLK



BILLET THROTTLE BODIES

Aeroflow's Billet throttle bodies are to suit the four bolt LS manifolds and allows the use of your factory TPS and Idle control units. The 102mm (4") version requires the use of an adapter plate or aftermarket manifold.

NOTE: Replacement bracket & bolts for kickdown cable AF59-2069.

Size	Aluminum	Black
90mm (3-7/32")	AF64-2069	AF64-2069BLK
95mm (3-19/64")	AF64-2072	AF64-2072BLK
102mm (4")	AF64-2070	AF64-2070BLK

AF59-2069 Small parts kits for AF64-2069



WILSON MANIFOLDS

UNIVERSAL THROTTLE BODIES

Wilson Manifolds High Flow Throttle Bodies were developed using the latest computer modeling software and test equipment. All throttle bodies feature brass throttle blades to control vibration and reduce thermal expansion. Throttle blades are fastened to the throttle shaft using aircraft quality hardware that is both Loctited and peened. Throttle shafts are machined to decrease their cross-sectional area, which increases the actual cross-section available for airflow. All throttle bodies are CNC machined from billet 6061-T6 aluminium for consistent quality and light weight.

- Uses Ford Style TPS & IAC (Not Included)
- Universal Ford Style Mounting Flange

65mm Throttle Body	745 CFM	- 3.125" OD	WI471065
70mm Throttle Body	830 CFM	- 3.125" OD	WI471070
75mm Throttle Body	915 CFM	- 3.125" OD	WI471075
80mm Throttle Body	965 CFM	- 3.500" OD	WI471080
90mm Throttle Body	1170 CFM	- 3.750" OD	WI471090
95mm Throttle Body	1450 CFM	- 4.250" OD	WI471095
105mm Throttle Body	1520 CFM	- 4.250" OD	WI471105



UNIVERSAL 4BBL 1000CFM

4150 FLANGE THROTTLE BODY

Holley's new 1000 CFM Throttle Body shares the same air entry area design that powers every NASCAR Sprint Cup Series car! The throttle body features integrated throttle position, idle air control and intake air temperature sensors, Ford and GM transmission kick down levers as well as all necessary vacuum ports.

- Standard square bore mounting pattern for installation on many intake manifolds
- Flows 1000 CFM to handle high horsepower engines
- Exclusive CFD computer modelled air entry area delivers maximum velocity and accelerated air speed
- Integrated TPS, IAC, and Air Temperature Sensor
- Hi Flow IAC passages for large cubic inch engines for idle stability
- Ford Transmission kick down Lever for use with Ford automatic transmissions
- Integrated GM 700R4 transmission kick down location no adapters needed
- All necessary vacuum ports (1) timed spark, (2) 3/8" and (2) 3/16" full manifold vacuum ports
- 1.75" throttle plates mounted to PTFE coated throttle shafts for high flow and a smooth feel
- High quality die cast aluminium for strength and weight reduction
- Tumble polished finish

1000 CFM 4150 Flange

H0112-588



SNIPER EFI THROTTLE BODY

Sniper EFI's new 92mm and 102mm billet aluminium LS throttle bodies give you a great way to improve engine performance without breaking the bank. Don't let the low price fool you, these are feature packed throttle bodies available in both bright silver or black anodized finishes. The enlarged bore sizes allow for increased airflow to support your higher horsepower needs, a progressive throttle pulley enhances low speed drivability and a double return spring provides solid and secure throttle control feel.

- Cable operated throttle body available in 92mm or 102mm openings
- Enlarged bore allows increased airflow to support higher horsepower requirements
- Works great with Sniper EFI intake manifolds
- High quality billet aluminium construction
- Choice of bright silver or black anodized finish
- Laser engraved Sniper EFI logo
- Progressive throttle pulley and double return spring
- Adjustable throttle stop
- 4-bolt style mounting pattern, bolts included

102MM Throttle Body LS Engine, Black

H0860005

COMPLETE 4150 THROTTLE BODY ASSEMBLY

FAST™ 4 Barrel Throttle Bodies incorporate tapered and radiused throttle bores and precisely machined progressive linkage for smooth throttle operation and unparallelled airflow. More airflow equals more horsepower.

- Includes all as PN 304149 (Air Only Throttle Body Assembly)
- Includes 4 X 85 lb. High-Impedance FAST™ fuel injectors (PN 30857)
- Includes required Billet fuel rail and crossover line (-6AN Feed)
- Includes GM map sensor (PN 307029)
- Inward opening throttle blades eliminate part throttle directional influence by the blades that can cause poor air distribution
- Shorter height for better airflow, easier packaging for tight hood clearance and reduced weight
- Throttle blades control vibration & reduce thermal expansion
- Throttle blades attached to stainless steel shafts w/ aircraft quality hardware and peened to assure positive retention
- Bodies are machined from 6061-T6 billet aluminium for consistent quality, excellent appearance and light weight

FAST304150



FAST 4 Barrel Throttle Bodies

FAST 4 Barrel Throttle Bodies incorporate tapered and radiused throttle bores and precisely machined progressive linkage for smooth throttle operation and unparallelled airflow. They feature inward opening brass throttle blades attached to stainless steel shafts with aircraft quality hardware and peened to assure positive retention. Bodies are machined from 6061-T6 billet aluminium for consistent quality, excellent appearance and light weight. The 4150 style throttle bodies include TPS, IAC & Fasteners and the 4500 style includes TPS.

Description

4150 Style 4 Barrel, 1375 CFM - Red

4150 Style 4 Barrel, 1375 CFM - Polished

4500 Style 4 Barrel, 2000CFM - RED

Part No.

FAST307603

FAST307603P

FAST307604

HOLLEY BILLET 95mm & 105MM

LS THROTTLE BODY

Holley's BILLET LS Throttle Bodies are the BIGGEST BORE - MOST FEATURE LOADED available. Holley went back to the drawing board and built the ultimate air valve for your LS engine! This all new design boasts either a 95mm or 105 millimeter bore and a low RPM drive friendly taper. Innovative features like Idle Bleed Adjustment, TPS CLOCKER, and closable PCV Passage Valve, make them the ultimate throttle bodies for ease of installation and tuning. Regardless of whether you have a turbo, supercharger, or a big cam engine sucking gulps of air, Holley's throttle bodies are maximized for your application. The barrier protection of the BLACK ANODIZED finish also offers up a modern tech look!

105mm Throttle Body With Low Rpm Taper HO112-581
105mm Throttle Body With Straight Bore HO112-583
95mm Throttle Body With Low Rpm Taper HO112-585



Competition Throttle Bodies UNIVERSAL 4-BARREL THROTTLE BODIES

These progressive 4-barrel throttle bodies bolt directly to standard square-bore or 4500 Series carb mount flanges for competition electronic fuel injection systems based on our Victor Series manifolds (see EFI Manifolds). Fully machined by Edelbrock, they are assembled/calibrated by Magneti Marelli USA and include a GM style throttle position sensor (TPS). #3878, #3879, and #3888 include a Delphi/GM idle air control (IAC) motor. #38783, #38793 and #38883 include a Hitachi Linear IAC motor and must be used with our ECU systems on the Pro-Tuner EFI Application Chart. Standard style air cleaners (5-1/8" or 4500 series) will fit. Available in standard finish or black powder-coated finish for a great look with performance to match.

Application With IAC No IAC



Universal 4-Barrel Throttle Bodies with Delphi/GM IAC (STANDARD FINISH)

For Standard Square-Bore Carb Mount Flange w/ Standard Finish (1.75" throttle bores, 1000 cfm) **ED3878** N/A
For 4500 Series Carb Mount Flange w/ Standard Finish (2" throttle bores, 1600 cfm) **ED3879** **ED3862**
For 4500 Series Carb Mount Flange w/ Standard Finish (2.25" throttle bores, 2000 cfm) **ED3888** **ED3863**



UNIVERSAL 4-BARREL THROTTLE BODIES

These progressive 4-barrel throttle bodies bolt directly to standard square-bore or 4500 Series carb mount flanges for competition electronic fuel injection systems based on our Victor Series manifolds. Fully machined by Edelbrock, they are assembled/calibrated by Magneti Marelli USA and include a GM style throttle position sensor (TPS) and a Delphi/GM idle air control (IAC) motor. Standard style air cleaners (5-1/8" or 4500 series) will fit.

For Standard Square-Bore Carb Mount Flange (1.75" throttle bores, 1000 cfm) **ED3878**

For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm) **ED3879**

For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm) **ED3888**

PRO-FLO XT THROTTLE BODIES

These 90mm single bore throttle bodies are designed specifically for use with our Pro-Flo XT EFI manifolds and Victor EFI intake elbows. They are ideal for high performance street, race and custom EFI system installations. Available for Small-Block Chevy and Ford applications in as-cast or black powder coat finish. Throttle body #3869 and #38693 have provisions for either LS1 or LS2 mounting bolt patterns. They use a LS1 style TPS, IAC and PCV ports. They have been designed with the addition of an idle bleed screw to offer better idle control than other 90mm throttle bodies on the market. The bleed screw can be used to create a base amount of idle air flow instead of throttle tip-in, leaving the TPS signal unaffected.

90mm Pro-Flo XT Throttle Body for Small-Block Chevy

As-Cast	Black
ED3869	ED38693

Throttle body #3818 and #38183 include progressive throttle cable, lever, Throttle Position Sensor and a Ford 5.0L mounting bolt pattern. They are also machined with a pad to accept Ford IAC control and will also work with pulse-width IAC applications as well. Solenoid and IAC sold separately, will include a block off plate.

90mm Pro-Flo XT Throttle Body for Small-Block Ford

As-Cast	Black
ED3818	ED38183



THROTTLE BODIES

Designed by Edelbrock and built by Magneti Marelli Powertrain USA, a major manufacturer of OEM throttle bodies, these throttle bodies are superior in quality and performance. Magneti Marelli USA uses sophisticated machinery to electronically set the butterflies and throttle position sensors. Edelbrock throttle bodies are available in several sizes to suit your application. The smaller size is the first choice for stock or mildly modified engines, and the larger sizes are for more radical engine combinations and require port matching of the manifold to fit in most cases. All include brand new throttle position sensors that are factory-set and ready to go, right out of the box. These high-quality Edelbrock throttle bodies bolt to the stock manifold with mounts for stock sensors and vacuum lines.

Edelbrock Throttle Body Features:

- Brand new throttle position sensor is factory installed and pre-calibrated
- Edelbrock include a new TPS sensor on their throttle bodies
- Assembled by Magneti Marelli USA, a major manufacturer of OE throttle bodies
- Sealed ball bearings allow the throttle shaft to deliver smooth, dependable operation

CHEV & HOLDEN LS1 V8

Designed to fit factory plenum with no modifications. They are cast, fully machined, and assembled by Edelbrock using all new components including a pre-set TPS and an idle air bypass solenoid. Extra idle control is provided with the addition of an idle bleed screw.

80mm Throttle Body for 1997-99 Camaro/Firebird **ED3867**

80mm Throttle Body for 2000-02 Camaro/Firebird and 2004 Pontiac GTO **ED3868**



VICTOR LS SERIES THROTTLE BODIES

Designed for modified Gen II-IV engines, the Victor LS Series 90mm throttle body increases flow and horsepower in highperformance street or competition applications. This new throttle body includes a LS1 stock-style TPS, IAC and PCV port. Extra idle control is provided with the addition of an idle bleed screw. It has an LS1/LS2 flange that can be mounted on aftermarket LS1 manifolds with a 90mm opening as well as LS2/LS7 factory manifolds. It does not retain the lower water tube or the stock throttle cable setup and is perfect for enthusiasts who want to use an LS2 or LS7 in an older vehicle with no fly by wire throttle.

ED3864 90mm Throttle Body
ED38643 90mm Throttle Body BLACK

EFI INTAKE ELBOWS



HIGH FLOW ELBOWS

Wilson Manifolds lightweight 100-degree elbows provide the most efficient method of adapting our high flow single bore throttle bodies to 4-barrel style intake manifolds. This allows the use of a high performance intake manifold with a large diameter single bore fuel injection throttle body. Commonly used for turbo & blower applications. Available for 90mm or 105mm throttle bodies mated with 4150 or 4500 series manifolds.

60-90mm Throttle Body to 4150 Manifold	W1461101
60-90mm Throttle Body to 4150 Manifold (Sideways)	W1461102
60-90mm Throttle Body to 4500 Manifold	W1461201
90-105mm Throttle Body to 4150 Manifold	W1462101
90-105mm Throttle Body to 4150 Manifold (Sideways)	W1462102
90-105mm Throttle Body to 4500 Manifold	W1462201
90-105mm Throttle Body to 4500 Manifold (Billet)	W1462205



HARD CORE RACE THROTTLE BODY INTAKE ELBOWS

These new elbows are designed for use in 1,000 to 2,300+ hp extreme race applications and are the best way to adapt a single throttle body to a Dominator® 4500 style flange EFI manifold without sacrificing air flow. An internal divider optimizes flow distribution to all ports of the manifold by reducing turbulence. Available in as-cast or black powder coated finish.

Intake Elbow ED3814 has a universal bolt pattern on the throttle body flange that accepts 90-95mm LS1, LS2 and Ford 5.0L based throttle bodies. During flow testing this elbow provided up to 1,050 cfm with a 90mm throttle body and 1,150 cfm with a 95mm throttle body. Includes a universal throttle bracket. Length: 8.0", Bore Centerline: 5.92", Overall Height: 8.86", Throttle Body Flange Angle: 100°.

95mm High Flow Intake Elbow for 4500 flange **As-Cast** **Black**
ED3814 **ED38143**

Intake Elbow ED3815 has been designed specifically for extreme racing applications and has 120mm opening for maximum flow and is capable of over 2,200 hp. The flange uses a 4-1/2" square pattern to allow a throttle body to be rotated to the proper orientation. The elbow was flow tested and provided up to 2,300 cfm with a 120mm throttle body. The throttle body flange is set at a 100° angle. Throttle body center is located 6.0" up and 8.0" forward from manifold centerline with an overall height of 8.86". Includes a universal throttle bracket.

120mm High Flow Intake Elbow for 4500 flange **As-Cast** **Black**
ED3815 **ED38153**

THROTTLE BODY

INTAKE ELBOWS DESIGNED FOR LS SERIES AND 5.0L THROTTLE BODIES

Edelbrock Throttle Body Elbows are the best way to adapt LS1, LS2 and Ford 5.0L-based throttle bodies to EFI manifolds with traditional square-bore mounting pads. An internal divider optimizes flow quantity and distribution into the manifold and they can be mounted forward, backward, or sideways on Victor EFI square-bore manifolds. Three versions allow EFI tuners to position the throttle body low for hood clearance or higher for maximum airflow.

Ultra Low Profile Elbow ED3847 is designed to fit our Victor Jr. LS1 EFI manifold ED29085 and is ideal for tight engine compartments. The throttle bore center sits 9.00" forward and only 0.56" up from the manifold mounting flange. Includes throttle body adapter plate ED2737 for use with LS1 throttle bodies. We recommend Edelbrock 90mm throttle body #3869 for optimum performance.

Ultra Low Profile Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange) **ED3847**
With black powder coated finish **ED38473**

Low Profile Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange) **ED3848**
black powder coated finish **ED38483**

High Flow Intake Elbow (up to 95mm Throttle Body to Square-Bore Flange) **ED3849**
black powder coated finish **ED38493**

BOX STYLE ELBOWS

These box style elbows add the great EFI appearance to carburettor style EFI manifolds in your street rod or muscle car. They are designed for street high-performance applications up to 400 horsepower. Some S/B and B/B Chevy applications for Forward Mount Box Style Elbow #3850 will require a 1" or 2" throttle body spacer to clear engine components, depending on installation.

Forward Mount Box Style Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange) **ED3850**
With black powder coated finish **ED38503**

Sideways Mount Box Style Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange) **ED3851**
black powder coated finish **ED38513**

EFI FUEL RAILS



LSX High Flow Billet Fuel Rails

The FAST High Flow Billet Fuel Rails feature a larger internal diameter that dampens the pulses and provides increased fuel volume, ensuring that your injectors never run dry. In addition, they yield better fuel distribution and ultimately greater horsepower. Featuring high strength billet, lightweight, red anodized aluminium construction, FAST LS1 fuel rails deliver performance in addition to a show car quality appearance. The FAST fuel rails are available in a component-matched kit, including black anodized #8 fittings and "super seal" o-rings or the fuel rails may be ordered without the hardware.

Description	Part No.
LS1 Fuel Rail Kit w/ Fittings & Hardware	FAST146035-KIT
LS2 Fuel Rail/Injector Adapter Kit	FAST54026
Fits LS1/LS6 Fast LSX Intake Manifold	FAST146035-KIT
Fuel Line Conversion Kit ('98-'02 LS1 F-Bodies)	FAST54028G-KIT
LSXR™ LS3/LS7/L76/L99 Billet Fuel Rail Kit	FAST146027-KIT



LSXR Fuel Rail Kit (Billet Style)

FAST146033-KIT
(For use with FAST LSXR 102mm intake manifold only. Designed for LS2 engines.)



FAST OE FUEL RAIL KIT, LSXR LS1/LS6 W/ RAIL

These FAST LSXR OEM fuel rail kits will help maintain optimum fuel flow to your EFI system. They are designed for use with the FAST 102mm intake manifolds and include all fittings and attachments for a direct bolt-on fit.

FAST146021-KIT



LSXR™ LS3/LS7 FUEL INJECTOR ADAPTER KIT

These FAST LSXR LS3/LS7 fuel injector spacers are designed to extend your short OEM fuel injectors to the same length as the longer-style injectors. These kits include spacers and O-rings.

FAST146025-KIT



LSXR™ OEM-TYPE LS3/LS7/L76/L99 FUEL RAIL KIT (NON-BILLET)

The FAST™ LSX™/LSXR™/LSXR™ Fuel Rails feature a larger internal diameter that dampens the pulses and provides increased fuel volume, ensuring that your injectors never run dry. In addition, they yield better fuel distribution and ultimately greater horsepower. Featuring high strength, lightweight, red anodized aluminium construction (does not include Part #146020-KIT), FAST™ fuel rails deliver performance in addition to a show car quality appearance. The FAST™ fuel rails are available in a component matched kit, including black anodized #8 fittings and super seal o-rings.

FAST146020-KIT



FUEL RAIL KIT

Fuel Rail Kit, LS1 for Dual-Quad and cathedral port Hi-Ram
HO534-204

AEROMOTIVE Fuel Systems



BILLET FUEL RAIL KITS

Aeromotive High Flow, Billet Fuel Rails combine 3,000 HP flow capabilities with "bolt-on" ease of installation. We offer application specific solutions for a variety of engines. Combining legendary fit and finish with maximum performance capability.

- Accepts -8 AN O-Ring Fittings
- Full 5/8" ID through bore, capable of supporting up to 3,000 HP.
- Compatible with -10 AN line when used with adapters.
- Full size ports at each end for optimal injector supply.
- Additional inlet/outlet ports are provided where required.
- CNC-machined, billet aluminium construction.
- Steel mounting brackets, custom engineered for each application.
- Red, Type II bright dip anodized finish.

Chev & Holden LS1 1994-97
Chev & Holden LS6 2001-04
Chev & Holden LS2 2005-06
Chrysler 5.7L Hemi
Ford 5.0L V8 1986-95
Mitsubishi 4G63 1990-99
Subaru WRX 2.0L 2004-06
Subaru WRX 2.5L 2004-06
GM V6 3.8L Supercharge 1996-07
Mitsubishi EVO 2003-07

ARO14106
ARO14106
ARO14114
ARO14146
ARO14101
ARO14105
ARO14134
ARO14136
ARO14131
ARO14132



Edelbrock Aluminum Fuel Rails

CNC machined from aluminum extrusions, these fuel rails have a 9/16" i.d. fuel passage, a flow-through design and 3/8" pipe threads on both ends. All hardware is included. Bracket stands included match with standard or Bosch injectors as indicated.

ED3630	Small-block Chevy (for use with ED29785 and standard injectors)
ED3638	Small-block Chevy & Holden LS1 (for use with ED29085 and Bosch injectors)
ED3633	Big-block Chevy (for use with ED29275 & ED29025 and standard injectors)
ED3620	Small-block Ford (for use with ED29245 & ED29285 and standard injectors)



Pro-Flo XT Fuel Rail Kit

for S/B Chevy –
Compatible with Standard or Pico injectors

ED3627



EJ20 AF64-2058



EJ25 AF64-2057R



Note: AF59-2061
Injector seat adapters (4 pieces)



AF59-2058
MY98-00 Mounts
Sold separately

SUIT SUBARU

AF64-2058 suit full length injector 60.65mm (2-25/64")
Suits Blue Red Black Polished
EJ20/25 AF64-2057 AF64-2057R AF64-2057BLK AF64-2057P
EJ20/25 AF64-2058 AF64-2058R AF64-2058BLK AF64-2058P
AF59-2058 MY98-00 Mounts only suit AF64-2058 rails

TOYOTA 2JZ AF64-2059



SUIT TOYOTA

2JZ suit full length injector 60.65mm (2-25/64")
Suits Blue Red Black Polished
2JZGTE AF64-2059 AF64-2059R AF64-2059BLK AF64-2059P
NOTE: Suits NON VVTI engines ONLY



SUIT HOLDEN (GM Australia)

Suits 304-355 VN-VT full length injector 60.65mm (2-25/64")
Suits Blue Red Black Polished
VN-VT AF64-2008 AF64-2008R AF64-2008BLK AF64-2008P



LS1 AF64-2005R



LS2-LS3 AF64-2006



LS7 AF64-2007BLK

SUIT LS HOLDEN (GM Australia) / CHEVY

LS1 suits full length injector 60.65mm (2-25/64")
LS2 suits short injector 33.60mm (1-21/64")
LS7 suits short injector 33.60mm (1-21/64") or 3/4 length 48.65mm (1-29/32")
Suits Blue Red Black Polished
LS1 AF64-2005 AF64-2005R AF64-2005BLK AF64-2005P
LS2/LS3 AF64-2006 AF64-2006R AF64-2006BLK AF64-2006P
LS7 AF64-2007 AF64-2007R AF64-2007BLK AF64-2007P



FORD BA-BF AF64-2004BLK



FG (6cyl) AF64-2113R



WINDSOR AF64-2077BLK

SUIT FORD

Ford BA -BF & Windsor suits full length injector 60.65mm (2-25/64")
Ford FG suits 3/4 length injector 48.65mm (1-29/32")
Suits Blue Red Black Polished
BA-BF(6cyl) AF64-2004 AF64-2004R AF64-2004BLK AF64-2004P
FG (6cyl) AF64-2113 AF64-2113R AF64-2113BLK AF64-2113P
Windsor AF64-2077 AF64-2077R AF64-2077BLK AF64-2077P



4G63/EVO 4-9 AF64-2121P



4G63/EVO I-III AF64-2078R

SUIT MITSUBISHI EVOLUTION

Evo rails suit full length injector 60.65mm (2-25/64")
Suits Blue Red Black Polished
4G63/1-3 AF64-2078 AF64-2078R AF64-2078BLK AF64-2078P
4G63/4-9 AF64-2121 AF64-2121R AF64-2121BLK AF64-2121P



NISSAN SR20 S14 AF64-2122

SUIT NISSAN

SR20 S13, RB26, RB30 suit full length injector 60.65mm (2-25/64")
SR20 S14 suit short injector 33.60mm (1-21/64")
RB25 suits 3/4, 48.65mm (1-29/32") or full length injector 60.65mm (2-25/64")

Suits	Blue	Red	Black	Polished
SR20 S13	AF64-2009	AF64-2009R	AF64-2009BLK	AF64-2009P
SR20 S14	AF64-2122	AF64-2122R	AF64-2122BLK	AF64-2122P
RB25*	AF64-2010	AF64-2010R	AF64-2010BLK	AF64-2010P
RB26	AF64-2011	AF64-2011R	AF64-2011BLK	AF64-2011P
RB30	AF64-2012	AF64-2012R	AF64-2012BLK	AF64-2012P

Note: Aeroflow fuel rail kits are designed to work with standard length injectors.

*Suits aftermarket plenum or standard plenum with 48.65mm (1-29/32") length injectors SUITS R33 ONLY

**SUIT MAZDA ROTARY**

Mazda rails suit full length injector 60.65mm (2-25/64")

Suits	Blue	Red	Black	Polished
13B (4&5)	AF64-2013	AF64-2013R	AF64-2013BLK	AF64-2013P
13B (6,7&8)	AF64-2104	AF64-2104R	AF64-2104BLK	AF64-2104P

Note: AF59-2013 Injector seat adapters (4 pieces)

**FUEL RAIL EXTRUSION**

Part No	Description
AF64-2003	Fuel rail extrusion, 1 metre (41/64" 16.1mm bore)

FUEL RAIL ACCESSORIES**INJECTOR INSERT ADAPTER**

Part No	Description
AF889	Injector Adaptor 11mm to 14mm 6pc pack

Aeroflow fuel rails are designed to be used with 60.65mm (measurement is from inside O-ring to inside O-ring see diaphragm)

**INJECTOR LENGTH ADAPTERS (1 per pack)**

Injector spacers allows the use of shorter injectors to be used with Aeroflow fuel rails and also adapts 14mm injectors to 11mm for use with std fuel rails.

Part No	Description
AF64-2884	27mm aluminium height adapter (suit 11mm rail)
AF64-2885	12mm aluminium height adapter (suit 11mm rail)
AF64-2886	27mm aluminium height adapter (suit 14mm rail)
AF64-2887	12mm aluminium height adapter (suit 14mm rail)

HOLDEN STANDARD**REGULATOR ADAPTER**

Aeroflow's Billet fuel regulator adapter allows the use of your standard factory fuel regulator when upgrading to Aeroflow's billet fuel rail kit.

Holden V8 304 - 355

Part No	Colour
AF64-2200	Blue
AF64-2200R	Red
AF64-2200BLK	Black
AF64-2200S	Silver

WELD ON INJECTOR BUNG**(1 per pack)**

Aeroflow weld on injector bungs can be used in two ways. the manifold can be drilled to 16mm to suit an o-ring seal or simply remove the o-ring and weld them directly to the manifold.

Part No	Description
AF888	Weld on injector bung 14 & 16mm Female / 16mm Male

**LS CHEVY OIL PRESSURE ADAPTER****with 1/8" NPT Port**

Aeroflows LS series oil pressure gauge adapter has been designed to allow the use of the standard oil pressure switch which is needed for the standard computer and an auxiliary port for use with an aftermarket 1/8" NPT sender.

With the swivel banjo design this adaptor will suit all models with the M16x1.5 thread

Part No	Description
AF166-05-02	Blue
AF166-05-02BLK	Black
AF166-05-02S	Silver

**FORD EFI REGULATOR ADAPTERS**

AN	Shank	Blue	Black	Silver
-6	7/16"	AF64-4356	AF64-4356BLK	AF64-4356S
-6	9/16"	AF64-5506	AF64-5506BLK	AF64-5506S
-8	9/16"	AF64-5508	AF64-5508BLK	AF64-5508S

LS CHEVY FUEL PRESSURE ADAPTER**with 1/8" NPT Port**

To ensure a precise fuel pressure reading for optimum performance, Aeroflow's LS fuel pressure adapter allows the user to adapt a fuel pressure gauge to the standard LS series fuel rail.

With the female -4 and female 1/8" NPT this fitting can also be used on other applications.

Note: The removal of the schrader valve is necessary.

Part No	Description
AF146-02	Blue
AF146-02BLK	Black
AF146-02S	Silver

**INJECTOR BLANK OFF INSERTS (4 per pack)**

Injector blank off adapters allow you to blank off un-used injector ports in your intake manifold and fuel rails. Suits 3/4 length & full length injector spacing. Suits 60.65mm (2-25/64") and 48.65mm (1-29/32") injector lengths.

AF64-2888**FUEL RAIL ADAPTERS**

Aeroflow's precision machined fuel rail adapters allow the use of aftermarket adjustable fuel pressure regulators with your factory fuel rails. All adaptors have a 1/8" NPT female port.

Suit Toyota, Subaru 40mm (1-37/64) centres

AF64-2065
AF64-2065R
AF64-2065BLK
AF64-2065S

**Suit Subaru, Nissan, Mazda 32.5mm (1-9/32") centres**

AF64-2064
AF64-2064R
AF64-2064BLK
AF64-2064S
Suit Audi, VW,

**Ford BA, BF, FG, XR6, Territory**

(Suits TURBO Rail ONLY on Fords)

AF64-2062
AF64-2062R
AF64-2062BLK
AF64-2062S

**Suit Mazda RX-7, Toyota MR2,**

Celica GT4
AF64-2063
AF64-2063R
AF64-2063BLK
AF64-2063S

**Suit Subaru STi EJ25 2008 - on**

AF64-2067
AF64-2067R
AF64-2067BLK
AF64-2067S

**Suit Mitsubishi EVO 10.**

48-51mm (1-57/64" - 2-1/64") centres

AF64-2068
AF64-2068R
AF64-2068BLK
AF64-2068S

**Suit Mitsubishi 16mm (41/64") seal & 37-40mm (1-29/64" - 1-37/64") centres**

AF64-2066
AF64-2066R
AF64-2066BLK
AF64-2066S

**FUEL RAIL ADAPTER FITTING GUIDE**

Model	Engine	Part No
Mazda	13BREW=FD3S RX7 Series 6	AF64-2064
Mazda	13B=RX7 Series 4	AF64-2063
Mitsubishi	4G63 = Evo 4,5,6,7,8,9	AF64-2066
Mitsubishi	4B11T = Evo 10	AF64-2067
Nissan	SR20DET = S13,S14,S15 Silvia RB26DET = R32,R33,R34 GTR RB25DET = R32,R33,R34 Skyline	AF64-2064
Subaru	EJ20 = GC8 WRX before bug eye EJ25= WRX 08 onwards (not STI) EJ25= Liberty 05 onwards EJ25= Forester 08 onwards	AF64-2064
Subaru	EJ20= GDA WRX Bug eye onwards	AF64-2065
Subaru	EJ25= WRX STI 08	AF64-2067
Toyota	2JZGTE = JZA80, JZS147 4EFT= EP Starlet 4AGZE, 4AGE	AF64-2065
Toyota	3SGTE = MR2, Celica, GT4, 1JZGTE 1UZ-FE Lexus/Soarer V8	AF64-2067
Honda	B16A = EG6 Civic, EK4 Civic, CRX B16B = EK9 Civic	AF64-2068
Ford	BA, BF, FG XR6 Turbo, Territory Turbo	AF64-2062
Audi	All models using Bosch adaptors	AF64-2062

NOTE: Add colour code to Part No as required.

FUEL INJECTORS



BOSCH MOTORSPORT FUEL INJECTORS

High Performance EFI engines need high flow injectors and fuel pumps to realise their potential. Bosch Fuel Injectors feature the latest designs and OEM durability for dependable performance. All flow figures are measured at 43.5 psi (3 bar) of pressure and are intended as a guideline only.

Part Number	Flow Lb/hr	Flow cc/min	Horsepower 80% Duty	Resistance Ohms	Design Type	Comments
B00 280 150 036	45	472	72	2.4	EV 1	Hose Type
B00 280 150 363	63	666	101	0.7	EV 1	
B00 280 150 403	53	559	85	2.3	EV 1	Manufacturer Specific Inlet
B00 280 150 803	38	398	60	4.6	EV 1	
B00 280 150 842	160	1677	255	4.6	EV 1	Indy Blue
B00 280 155 868	35	363	55	12.0	EV 6	Long Body, V6 Supercharged
B00 280 155 968	41	430	65	12.0	EV 6	Dual Spray, Long Body, BA Turbo
B00 280 156 123	27	277	43	14.5	EV 6	Dual Spray, Long Body, BA Turbo
B00 280 158 040	89	980	145	12.0	EV 14 XT	Extended Tip, E85/Methanol Compatible



FAST PRECISION FLOW INJECTORS

FAST Precision-Flow Fuel Injectors deliver the outstanding idle quality, unparalleled flow consistency and durability essential for high performance EFI engine applications. Engineered to yield faster throttle response, reduced clogging and superior fuel atomisation, Precision-Flow Fuel Injectors are manufactured to the tightest tolerances in the industry.

Part Number	Flow Lb/hr	Flow cc/min	Horsepower 80% Duty	Impedance High/Low	Design Type
FAST302400	24	252	38	High	Standard
FAST303600	36	378	57	High	Standard
FAST304200	42	441	67	High	Standard
FAST306000	60	630	96	High	Standard
FAST305500	55	578	88	Low	Standard
FAST306500	65	683	104	Low	Standard
FAST308300	83	872	132	Low	Standard
FAST309500	95	995	152	Low	Standard
FAST3016000	160	1680	256	Low	Standard
FAST3055088	PACK 55#/HR INJECTORS				

Fuel Injector Bung

Designed for do-it-yourself fabricators who make their own multi-port fuel injection manifolds; these aluminium bushings can be welded or epoxied to a single plane, dual plane, tunnel ram or sheet metal manifold. **Fuel Injector Bung (8-pack) FAST307017**

EFI FUEL SYSTEMS



FAST XFI Electronic Fuel Injection Systems

Here's the one electronic fuel injection system with truly revolutionary features and capabilities in an easy-to-use package. The FAST XFI system precisely balances fuel and spark, allowing you to fine tune like never before. The XFI system comes with easy-to-navigate software that's completely configurable and allows you to set the parameters. Faster processing means no more flat spots in the power curve or settling for "close enough." XFI is compatible with all common ignition types, including GM HEI, LT1, LS1, -2, -6, -7 DIS, Ford EDIS (4.6L & 5.4L), and Chrysler 5.7L, 6.1L Hemi applications.

Standard Features Include:

- Built-in wide-band O2
- Fully sequential and/or bank-to-bank capability
- Individual cylinder correction
- Fan and fuel pump control
- Dynamic scaling of vectors in 2D & 3D tables
- Scalable TPS, air temp, water temp and MAP calibrations
- 1, 2, 3 and 5 bar MAP capability
- Spare inputs/outputs for functions such as shift light, fan control etc.
- Torque converter lockup control
- Air conditioning wide-open throttle cutout
- Boost control
- Enhanced 4 stage power adder controls
- Multiple calibration stored in ECU w/ switching capability
- L-key function for easy steady-state correction using wide-band O2
- On-board diagnostics
- Fuel and oil pressure logging
- Adjustable injector timing
- Multiple ignition strategies, such as HEI, DIS, TFI, Ford EDIS, IPU

XFI Electronic Fuel Injection Kits

FAST now offers bolt-on XFI kits that include everything needed to install fully sequential EFI on Small and Big Block Chevy and Small Block Ford engines from mild street rods to 1,000 hp all-out race cars. XFI Fuel Injection Kits include carefully matched components, including the XFI, Dual-Sync Distributor, a single plane aluminium intake manifold, 4 barrel throttle body, proper size Precision-Flow Fuel Injectors, aluminium fuel rails, fuel pump kit, all necessary sensors, professional quality wiring harnesses with labelled connectors and the FAST EFI Installation & Tuning DVD. See the tuning section of this catalogue for the compatible XFI touch screen dash logger.

Description	Part No.
XFI Injection Kit - SBC Up To 550 HP	FAST3012350-05
XFI Injection Kit - SBC Up To 1,000 HP	FAST3012350-10
XFI Injection Kit - BBC Up To 550 HP	FAST3011454-05
XFI Injection Kit - BBC Up To 1,000 HP	FAST3011454-10
XFI Injection Kit - BBC Tall Deck Up To 1,000 HP	FAST3011572-10
XFI Injection Kit - Ford 302W To 550 HP	FAST3031302-05
XFI Injection Kit - Ford 302W To 1,000 HP	FAST3031302-10
XFI Injection Kit - Ford 351W Up To 550 HP	FAST3035351-05
XFI Injection Kit - Ford 351W Up To 1,000 HP	FAST3035351-10



FAST EZ-EFI SELF TUNING FUEL INJECTION

In the past, carburettor-to-EFI conversion was no picnic. At the very least, you would need a laptop and significant tuning experience. But thanks to FAST engineers, those days are over. With the new EZ-EFI Self Tuning Fuel Injection System, you get patent-pending EFI technology that does all the work for you. Simply hook it up, answer the basic set-up Wizard questions on the included hand-held display, and the system tunes itself as you drive! The new EZ-EFI Self Tuning Fuel Injection System provides you with the complete EFI package, including the ECU, wide-band O2 sensor, wiring harness, fuel injectors, an optional fuel pump kit and other assorted components, including the innovative 4150 Throttle Body from FAST. This cast throttle body gives you the total package for your existing 4150-type manifold and comes with everything, including the appropriate fuel injectors and fuel rails. Regardless of your brand or size, this system bolts-on easily to any carburetted engine with up to 600 horsepower - NO manifold replacement needed. In addition to matching any carburetted manifold, the EZ-EFI Self Tuning Fuel Injection System also works with your original carb style throttle linkage and is ready to accept all OEM sensors. The EZ-EFI can be installed easily in an afternoon and is a "must have" for your street rod or muscle car.

- Self-tuning system - NO tuning experience or laptop needed
- Complete system includes mini ECU, wide-band O2 sensor, wiring harness, injectors, fuel pump kit & 4150 throttle body
- 4150 throttle body works with original carb-style linkage & accepts all OEM sensors
- Bolts on to any engine under 600 hp, regardless of brand or size; the perfect choice for street rods & muscle cars
- Easy-to-use set-up Wizard provides a comprehensive walk-through & system tunes itself

Description
Basic Tuning Kit
Master Tuning Kit (Incl. Fuel Pump, Hoses & Fittings) FAST30227

Part No.
FAST30226-KIT



EZ-EFI 2.0 MULTI-PORT RETRO-FIT SELF TUNING ENGINE CONTROL SYSTEM

The next generation of the revolutionary self tuning EZ-EFI has been upgraded with more features than ever before. Yet it maintains ease-of-use that doesn't require a laptop or tuning experience. As with the original EZ-EFI, simply hook up the system, answer the Setup Wizard questions on the hand-held, and EZ-EFI 2.0 tunes itself as you drive. New high-quality wiring harness with a sleek mesh-type loom uses commonly available late model OEM sensors for accuracy and durability.

- Features:
- No Laptop or tuning experience required; Self tunes as you drive
 - Touchscreen hand-held doubles as sensor dash w/ suction-cup mount
 - Works w/ carb-type dist. or FAST Dual-Sync Dist. for plug-and-play timing control
 - ECU includes on-board LED diagnostics & EZ-Test indicator lights
- Retro-Fit Kit Includes:
- EZ-EFI 2.0 ECU w/ wide-band o2 sensor
 - Clearly labeled retro-fit wiring harness w/ mesh loom
 - Fuel pressure sensor & mounting block/adaptor
 - Touchscreen hand-held w/ mount

FAST30404-KIT

FAST THROTTLE POSITION SENSOR, FORD

The throttle position sensor bolts to the throttle blade shaft and relays throttle opening/closing information to the system ECU. The TPS is constructed of high resistance material with a "sensitive" rotator for accurate throttle position measurement. **FAST307005**



FAST THROTTLE POSITION SENSOR, FORD

The throttle position sensor bolts to the throttle blade shaft and relays throttle opening/closing information to the system ECU. The TPS is constructed of high resistance material with a sensitive rotator for accurate throttle position measurement. **FAST307028**



FUEL INJECTOR ADAPTER HARNESS

To further serve the needs of late-model GM performance tuners, FAST™ has also developed a full line-up of fuel injector adapter solutions. FAST™ adapter harnesses and connector kits enable easy retro-fit of both new and old style electronic fuel injectors. New-style fuel injectors, such as those found on GM's Gen IV engines featuring USCAR connectors, can now be retro-fitted and used on vehicles equipped with older-style Minitimer connectors. Retrofitting a Minitimer injector into an USCAR harness is also possible with a another newly developed FAST™ adapter harness. Connector kits, complete with terminals, seals, and plugs, are available as well, allowing direct re-termination of existing harnesses with the correct connectors, either Minitimer or USCAR.

USCAR-Type To Minitimer-Type
Fuel Injector Adapter Harness **FAST170603-1**
Minitimer-Type To USCAR-Type
Fuel Injector Adapter Harness **FAST170604-1**





EZ-EFI® 600 HP FUEL PUMP KIT

FAST has taken the next step in making EFI easier with these new FAST fuel system kits. They cover all street performance applications and most bracket and super class drag racing categories. FAST fuel system kits are perfect for those switching from carburettor to EFI, building new EFI engines, or simply upgrading their current fuel system. In one part number, they include everything you need to supply your state-of-the-art high performance fuel system. Best of all, the components used to create the FAST fuel system kits are made of aluminium and stainless steel to ensure years of long, trouble-free service.

FAST307503



FAST307059



FAST307014

IAC GM LS1 STYLE

The idle air control allows the ECU system to control engine idle speed by controlling airflow around the throttle body blades.

FAST307014

GM TPI STYLE

FAST307059

COOLANT TEMPERATURE SENSOR

Utilizes a brass-plated thermistor to measure engine coolant temperature. As the engine operating temperature increases, the resistance in the thermistor decreases, informing the ECU to adjust fueling.

FAST307003



AIR TEMPERATURE SENSOR – 3/8" NPT

Monitors incoming air temperature for the ECU system. This information helps the ECU inject the proper amount of fuel into the system.

FAST307004



FAST MAP SENSOR

This sensor, by monitoring intake manifold vacuum, measures the amount of load being placed on the engine. The MAP sensor relays engine load output to the ECU, which in turn adjusts fueling for optimum performance and economy. Available as 1 bar, 2 bar, 3 bar or 5 bar sensors.

FAST307007

1 BAR MAP SENSOR

FAST307054

2 BAR MAP SENSOR



Atomic EFI fuel injection systems

These MSD Atomic EFI fuel injection systems are the perfect choice for anyone planning on converting from carburetor to fuel injection. They include a throttle body, power module (with wideband oxygen sensor), and handheld controller. The throttle body features an integral ECU built on the side, incorporating the TPS, MAP, IAT, and fuel pressure sensors, all in one location. Fuel delivery is provided by four precision 80 psi injectors featuring a stainless steel ball and seat metering method for maximum internal sealing. They also use internal fuel rails, providing a sleek appearance and removing fitting connections where leaks can develop. Atop the Atomic EFIs are annular booster rings that deliver superior atomization of the best fuel mixture, ensuring the best possible fuel delivery. Best of all, the MSD Atomic EFI fuel injection systems bolt directly to any standard square bore carburetted intake manifold and accept the same linkage as most carburetors. The 1.75 in. diameter throttle inlets ride in precision roller bearings for a smooth pedal transition. The Atomic EFIs' unique TPS is a self-calibrating, non-contact sensor, which means that you don't have to worry about configuring it during setup. The included power module is a remote mounted piece that handles all of the high-current loads. MSD's CAN-Bus technology allows for a single, clean connection between these units and the throttle body mounted ECU. Control all of the MSD Atomic EFI fuel injection systems' functions with the hand-held device. Initial setup takes about five minutes, and you'll answer six questions about your specific engine. After the initial setup is complete, the device can provide you with engine data to help you keep your engine working properly. They also feature a removable micro-SD card to record and store data so that you can see what's going on with your engine.

MSD2900

ATOMIC MASTER FULL EFI 4150 KIT
(CARB PUMP FILTER COMPUTER)

MSD2910

ATOMIC THROTTLE BODY 4150 KIT
(CARB HAND COMPUTER ONLY)

MSD2911

Replacement Power module
For Atomic TBI

MAP SENSOR

A MAP sensor is required for the Boost Retard feature. Be sure to know the approximate amount of boost you will be running in order to select the correct sensor.

MSD23111

1-BAR, 2-15 psi

MSD23121

2-BAR, 2 - 30 psi

MSD23131

3-BAR, 2 - 45 psi



ATOMIC TBI THROTTLE POSITION SENSOR MODULE

The Atomic TBI Throttle Position Sensor Module is designed for use with the MSD Atomic Throttle Body Fuel Injection system. It connects inline to the Atomic TBI communication network and provides a common 0-5 volt throttle position output signal that is required for the operation of an electronic overdrive transmission or other accessory.

MSD2939



HOLLEY SNIPER EFI MASTER KIT

Holley just brought EFI within range – introducing Sniper EFI master kits! It's economically priced so you can have all the benefits of EFI and still have money to finish or upgrade the rest of your ride! Perfect for street rods, muscle cars, off road trucks or nearly any carburetted vehicle. The Sniper EFI master kit contains the most complete EFI fuel system on the market. Everything is included to completely plumb your fuel system including: 20 feet of 3/8" EFI Hose, in-line fuel pump, post and pre fuel filters, return bulkhead, and all of the necessary fittings and hardware. Put an end to cold start issues, hesitations, vapour lock, and flooding. Upgrade to Sniper EFI and get the tactical accuracy of EFI today!

- Bolt on carburettor replacement (designed to fit single & dual carb manifolds)
- Throttle body mounted ECU – no extra boxes to mount
- Supports up to 650hp (4 injector version) and 1250hp (8 injector version)
- 4 wire vehicle connection (Battery +, Battery -, Switched Ignition & RPM)
- Includes complete fuel system consisting of, 20ft of 3/8" Vapour Guard Fuel Hose, 12-920 Fuel Pump, Filters, necessary hardware and bulkhead fitting to return fuel into the tank!
- Integrated fuel pressure regulator
- Integrated ignition timing control & coil driver
- Colour touchscreen for setup and gauge views
- Calibration Wizard (Answer a few questions about your engine and it creates the base map, then starts tuning on its own!) - NO laptop required!
- Self-tuning ECU means you don't have to be a computer/tuning wiz to have EFI!
- The included Wideband Oxygen Sensor provides real time Fuel Map Learn!

Description

Holley Sniper EFI 4bbl Self-Tuning Master Kit + Handheld EFI monitor- Classic Gold Finish

Part No.

H0550-516K



Available in
Polished or Black

HOLLEY SNIPER EFI SELF-TUNING KIT

- Bolt on carburettor replacement (designed to fit single & dual carb manifolds)
- Throttle body mounted ECU – no extra boxes to mount
- Supports up to 600hp (4 injector version) and 1200hp (8 injector version)
- 4 wire vehicle connection (Battery +, Battery -, Switched Ignition & RPM)
- Integrated fuel pressure regulator
- Integrated ignition timing control & coil driver
- Colour touchscreen for setup and gauge views
- Calibration Wizard (Answer a few questions about your engine and it creates the base map, then starts tuning on its own!) - NO laptop required!
- Self-tuning ECU means you don't have to be a computer/tuning wiz to have EFI!
- Available in base & master kits (Master kits include complete fuel system: fuel pump, filters, feed and return hoses and all fittings including fuel tank return line bulkhead fitting.)

H0550-510

Holley 4BBL Sniper EFI Self Tuning Kit - Shiny

H0550-511

Holley 4BBL Sniper EFI Self Tuning Kit - Black



SNIPER EFI

STEALTH 4500

Introducing the Sniper Stealth 4500 EFI System! Wanting to convert your Dragster or Pro-street vehicle to Fuel Injection? Look no further! The Sniper Stealth 4500 EFI system from Holley features 8, 100LB/HR Fuel Injectors capable of supporting 800 to 1500 HP naturally aspirated, or 800-1250 HP on forced induction applications.

The Sniper Stealth 4500 also features multiple Input and Output options for sensor inputs and switched outputs to control external relays. This system also comes with a USB to CAN tuning cable and free downloadable Sniper EFI Software give you unlimited control of your engine

- Supports up to 1500 HP Naturally Aspirated or 1250 HP Forced Induction with Eight 100 Lb/Hr Injectors
- Compatible with Draw through or Blow through forced induction applications
- 2.125" Throttle Plates, Flow 1440 CFM for large cubic inch engines
- 2.5Bar MAP Sensor
- Integrated ignition timing control
- Programmable launch control via 2-step and timing retard. Both can be triggered by a trans-brake input
- Gen 3 Ultra Dominator Style 4 Bolt Air Cleaner Flange
- -8AN Fuel Inlets
- High Resolution Full Colour Touchscreen for Initial Setup, Tuning, and Gauge Displays
- Simple Calibration Wizard (Answer a few questions about your engine and it creates the base map, then starts tuning on its own!) - NO laptop required
- Self-tuning ECU means you don't have to be a computer/tuning wiz to have EFI!

Description

Sniper EFI Stealth 4500 - Shiny Finish

Part No.

H0550-841

Sniper EFI Stealth 4500 - Black Ceramic Finish

H0550-842

Sniper EFI Stealth 4500 - Classic Gold Finish

H0550-843

Replacement Atomic oxygen sensor

MSD2930



HOLLEY MAP Sensor Bosch-Style 2-Bar

Whether your engine has forced induction or is naturally aspirated, these Holley MAP sensors will keep your engine performing at its best. Holley map sensor boost up to 2bar 14.7 PSI applications

H0538-13



TERMINATOR EFI 4BBL THROTTLE BODY FUEL INJECTION SYSTEM

An EFI System so easy and powerful you'll think it's alive! Simply bolt it on, feed it a few basic answers and let Terminator EFI take control of your ride!

- Easy to install
- No computer experience required
- Handheld tuner included
- Simple multiple choice set-up wizard
- Self-tunes while you drive
- Upgradable to complete laptop control without buying another ECU

- Carburettor replacement EFI from the fuel systems experts!
- 80 lb/hr injectors support 250-600 HP engines
- 950 CFM Throttle Body with CFD computer designed air-entry area
- Fits any square (Holley 4150) flanged intake

Description

EFI 4BBL T/Body Kit – Polished

EFI 4BBL T/Body Kit – Hard Core Gray

Part No.

H0550-405

H0550-406

TERMINATOR STEALTH EFI KIT

Have been hesitant on switching to EFI because you like the traditional look of a carburettor? There is no more need to worry! Holley has you covered with the new Terminator Stealth Throttle Body Fuel Injection System. Now you can have all of the benefits of EFI and maintain the traditional looks of a carburettor. Holley's Terminator Stealth EFI systems have the same great self-tuning features of our Terminator EFI in a new stealthy package!

- Easy to install
- No computer experience required
- Handheld tuner included
- Simple multiple choice set-up wizard
- Self-tunes while you drive
- Upgradable to complete laptop control without buying another ECU
- Carburettor replacement EFI from the fuel systems experts!
- Carburettor looks with the drivability of EFI
- Trouble-free performance with today's fuels - put an end to vapour lock and fuel varnish problems!
- Fits V8 engines from 250-600 horsepower
- 4150 style 4BBL mounting flange - Bolts on in place of carburettor
- Available in Polished, Classic Gold and Hard Core Grey finishes. A classic carburettor finish coming soon!
- Fully self-tuning ECU - No laptop required
- Includes full colour, 3.5" touch screen LCD for both basic and advanced tuning options
- Timing control option for GM Small Cap HEI and Ford TFI distributors
- Connections for Ford, GM TH350, 700R4 and other transmission linkages
- Optional free software upgrade for full laptop control
- Easy plug and play harnesses with minimal connections
- Virtually maintenance free - keeps your vehicle reliable and ready to drive

Description
Terminator Stealth EFI 4bbl
Throttle Body Fuel Injection

Part No.
H0550-440

HP EFI ECU & HARNESS KITS

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your older Holley C950? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness or as a replacement for your C950 ECU. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost, or water meth.

Holley HP EFI systems are equipped with 4 programmable inputs and 4 programmable outputs that are ideal for most vehicles with a single power adder. This feature allows the user to configure the system to support a wide range of controls including boost control, progressive nitrous, water/meth injection, speed inputs, fuel pump control, AC inputs, timing retard inputs and various other uses. When selecting an ECU, users need to ensure their planned controls can be run with the 4 inputs and 4 outputs as certain combinations may use more I/Os than are available. If more I/Os are required, users should choose the Dominator VMS. **NEW V2 SOFTWARE FEATURES**

- "Quick Start" ignition and fuelling strategy for LS x Engines
- Data Logger. Scalable axes, Smoothing, Multiple graph view ability, Pre-defined notes fields and many more
- Strip Chart Real-Time Data Viewer
- Integrated Boost Control - Boost vs Time, Boost vs Gear (Time or RPM), Boost vs RPM, Boost vs Speed, Launch control. Boost launch builder, Over-boost safeties, Boost scramble
- Traction Control - Power reduction via timing, nitrous percentage or boost (Requires Davis Technologies Holley Module)
- "Quick Start" fuelling for all engines
- Option for VE based fuelling strategy
- Fuel Map and Learn Function Smoothing
- Configurable User Password Protection
- Fully Configurable lap top Gauge Panel



HP EFI ECU & Harness Kit,
GM LS1/LS6 (24x Crank Sensor)
HP EFI ECU & Harness Kit,
GM LS2/LS7 (58x Crank Sensor)

H0550-602
H0550-603



HP EFI ECU & Harness Kit,
Unterminated Universal Harness

H0550-605

**HOLLEY EFI FUEL SYSTEM KIT**

Holley EFI fuel kits provide everything needed for a complete supply fuel system for the Terminator EFI. The following items are included:
Billet Fuel Pump P/N 12-600 65 GPH
Billet Regulator P/N 12-846 Adjustable from 40-70psi with manifold reference
Billet Filters P/N's 162-550 (100 GPH 10 Micron) and 162-551 (100 GPH 100 Micron)
Earl's Pro-Lite 350 Black Hose P/N 350006ERL, 20 ft. of -6 hose
Swivel-Seal™ Hose Ends H0526-2

HOLLEY ADJUSTABLE EFI**BOOST REGULATOR**

- Adjustable from 20-75 psi + boost reference
- Supplies increasing fuel ratios in respect to boost produced by turbos and superchargers
- Designed to supply additional fuel for aftermarket turbo and supercharger applications
- 6 an fittings included
- Engineered to regulate extreme flow volumes generated by racing fuel systems
- Precision CNC machined 6061 T6 billet aluminium for durability

H0512-505

**Holley EFI Replacement Sensors & Harnesses**

Part No	Description
H0534-10	Coolant Temp Sensor
H0534-2	Projection Temperature Sensor Suits 2 & 4 Barrel
H0538-13	Holley Map Sensor Boost Up To 2bar 14.7 PSI
H0543-3	Throttle Position Sensor Suits Some 1 & 2 BBL Projection
H0554-100	NTK O2 Sensor
H0554-101	Bosch LSU4 Wideband O2 Sensor For Holley HP & Avenger EFI
H0554-102	100 PSI Stainless Pressure Sensor
H0554-103	200 PSI Stainless pressure Sensor
H0554-107	3 Bar Map Sensor
H0554-108	5 Bar Map Sensor
H0554-111	High Current Nitrous Solenoid Driver Use With Holley EFI
H0557-200	Wastegate 3 Port Solenoid Valve For Use With Holley EFI
H0558-102	LS1 Main Harness For HP & Dominator EFI ECU
H0558-103	LS2 Main EFI Harness For HP & Dominator EFI
H0558-104	Universal MPFI Harness For HP & Dominator EFI
H0558-105	Unterminated Main Harness For HP & Dominator EFI
H0558-108	Ford Modular Main Harness For HP Dominator EFI
H0558-109	Ford Coyote Main Harness For HP Dominator EFI, Non-VVT
H0558-200	V8 Injector Harness Bosch Style For Avenger EFI, HP & Dominator EFI
H0558-203	Universal 6-Cyl Injection Harness For HP Dominator EFI
H0558-204	Universal Unterminated Injector Harness 4-6-8CYL
H0558-207	Universal 16 Injector Harness Unterminated
H0558-303	Mag Pickup Ignition Harness For HP & Dominator EFI
H0558-304	HEI Ignition Harness For Avenger EFI, HP & Dominator EFI
H0558-306	Universal Unterminated Ignition Harness
H0558-308	Main EFI Power Harness For Avenger EFI, HP & Dominator EFI
H0558-400	Connector J1A/B Input Output Auxiliary For HP Dominator EFI
H0558-401	P2A J2A EFI Dominator Aux Harness For Dominator EFI
H0558-402	J2B P2B ECU EFI Dominator Harness For Dominator EFI
H0558-406	Dominator EFI GM Drive By Wire Harness
H0558-407	Dominator EFI Multi Map Selector
H0558-409	Sealed USB Data Cable
H0558-410	Crank Cam Trigger Ignition Harness Fully Terminated Holley EFI



H0553-106



H0553-103

HOLLEY EFI DISPLAY SCREENS

- 5.7" LCD TOUCH SCREEN
- 5.7" EFI DIGITAL DASH
- 3.5" LCD TOUCH SCREEN

H0553-103
H0553-106
H0553-108

H0553-103
H0553-106
H0553-108

HOLLEY HP EFI ECU

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your older Holley C950? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness or as a replacement for your C950 ECU. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth.

H0554-113

**HOLLEY DOMINATOR EFI ECU**

Dominator EFI Vehicle Management Systems are intended for all engine applications, from street to unlimited high-end racing applications. In addition to the transmission control, drive by wire, and dual wideband oxygen sensor options, Dominator systems have nearly unlimited capabilities to control any power adder, input, or output you can throw at them. Need to run a turbocharged, nitrous injected 8 cylinder running water-methanol injection? No problem with Dominator EFI. How about control a 4L60E transmission as well as the fuel and spark on your street rod? No problem. There are also enough inputs and outputs to allow the Dominator® VMSs to serve as their own data acquisition and control module. The Dominator® VMS will eliminate the need for additional controllers as they are all contained in this one unit. The only thing limiting the Dominator Vehicle Management System is your imagination!

H0554-114

GPS DIGITAL DASH**USB MODULE**

Have you been searching for a reason to discard your old noisy mechanical speedometer cable? If so, the Holley GPS Module for our 7" Digital displays should be the next addition to your project vehicle. Featuring a simple plug and play installation, this GPS Module will allow you to display vehicle speed on your digital dash, without needing any external sensor information.

- USB connection for user friendly plug and play installations
- The 46" USB cable ensures you will be able to install the GPS Module virtually anywhere on the dash.
- Magnetic base provides for multiple mounting solutions
- 10hz Refresh rate for ultra-accurate real time speedometer output
- Requires clear line of sight with the sky for satellite acquisition
- Can only be used with 553-106 or 553-109 (comes supplied with 553-109)

H0554-140

FiTech
Fuel Injection

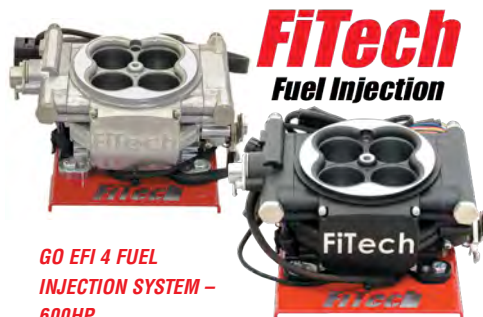
GO EFI**FUEL INJECTION****SYSTEM - 400HP**

The Game Changer has arrived from FiTech with its latest addition to the line of Go EFI Throttle Body EFI systems. FiTech recognizes that not everyone needs or has 600HP or a wild camshaft. There is a large group of enthusiasts who are happy with their Z24 crate engine or their '66 Mustang's factory engine, but still want the advantage that EFI has to deliver. FiTech has taken your needs into consideration and built an EFI designed just for that purpose. The Go Street EFI is a ready-to-run system that strays away from the programmable features and sticks to the basic functions necessary to get the best performance and economy out of your street and mild performance engine. FiTech once again allows you to ditch that old carburettor and advance into the EFI world at the most affordable price on the planet! Leave it to the experts in affordable EFI, we are always looking for ways to save our customers money while delivering the BEST performance possible!

FH30003

Natural Aluminium Finish





GO EFI 4 FUEL INJECTION SYSTEM – 600HP

The Go EFI 4 Self Tuning Fuel Injection is rated at 600 HP but is suitable for engines from 250 HP thru 600 HP. This system is perfect for your everyday Driver right up to your weekend Street Machine or Bracket Racer. It features the FASTEST most accurate Self Learning available, Timing control, Wet flow Annular discharge and tons of additional features. It fits any 4-bbl intake manifold and is the most self-contained and full-featured unit of this type. The ECU (computer) is mounted on the throttle body, which greatly simplifies installation. No hole in your firewall and no unsightly harness draped across your engine. This is also the only computer mounted throttle body that offers spark control without the need for an external spark box or special distributor. It also has a built-in fuel pressure regulator. A hand-held controller features a touch screen for quick and easy initial set-up. Note that this EFI system can also be used with an engine compartment mounted Fuel Command Center, which provides a returnless system. See Command Center details in the description below.

FH30001 Bright Aluminium Finish
FH30002 Matte Black Finish

GO EFI FUEL INJECTION FORCED INDUCTION SYSTEM - 600HP

The Go EFI Power Adder 600HP Kit is for the enthusiast that demands more from his system or is planning a future upgrade! This system is capable of 25 lbs of Boost right out of the box and can be used in a blow thru turbo or blower application or on a single roots style supercharger. You can also run a single stage of Wet Nitrous and control your A/F as well as Ignition timing. Has all of the self-tuning features you expect from the Go EFI systems with the extra PRO Features needed for higher output engines. Annular Swirl Discharge fuel distribution as well as Nitrous and Boost timing retard features make this a perfect choice for your Power Adder engine or your normally aspirated engine if you are considering future upgrades.

FH30004 Matte Black Finish

MEANSTREET EFI FUEL INJECTION SYSTEM - 800HP

FiTech EFI is proud to announce its street line up self-tuning EFI systems. The line-up brings the new MeanStreet 800HP 8 injector kit to the forefront for just \$1095. Never has so much power been placed in one compact package. MeanStreet offers an on board ECU and fuel pressure regulator to bring the user simple, clean wiring and an easy install. The FiTech wideband O2 and Annular Swirl Wet Flow technology to get the most complete atomization available, bringing the user more power than ever. Using FiTech's proprietary self-tuning technology, you can get your car on the road or track faster than ever, using just your gas pedal and the included handheld controller to make it all happen. MeanStreet EFI fits any 4 barrel intake manifold, and is the most self-contained, cost effective unit on the market. It fits any 4-bbl intake manifold and is the most self-contained and full-featured unit of this type. The ECU (computer) is mounted on the throttle body, which greatly simplifies installation. No hole in your firewall and no unsightly harness draped across your engine. It also has a built-in fuel pressure regulator. A hand-held controller features a touch screen for quick and easy initial set-up.

FH30008 Matte Black Finish

GO EFI 8 FORCED INDUCTION SYSTEM - 1200HP

The Go EFI 8 1200 HP (Power Adder Plus) is the Ultimate system for the serious power builder. This system features 8 High Flow injectors and is capable of fueling 1200 HP! The Go EFI 8 1200HP is our TOP OF THE LINE system and comes with all of the Data-logging, and Pro-tuning software as standard features. PLUS The Annular Discharge design is increased to 20 jet streams to handle the monster flow of this unit! This system is capable of 25 lbs of Boost right out of the box and can be used in a blow thru turbo or blower applications or on a single roots style supercharger. You can also run a single stage of Wet Nitrous and control your A/F as well as Ignition timing. This kit is suitable for higher horsepower engines while equally at home on your daily driver.

FH30012 Matte Black Finish

GO EFI CLASSIC 650HP SYSTEM

FiTech Fuel Injection introduces the all new Go EFI Classic in the classic carburettor gold finish. FiTech EFI is now reverting back to the old school classic look while maintaining its innovative award winning patented design. This revolutionary fuel injection system allows you to maintain the classic carburettor look while eliminating cold start issues, hesitation, vapour lock and flooding. This innovative classic design hides the injectors and has an externally mounted ECU so it can be mounted wherever you want to ensure a true carburettor look is maintained. The Go EFI Classic is a self-tuning fuel injection system rated for up to 650hp. The more you drive the more it adapts to your personal style. So it is perfect for your everyday driver, your weekend Street Machine, or you're Bracket Racer.

FH30020 Gold Finish

EASY STREET

600HP SYSTEM

FiTech Fuel Injection is rounding out the street line with the all new Easy Street 600hp system. The street series includes the 150-400hp Go Street and the 200-800hp Mean Street, now we're adding the 250-600hp Easy Street system! Pre-programmed with bolt-n-go technology for out of the box performance with minimal input required. Easy tach input, reads tach signal from COIL, HEI, CDI, and many other ignition brands (No timing control). For non boosted engines naturally aspirated applications only.

FH30005 Gold Finish

RETRO LS

650HP SYSTEM

FiTech Fuel Injection introduces the Retro LS! Have you been hesitant on switching to EFI because you like the traditional look of a carburettor? Do you have a GM 4L60/80E Transmission in your hotrod? There is no more need to worry! FiTech's Retro LS EFI 650hp fuel injection systems offer a "golden" opportunity for impressive looks and performance. These classic gold engine-toppers with transmission control are complete throttle body kits, suitable for everything from your junkyard 5.3 to a Stroker 427—and they deliver old-school carburettor looks with EFI technology and reliability. Whether a do-it-yourself hot rodder or professional EFI tuner, the features of the FiTech Retro LS EFI 650hp system are sure to inspire you. Now you can have all of the benefits of EFI yet, maintain the traditional looks of a carburettor. This system is ready to go with the needed wiring harness and sensors to get you on the road easily and faster than any system on the market today. Our system is easy to install, no computer experience required, a tight fit regulator and a hand-held tuner is included.

FH37001 Gold Finish

GO EFI TRI-POWER 600HP SYSTEM

Nothing says muscle like a 6-pack screaming at you when you open the hood, showing off a trio of two-barrels. Keep the muscle car look while upgrading to modern day EFI technology! Check out the new Go EFI Tri-Power 600hp system. No special manifold needed for the retro-style 3x2 Go EFI system that will bolt onto most 6-pack manifolds and are compatible with factory air intake systems. Powered by the well-known self-learning technology from FiTech using three relatively simple two-barrel throttle bodies that actually perform while getting drivability and reliability. Requiring minimum effort to install while at the same time designed to maximize airflow and inlet velocity. This is a ready-to-run system that strays away from the programmable features and sticks to the basic functions necessary your street or mild performance engine needs. Each kit comes with three high-flow aluminium throttle bodies in a classic carburetor gold finish, external ECU (computer), Bosch wide band O2 sensor while all other sensors are easily replacement GM style parts. Adding EFI is a great way to boost economy, while not sacrificing performance. FiTech once again allows you to ditch that old carburettor and advance into the EFI world at the most affordable price on the planet!

FH39610 Gold Finish

GO EFI 2 BARREL

400HP SYSTEM

Introducing the all new Go EFI 2 Barrel system for your 4, 6 and most 8 cylinder vehicles. Are you ready to put an end to cold start issues, hesitations, vapor lock, and flooding? Well then FiTech Fuel Injection 2 barrel system is offering you a "golden" opportunity for impressive looks and performance. These classic gold engine-toppers with transmission control are complete throttle body kits, delivering an old-school carburettor look with EFI technology and reliability. Upgrade to the FiTech EFI 2 Barrel System and get the tactical accuracy of EFI today! If you are restoring your weekend cruiser and want to upgrade to the most innovative EFI technology, then this is the Go EFI system you've been looking for! This system will give you the EFI technology you need and will be perfect for your moderate horse power project car. This ready-to-run system has all of the basic functions necessary to get the best performance and economy out of your street and mild performance engine. FiTech once again allows you to ditch that old carburettor and advance into the EFI world at the most affordable price on the planet!

FH39001 Gold Finish

GO EFI 2X4 DUAL QUAD NORMALLY

ASPIRATED EFI SYSTEM - 625 HP

Dual Quad! EFI ! Nothing says Muscle like 2 big 4 BBL's on a V8 . FiTech EFI has made it simple with their Go EFI 2X4 625 HP self-tuning System. This kit is a bolt on for the most popular manifolds including the Edelbrock line of dual quad manifolds WITHOUT any adapters! They fit and look like they belong there because they were designed to fit from the start. Our normally aspirated kits are good thru 625 hp but our Go EFI 2X4 POWER ADDER kit can handle you guys with the bigger cubes and Roots Superchargers. One Throttle Body handles all of the brains while the second holds 4 additional injectors, and the IAC motor for idle stability. These can also be used in cross ram and tunnel ram configurations. No boost with these please! For Boosted and High HP normally aspirated applications please see our Go EFI 2X4 POWER ADDER (Part #30064). **This kit does not include linkage or fuel lines**. Bolt on 2 of these tough looking throttle bodies and drive your car as the system dials itself into the perfect calibration for all of your driving and weather conditions. If you decide you want to tune for more power or economy, the FiTech Touch Screen controller allows quick and easy on the fly adjustments at your fingertips!

FH30061 Bright Aluminium Finish
FH30062 Matte Black Finish

GO EFI 2X4 DUAL QUAD FORCED INDUCTION SYSTEM - 1200 HP

This Kit is for the guys who have 671 and 871 Roots Superchargers or make up to 1200 HP naturally aspirated on their Dual Quad setup. FiTech EFI Has made it simple with their Go EFI 2X4 POWER ADDER 1200HP self-tuning System. Works out of the box on your 2X4 Blower Plate as an inline setup or can be side mounted using custom linkages. ALSO, this kit is a bolt on for the most popular N/A dual quad and tunnel ram manifolds including the Edelbrock line of dual quad manifolds WITHOUT any adapters! They fit and look like they belong there because they were designed to fit from the start. One Throttle Body handles all of the brains while the second holds 4 additional injectors plus the IAC motor for idle stability. These can also be used in cross ram and tunnel ram configurations. **This kit does not include linkage or fuel lines**. Boost A/F targets are simple to adjust while timing curves can be retarded according to boost easily through your touch screen controller. This system makes tuning your Supercharged engine easy! Bolt on 2 of these tough looking throttle bodies and drive your car as the system dials itself into the perfect calibration for all of your driving and weather conditions. If you decide you want to tune for more power or economy, the FiTech Touch Screen controller allows quick and easy On The Fly adjustments at your fingertips!

FH30064 Matte Black Finish

THROTTLE RETURN SPRING KIT

This kit includes a bracket that bolts to the throttle body and provides a throttle return spring. Note that this kit only fits the FiTech 4-BBL throttle bodies.

FH60011

ULTIMATE EFI LS SERIES INTAKE MANIFOLD KIT

Complete Self Tuning Induction Systems for LS engines designed for the do-it-yourself Hot Rodder to the professional EFI tuner! This system is ready to go with everything needed to complete the induction system of your LS engine and get you on the road easily and faster than any system on the market today. Forget sourcing mismatched parts and cutting and splicing old harnesses and re-flashed ECU's from "Craigslist" tuners. FiTech's Ultimate EFI is a complete kit. Suitable for that junkyard 5.3 to a stroker 427, we have you covered! Check out the list of features inside this brochure and you will wonder why it's never been so simple to ditch that old factory hardware or top off that fresh long block. We have taken the work out of getting your new or pull-out LS up and running in a flash. That's why we call this kit the **ULTIMATE EFI**.

FH70001

FH70002

FH70004

FH70014

LS1-LS2-LS6 Intake kit & ECU Without

Transmission Control – 500HP

LS1-LS2-LS6 Intake kit & ECU With

Transmission Control – 500HP

LS1-LS2-LS6 Intake kit & ECU With

Transmission Control – 750 HP

LS3-L92 Intake kit & ECU With

Transmission Control – 750 HP

ULTIMATE LS STANDALONE ECU KIT

A self learning dual wideband Ultimate LS standalone ECU. With Transmission Control. Includes Touch Screen controller for easy setup and configuration.

- With Or Without Transmission Control
- Self learning ECU with Touch Screen controller for easy setup and configuration.
- Windshield Mount for control.
- Bosch wide band controlled (Self learning).
- Stainless Oxygen Sensor bung (clamp or weld on).
- Tach Output Driver for most tachometers (5V).
- Speedometer Output Driver for most speedometers.
- Custom wire harness (uses factory coil pack sub harness).
- Programmable Colour touch screen Hand Held Controller with data log features

FH70050

LS ECU Kit Without Transmission Control

FH70051

LS ECU Kit With Transmission Control

HYPERFUEL SINGLE PUMP G-SURGE TANK WITH RETURN – 800HP

The HyperFuel Single Pump G-Surge Tank is designed to be used in vehicles that have fuel starvation issues when being used in extreme lateral G-force environments. Typically, this is due to poor fuel tank baffling in the existing fuel tank. The G-Surge eliminates that problem. The pump in the G-Surge never gets uncovered because it receives a steady supply of fuel from your existing fuel system as well as the fuel returning from the fuel injection system.

So your system maintains a constant flow of fuel. Since the G-surge is constantly circulating fuel to and from your tank, your fuel pump stays cooler and will have a longer life. The fuel pump noise is also muffled by being submerged in fuel 100% of the time. The G-surge is also the best way to provide the necessary increase in fuel volume when adding a power adder, such as boost or nitrous to your engine.

FH40007

GO EFI FUEL COMMAND CENTER WITH FUEL SUMP TANK

With the FiTech Go EFI System Fuel Command Center installed with your EFI system you can be sure that you have the most advanced fuel delivery system available. Here is how it works: The FiTech Fuel Command Center Assembly is mounted in your engine compartment. It can also be mounted anywhere on the vehicle's chassis if necessary. The conventional fuel line that originally went to your carburettor is connected to the "IN" port of the Fuel Command Center. A supplied high pressure hose is plumbed from the Command Center to the inlet port on your EFI throttle body. Your stock carbureted fuel pump (or a TBI low pressure EFI pump) feeds low pressure fuel to the FiTech Fuel Command Center's sump tank. A reservoir of fuel is in the sump tank at all times so the 340 L/PH pump inside is submerged in fuel. The sump tank contains a float that automatically shuts off the fuel coming into the Sump Tank when the correct fuel level is reached. At that point the stock pump is dead heading against the Fuel Command Center just like it normally would against a fuel pressure regulator. When the engine is running the Fuel Command Center pump supplies high pressure (58 PSI) fuel to the EFI throttle body.

FH40003

HY-FUEL**SINGLE PUMP IN-TANK RETROFIT KIT – 800HP**

HyperFuel offers a solution to in-tank retrofit kits, the Hy-Fuel In-Tank Retrofit Kit. You can experience the advantage of a high-volume fuel system with the pump inside the fuel tank. This system can be used as a return or returnless system with the use of the built-in regulator. With the pump submerged in fuel, it will run quieter and last longer. With its multi-purpose ring and adjustable pump height, this is the easiest way to convert your existing or new fuel tank to an in-tank EFI fuel system. This system can be used in fuel tanks ranging in depth from 6" to 14." Deeper tanks can be accommodated with an optional fuel pump extension kit. The In-Tank Retrofit Kit includes a 340 L/PH fuel pump and a built-in fuel pressure regulator pre-set to 58 PSI. System is suitable for up to 800 HP.

FH40019

**HILBORN FUEL INJECTION**

Hilborn injection is the choice for Mechanical & EFI injection, to suit Street or Strip applications. Also available for a wide range of engines. All injection available by special order, call Rocket to discuss your application & pricing.

Available Engine application**Mechanical Injection:**

Blower: 4-71, 6-71, 8-71, Fuel Injector.
Chevrolet: Rotary Fuel Injection, Drag or Sprint Car Racing.
Chevrolet: SB/BB, 348-409 Chevy.
Ford: Flathead, Small Block 8.2 302, Boss 302 & SOHC.
Ford: Windsor or Cleveland 9.2 or 9.5, FE & 429-460.
Buick: 324", 364", 401 Nailhead 1957-66.
De Soto: Late model 1952-57.
Dodge: Red Ram 1953-1958.

EFI Fuel Injection:

Blower: 4-71, 6-71, 8-71 Fuel Injector.
Chevrolet: LS, SB/BB & Splayed Valve.
Ford: Flathead, SB Windsor & Cleveland, SOHC.
Ford: Big Block & FE.
Chrysler: Late Model 5.7L & 6.1L.
Chrysler: Early & Late Hemi.
Chrysler: 440 Wedge.
Buick: 324", 364", 401 Nailhead 1957-66.
De Soto: Late model 1952-57.
Dodge: Red Ram 1953-1958.

Spare parts Range From: Fuel Pumps, Bypass Valves, Metering Valves, Fuel Shut-Off, Nozzles, Ram Tubes

And a Whole lot more.

FOR MORE INFORMATION ON ALL HILBORN FUEL INJECTION KITS AND ACCESSORIES PLEASE CALL ROCKET

BY SPECIAL ORDER ONLY

JOE BLO EFI KITS

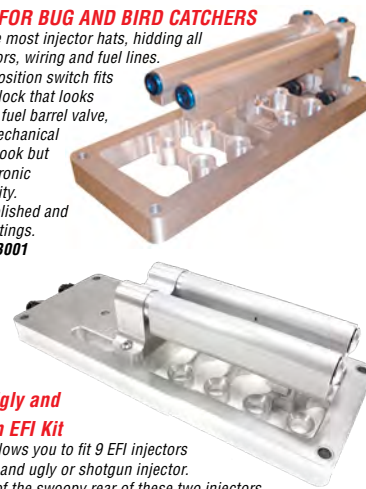
All kits come with all necessary fittings and hardware, they do not include any electrical equipment such as injectors. All kits except JB008 are fully polished on outer surfaces.

EFI KIT FOR BUG AND BIRD CATCHERS

Fits inside most injector hats, hiding all the injectors, wiring and fuel lines.

Throttle position switch fits inside a block that looks just like a fuel barrel valve, get the mechanical injection look but with electronic adjustability. Comes polished and with all fittings.

PART # JB001

**Big & Ugly and****Shotgun EFI Kit**

This kit allows you to fit 9 EFI injectors into a big and ugly or shotgun injector.

Because of the swoopy rear of these two injectors our original design didn't fit inside them, so we re-designed it so it did. As the 8 injectors have been moved forward we had to add a 9th injector which sprays fuel to the rear, this is to keep the rear of the rotors wet to keep the cool.

RP-JB005 - Hidden EFI kit, suite big and ugly and shotgun injector

Big and Ugly Throttle Bracket

Billet aluminium throttle cable bracket to suit Big and Ugly injectors, comes pre drilled with pilot hole so you can drill to suit your cable.

RP-JBBAUBRKT

EFI ENDERLE INJECTOR HARNESS

To make installation of Joe Blow EFI kits easy, we can supply ready to go wiring looms that fit EFI kits perfectly.

RP-JB-BUG-W

Bug & Bird Injectors.

RP-JB-BAU-W

Big & Ugly Injectors

JOE BLO INJECTOR MESH FILTER SCREEN

Billet slat mesh filters simply slip over the front of the injectors, secured with 2 small grub screws to the injector. Mesh has a 1mm x 1mm (.040") square hole & easily removes for cleaning.

RP-JB-BIRD-F

Bird Injector Mesh Filter Screen

RP-JB-BUG-F

Bug Injector Mesh Filter Screen

**JOE BLOW EFI TPS Sensor**

This tricky little item is a replica of an Enderle square barrel valve. When running an EFI system you must have a throttle position sensor (TPS), this sensor is connected to the throttle linkage and lets the computer (ECU) know where the throttle position is. We designed this block to hide the TPS switch and complete the over all look of the EFI system, after either braided hose or stainless steel line is connected it really looks like you have mechanical injection system. The wiring from the TPS is run through the line and around to the back of the injector.

RP-JB003 TPS Block only **POLISHED (no sensor)**

RP-JB003B TPS Block only **BLACK (no sensor)**

RP-JBTPS sensor only, suit billet TPS block (JB003 & JB003B)

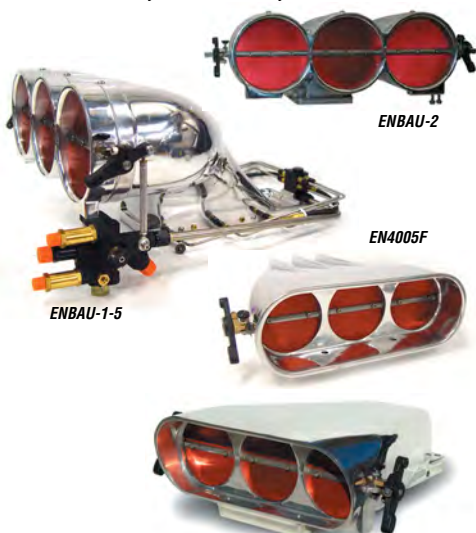
MECHANICAL FUEL INJECTION**Enderle Fuel Injection**

Enderle Mechanical Fuel Injection is the standard among high horsepower drag racing engines. Available for Petrol, Methanol or Nitro fuels. Mechanical injection is most commonly used on blown alcohol engines but can also be used on non supercharged engines with our tunnel ram or throttle body style injection. Enderle mechanical injection is not commonly used on the street as it has no load sensing capability or part throttle calibration. A complete set up consists of the injector, fuel pump, pump drive and shut off.

Blower Injectors

Bugcatcher, Birdcatcher and Big & Ugly injectors bolt directly to all standard 6-71 and 8-71 blower openings. When used with larger superchargers such as the 14-71 an adaptor is required for the larger inlet. Buzzardcatcher and Barndoor injectors bolt directly to the 14-71 inlet and cannot be used with smaller blower inlets. Blower injectors include metering valve, fuel Lines, nozzles, dist. block, bypass pills and a high pressure relief check valve is included with nitro style metering valves. The pump, drive and shut off must be ordered separately.

PART NO	DESCRIPTION
EN1001	Aluminium Bugcatcher For Petrol
EN1002	Aluminium Bugcatcher For Methanol
EN1002F	Aluminium Finned Bugcatcher For Methanol
EN1003	Aluminium Birdcatcher For Petrol
EN1004	Aluminium Birdcatcher For Methanol
EN1005	Aluminium Bugcatcher For Nitro
EN1006	Aluminium Birdcatcher For Nitro
EN1006B	Aluminium Birdcatcher For Methanol With Nitro Style Metering Valve
EN1016	Aluminium Buzzardcatcher For Methanol With Nitro Style Metering Valve
EN1017	Aluminium Buzzard Catcher For Nitro
EN4005	Aluminium Bugcatcher Injector Hat With No Fuel System
EN4005F	Aluminium Finned Bugcatcher Hat With No Fuel System
EN4006	Aluminium Birdcatcher Injector Hat With No Fuel System
ENBAU-3	Big & Ugly Injector hat, 4-3/8" B/flys
ENBAU-1	For Methanol With Nitro Style Metering Valve
ENBAU-1-5	Big & Ugly Injector Hat 5.96" B/flys For Methanol With Nitro Style Metering Valve
ENBAU-1S8	Big & Ugly Injector Hat 5.00" B/flys For Methanol With Nitro Style Metering Valve
ENBAU-1SB	Big & Ugly Injector Hat 5.96" B/flys & Shaft No Fuel System
ENBAU-1SB-5	Big & Ugly Injector Hat 5.00" B/flys & Shaft No Fuel System
ENBAU-2	Big & Ugly Injector Hat (2.4" shorter) 5.96" B/flys For Methanol With Nitro Style Metering Valve
ENBAU-2-5	Big & Ugly Injector Hat (2.4" shorter) 5.00" B/flys For Methanol With Nitro Style Metering Valve
ENBAU-2-44	Big & Ugly Injector Hat (2.4" shorter) 4.375" B/flys For Methanol With Nitro Style Metering Valve
ENBAU-2S8	Big & Ugly Injector Hat (2.4" shorter) 5.96" B/flys & Shaft No Fuel System
ENBAU-2SB5	Big & Ugly Injector Hat (2.4" shorter) 5.00" B/flys & Shaft No Fuel System
ENBAU-2SB44	Big & Ugly Injector Hat (2.4" shorter) 4.375" B/flys & Shaft No Fuel System



Tunnel Ram Injectors

The tunnel ram conversion allows you to run supercharger style fuel injection on a non supercharged engine with a tunnel ram. Adaptors are available for Edelbrock Victor rams and can be fabricated to suit other brands of manifold. Tunnel ram injectors include metering valve, idle check valves, bypass pills, dist. block, nozzles and fuel lines for the manifold. The manifold, manifold top, pump, drive and shut off must be ordered separately.

PART NO	DESCRIPTION
EN2100A	Bugcatcher Tunnel Ram Injector For Methanol With Dual Return Metering Valve
EN2101A	Birdcatcher Tunnel Ram Injector For Methanol With Dual Return Metering Valve
ENSBTRA	Adaptor For Edelbrock SB Chev Victor Ram
ENTRA7075	Adaptor For Edelbrock BB Chev Victor Ram

Accessories & replacement Parts

EN5110	Throttle Cable Bracket (Mounts To Blower)
EN4013	Replacement Butterfly for Bugcatcher
EN4014	Replacement Butterfly for Birdcatcher
EN4010	Bird & BAU Replacement Shaft
EN55-124	Allen Head Bolt, 7/32" x 1"
EN55-125	Allen Head Bolt, 7/32" x 1-1/2"
EN55-128	Nyloc Nut, 7/32"

Throttle Body Style Injectors

Enderle throttle body style injection allows you to convert any single or dual 4 barrel carburetor manifold to run constant flow injection. The throttle body has a single 4" butterfly and bolts to any standard 4150 squarebore carburetor flange. Single butterfly injectors include metering valve, fuel lines, nozzles, bypass pills, idle check valves. The manifold, pump, drive and shut off must be ordered separately.

PART NO	DESCRIPTION
EN2020-39	Single Throttle Body Injector For Methanol With 4150 Flange
EN2030-39	Dual Throttle Body Injectors For Methanol With 4150 Flanges

Fuel Pumps

Enderle Fuel Pumps for mechanical injection can also be used in high flow carburettor and EFI applications. They are normally run at 1/2 of engine RPM and can be cam or belt driven. Flow figures are measured at 4000 RPM shaft speed at 100 PSI.

Part No	Size	Flow Rate	Fittings
EN3001	-80A-00 Fuel Pump	1.8GPM Petrol	-8AN Inlet & Outlet
ENDSR3001	80A Fuel Pump	1.8GPM Petrol	-8AN Inlet & Outlet
EN3002	-80A-00 Fuel Pump	4.0GPM Alky	-8AN Inlet & Outlet
EN30025	-80A-5 Fuel Pump	5.2GPM Alky	-8AN Inlet & Outlet
EN3003	-80A-1 Fuel Pump	7.0 GPM Alky Blown	-8AN Inlet & Outlet
EN3004	-110A-1 Fuel Pump	13.0 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3004A	-600 Fuel Pump	9.2 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3004B	-760 Fuel Pump	11.4 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3005	-990 Fuel Pump	15.5 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3006	-1100 Fuel Pump	17.2 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3007	-1200 Fuel Pump	18.8 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN3008	1270 Fuel Pump	20.2 GPM Alky Blown	-12AN Inlet, -8AN Outlet
EN301	O-ring Kit for -80A Fuel Pumps		
EN3802	O-ring Kit for -110 to -990 Fuel Pumps		

Enderle Pump Repair Parts

Item Code	Description
EN114HC-11	ENDERLE FUEL PUMP SEAL 11mm (.433") SHAFT ENDERLE / 114HC-11
EN114HC-15	ENDERLE FUEL PUMP SEAL 15mm (.590") SHAFT ENDERLE / 114HC-15
EN6002ZZ	ENDERLE FUEL PUMP BEARING 15mm (.590") SHAFT ENDERLE / 6002ZZ
EN88011	ENDERLE FUEL PUMP BEARING 11mm (.433") SHAFT ENDERLE / 880011
ENA130	ENDERLE FUEL PUMP O-RING FOR 80A PUMPS ENDERLE / A130
ENA135	ENDERLE FUEL PUMP O-RING FOR 110 PUMPS ENDERLE / A135
ENN135	ENDERLE FUEL PUMP SNAP RING CIRCLIP ENDERLE / N135
ENPS-15	ENDERLE FUEL PUMP SEAL 15mm (.590") SHAFT, NEW STYLE ENDERLE / PS-15

Fuel Pump Hex Drives

Drive your Enderle fuel pump directly off your engines camshaft. Big block Chev's can mount the pump directly to the timing cover. The 4" Extension is required to clear the harmonic balancer on Small Block Chev's and the 6" extension is used in blown applications to bring the pump out past the blower belt.

EN5001	Chev SB Front Timing Cover
EN5002	Chev SB Crankshaft Seal For EN5001
EN5004	Chev BB Front Timing Cover
EN5003	Ford Windsor Front Timing Cover
EN5005	Chev Hex Drive
EN5008	Chev Hex Drive With Bearing & Shims
EN5009	Ford Hex Drive With Bearing & Shims
EN81-125	4" Standard Pump Extension
EN81-145	6" Standard Pump Extension
EN81-146	6" Standard Pump Extension No Clamp
EN82-202	Quick Release Pump Clamp

Fuel Pump Belt Drives

Complete kits to belt drive Enderle Fuel Pumps on popular engines. EN5014A is for supercharged engines and the other kits are used on non supercharged applications.

EN5010	Chev BB Timing Belt Drive Assembly
EN5011	Chev SB Timing Belt Drive Assembly
EN5012	Ford Windsor Timing Belt Drive Assembly
EN5014A	Timing Belt Drive Kit For Blown Engines
EN5015	Ford 429-460 Timing Belt Drive Assembly
EN5017	28 Tooth Large Timing Belt Pulley
EN5017A	32 Tooth Large Timing Belt Pulley
EN5018	14 Tooth Small Timing Belt Pulley
EN5018A	16 Tooth Small Timing Belt Pulley
EN5019	Belt Drive Crankshaft Flange
EN5016	Belt Drive Pump Bracket
EN5022-240	Replacement Belt, 24.0" x 1/2"
EN5022	Replacement Belt, 25.5" x 1/2"
EN5019B	SB Chev Belt Drive Crankshaft Spacer
EN5019BL	Belt Drive Crankshaft Mandrel

Shut-offs

A fuel shut off with tank return is required for safety whenever a belt driven pump is used.

EN85110	-6AN 3 Way Shut Off Valve
EN85210	-8AN 3 Way Shut Off Valve
EN85215	-8AN 4 Way Shut Off Valve
EN85310	-12AN 3 Way Shut Off Valve
EN85103	Seal Kit -6 Shut Off Valve
EN85203	Seal Kit -8 Shut Off Valve
EN80BR	Shut Off Cable Bracket For -80A Pumps
EN110BR	Shut Off Cable Bracket For -110A Pumps

Metering Valves (Barrel Valves)

The metering valve is the heart of the fuel injection system. The metering valve or barrel valve houses the main jet (bypass pill) and controls fuel volume at idle and in stage. The nitro style methanol metering valve is used in high horsepower blown applications and the standard methanol metering valve is used in most other methanol applications.

EN4023	Methanol Metering Valve Assembly
EN4024A	Nitro Style Methanol Metering Valve
EN4018	Petrol Metering Piston/Scroll
EN4019	Methanol Metering Piston/Scroll/Spool
EN4020	Nitro Metering Piston/Scroll/Spool
EN4020A	Nitro Style Methanol Metering Piston/Scroll/Spool
EN4016	Nitro Metering Valve Housing
ENMVORM	O-Ring Kit for Methanol Metering Valve
ENMVORN	O-Ring Kit for Nitro Metering Valve
ENMVORNHF	O-Ring Kit for High Flow Nitro Metering Valve
ENMVORNM	O-Ring Kit for Nitro Style Methanol Metering Valve

Check Valves

The Enderle check valve can be used as a high speed bypass, idle can, pump sizer or in any other application that requires an adjustable poppet. Pressure is adjusted with shims and springs. If a bypass pill is required, use a -6AN check valve with the high speed pill holder, part number EN7003.

EN6001-2	-6AN Check Valve 2 PSI
EN6001-5	-6AN Check Valve 5 PSI
EN6001-10	-6 Check Valve 10 PSI
EN6001-15	-6AN Check Valve 15 PSI
EN6001-60	-6AN Check Valve 60 PSI
EN6001-190	-6AN Check Valve 190 PSI
EN6002-60	-6AN High Speed Check Valve 60 PSI
EN6002-180	-6AN High Speed Check Valve 180 PSI
EN6004	Internal Poppet for -6AN Check Valve
EN6009	-8AN Port Nozzle Check Valve O-Ring to Flare 12 PSI
EN6010	-8AN High Speed Check Valve Flare to Flare 60 PSI
EN6011	-8AN Check Valve Body Only

Shims and Springs

These shims and springs are used to adjust the pressure of Enderle check valves.

EN6006-###	Shim For -6AN Check Valve - Specify Size
EN6007-###	Spring For -6AN Check Valve - Specify Pressure
EN6014-###	Shim For -8AN Check Valve - Specify Size
EN6015-###	Spring For -8AN Check Valve - Specify Pressure

High Speed Accessories

A high speed bypass is used to return extra fuel to the tank at high RPM for more horsepower and higher terminal speed. To add a high speed to an engine you need a high speed tee, check valve, pill holder and bypass pill.

EN7001	High Speed Tee Fitting -8AN
EN7002	High Speed Tee Fitting -6AN to -6AN Bulkhead
EN7001A	High Speed Tee Fitting -8AN to -6AN Bulkhead
EN7001C	Double High Speed Tee Fitting -8AN Opposite Tees
EN7001CC	Double High Speed Tee Fitting -8AN Inline Tees
EN7003	Hi Speed Pill Holder -8AN O-Ring to -6AN Check Valve

Inline Return Line Assembly

Peterson's inline return line assembly allows fuel system return lines to be put back into the fuel system inlet line rather than returning to the tank. The assembly incorporates an internal diffuser tube which keeps aeration to a minimum and keeps the return line fluid from disrupting the main line flow. Complete with 2 x -6 AN return line fittings.

PFS09-2940	-10AN Inline Return Line Assembly
PFS09-2960	-12AN Inline Return Line Assembly



Linkage Components

- ENSPM3** Right Hand 3/16" Rod End
ENSPML3 Left Hand 3/16" Rod End
EN2503 Safety Pin .047"
- EN4026-1.75"** Metering Valve Hex Linkage, Complete - 1.75" Long
EN4026-2.25" Metering Valve Hex Linkage, Complete - 2.25" Long
EN4026-2.75" Metering Valve Hex Linkage, Complete - 2.75" Long
EN4026-3 Metering Valve Hex Linkage, Complete - 3" Long
EN4026A-1.75" Metering Valve Hex Linkage, No Rod Ends - 1.75" Long
EN4026A-2.25" Metering Valve Hex Linkage, No Rod Ends - 2.25" Long
EN4026A-2.75" Metering Valve Hex Linkage, No Rod Ends - 2.75" Long
EN4026A-3 Metering Valve Hex Linkage, No Rod Ends - 3" Long
EN4011C31 5/16 Short Billet Arm 1-5/8" Long with 7/8" Centre Dist.
EN4011C37 3/8 Short Billet Arm 1-5/8" Long with 7/8" Centre Dist.
EN401144 7/16 Short Billet Arm 1-5/8" Long with 7/8" Centre Dist.
EN4011S31 5/16 Single End Arm 2-1/2" Long with 2 Threaded Holes
EN4011S37 3/8 Single End Arm 2-1/2" Long with 2 Threaded Holes
EN4011S44 7/16 Single End Arm 2-1/2" Long with 2 Threaded Holes
EN4011A31 5/16 Double End Arm 3-1/2" Long with 3 Threaded Holes
EN4011A37 3/8 Double End Arm 3-1/2" Long with 3 Threaded Holes
EN4011A44 7/16 Double End Arm 3-1/2" Long with 3 Threaded Holes
EN4011B31 5/16 Double End Arm 4-1/2" Long with 5 Threaded Holes
EN4011B44 7/16 Double End Arm 4-1/2" Long with 5 Threaded Holes
EN401231 Throttle Stop 5/16
EN401237 Throttle Stop 3/8
EN401244 Throttle Stop 7/16
EN4012TS Throttle Stop Thumb Screw
EN4011BS 1/4" Throttle Ball Stud With 10-24 Thread

Jets, Nozzles and Pills

The main bypass pill is used to set fuel volume and the nozzle jets control the pressure. Bypass pills have a 7/16" thread and the nozzle jets screw into the nozzle body.

- EN7007-0** Nozzle Jet - Undrilled
EN7007-## Nozzle Jet - Specify Size
EN7009-## Main Bypass Pill - Specify Size
EN7007A-33 Enderle Flowed Nozzle Jets
EN7009-F Enderle Main Flowed By-pass Pills
EN7009-SD Pill Screwdriver - Holds 8 Pills in Handle
EN7009D Pill Screwdriver - Holds 8 Pills in Handle
EN7010 Pill Storage Holder - Holds 20 Pills
EN7011 Enderle Nozzle Storage Holder - Holds 30 Nozzles



Nozzle Bodies

The nozzle body screws into the injector or manifold and accepts interchangeable nozzle jets for ease of tuning. Non vented nozzle bodies are used after the supercharger on blown engines and vented nozzle bodies are used before the blower and in non supercharged applications.

- EN7100** Tunnel Ram Nozzle Body Brass
 Vented 1.5" Long with .05" Tip
- EN7121A** Blown Port Nozzle Body Brass
 Non Vented
 2.0" Long with 1.0" Tip
- EN7110** Injector Hat Nozzle Body Alloy
 Vented
 2.0" Long with 1.0" Tip
- EN7122** Blown Port Nozzle Body Alloy
 Non Vented
 2.5" Long with 0.75" Tip
- EN7121** Blown Port Nozzle Body Alloy
 Non Vented
 2.0" Long with 1.0" Tip
- EN7122A** Blown Port Nozzle Body Brass
 Non Vented
 2.5" long with 0.75" Tip
- EN7130A** Injector ball port check bodies has deflector style tip for better fuel atomization.
- EN7132A** Injector Long ball port check bodies has deflector style tip for better fuel atomization

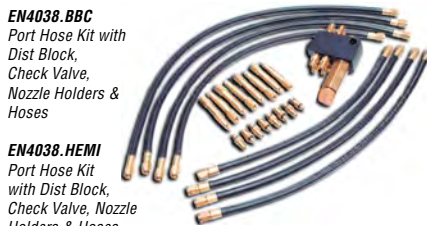


Hard lines and Distribution Blocks

- EN4027-A** Hat Or Top Distribution Block with Fittings 12 ports
EN4027-B Hat Or Top Distribution Block with Fittings 16 ports
EN248-3 Replacement Brass Adaptor Fitting 1/8"NPT to -3AN
EN4031.BAU SS Hat lines Tall Injector Big & Ugly
EN4031.BIRD SS Hat lines Bird Catcher
EN4130 Port & down nozzle Distribution Y Fuel Block

Soft lines and Distribution Blocks

- EN4027** Hat Or Top Distribution Block with Fittings
EN4028 Port Distribution Block with Fittings
EN4031 Stainless Steel Top Nozzle Line Set
EN4033 Stainless Steel 1/2" Top Main Line
EN4034 Hat Top Hose Fuel Line Set
EN4035 Port Hose Set
EN4035-SBC Port Hose Set - Small Block Chev
EN4035-BBC Port Hose Set - Big Block Chev
EN4035-CHRYSLER Port Hose Set - Chrysler
EN4038 Port Hose Kit with Dist Block, Check Valve, Nozzle Holders & Hoses



- EN4038.BBC** Port Hose Kit with Dist Block, Check Valve, Nozzle Holders & Hoses
EN4038.HEMI Port Hose Kit with Dist Block, Check Valve, Nozzle Holders & Hoses
EN4038.SBC Port Hose Kit with Dist Block, Check Valve, Nozzle Holders & Hoses



Straight Ends

- EN4035A-8"** Single Port Hose, Straight Ends - 8" Long
EN4035A-9" Single Port Hose, Straight Ends - 9" Long
EN4035A-10" Single Port Hose, Straight Ends - 10" Long
EN4035A-11" Single Port Hose, Straight Ends - 11" Long
EN4035A-12" Single Port Hose, Straight Ends - 12" Long
EN4035A-13" Single Port Hose, Straight Ends - 13" Long
EN4035A-14" Single Port Hose, Straight Ends - 14" Long
EN4035A-15" Single Port Hose, Straight Ends - 15" Long
EN4035A-16" Single Port Hose, Straight Ends - 16" Long
EN4035A-17" Single Port Hose, Straight Ends - 17" Long
EN4035A-18" Single Port Hose, Straight Ends - 18" Long
EN4035A-19" Single Port Hose, Straight Ends - 19" Long
EN4035A-20" Single Port Hose, Straight Ends - 20" Long
EN4035A-22" Single Port Hose, Straight Ends - 22" Long
EN4035A-24" Single Port Hose, Straight Ends - 24" Long
EN4035A-26" Single Port Hose, Straight Ends - 26" Long
EN4035A-28" Single Port Hose, Straight Ends - 28" Long
EN4035A-30" Single Port Hose, Straight Ends - 30" Long
EN4035A-31" Single Port Hose, Straight Ends - 31" Long
EN4035A-32" Single Port Hose, Straight Ends - 32" Long
EN4035A-33" Single Port Hose, Straight Ends - 33" Long
EN4035A-37" Single Port Hose, Straight Ends - 37" Long

With One 90 Degree End

- EN4034B-8"** Single Port Hose with One 90° End - 8" Long
EN4034B-9" Single Port Hose with One 90° End - 9" Long
EN4034B-10" Single Port Hose with One 90° End - 10" Long
EN4034B-11" Single Port Hose with One 90° End - 11" Long
EN4034B-12" Single Port Hose with One 90° End - 12" Long
EN4034B-13" Single Port Hose with One 90° End - 13" Long
EN4034B-14" Single Port Hose with One 90° End - 14" Long
EN4034B-15" Single Port Hose with One 90° End - 15" Long
EN4034B-16" Single Port Hose with One 90° End - 16" Long
EN4034B-17" Single Port Hose with One 90° End - 17" Long
EN4034B-18" Single Port Hose with One 90° End - 18" Long
EN4034B-19" Single Port Hose with One 90° End - 19" Long
EN4034B-20" Single Port Hose with One 90° End - 20" Long

Enderle's Fuel Filter

Enderle's fuel filter has high flow design. #40 mesh Stainless Steel screen to prevent particles that can clog the fuel system. Screen can be removed for cleaning. It has two drilled and tapped holes for easy mounting and includes two female AN12 outlets. Gas, Alcohol or Nitro.



INJECTOR HAT ADJUSTABLE AIR BLEED

This great design allows you to set the barrel valve once and use this great product to adjust the air mixture for easy and instant tuning. 1/4 NPT thread into injector hat.

- Part No** **Colour**
AF49-2000S Silver
AF49-2000BLK Black



Fittings

Enderle Aluminium fittings are sulphuric anodised and dyed black. The O-Ring compound is Buna N which is compatible with petrol and alcohol and the fittings have a radiused inlet on the O-Ring side for better flow.

- EN245-3** Brass Pipe Tee Fitting 1/8" NPT to 2 x -3AN
EN248-3 Brass Adaptor Fitting 1/8" NPT to -3AN
EN814-3 Brass Plug Fitting -3AN O-Ring
EN814-4 Brass Plug Fitting -4AN O-Ring
E814-8 Brass Plug Fitting -8AN O-Ring
EN814-6C Allen Head Port Plug -6AN O-Ring
EN814-8C Allen Head Port Plug -8AN O-Ring
EN814-10C Allen Head Port Plug -10AN O-Ring
EN841-8-BB Pump Inlet Fitting -8AN Bulkhead to -8AN Flare With -6AN Returns
EN841-10-BB Pump Inlet Fitting -8AN Bulkhead to -10AN Flare With -6AN Returns
EN841-12-BB Pump Inlet Fitting -8AN Bulkhead to -12AN Flare With -6AN Returns
EN841-12-12B Pump Inlet Fitting -12AN Bulkhead to -12AN Flare With -6AN Returns
EN841-12 Pump Inlet Fitting -12AN O-Ring to 1-1/4" Hose Barb
EN841-12B Pump Inlet Fitting -12AN Bulkhead to 1-1/4" Hose Barb With -6AN Returns
EN919-6-8 -6AN Flare To -8AN O-Ring Fitting
EN919-6-10 -6AN Flare To -10AN O-Ring Fitting
EN919-6-12 -6AN Flare To -12AN O-Ring Fitting
EN919-8-6 -8AN Flare To -6AN O-Ring Fitting
EN919-8-10 -8AN Flare To -10AN O-Ring Fitting
EN919-8-12 -8AN Flare To -12AN O-Ring Fitting
EN919-10-8 -10AN Flare To -8AN O-Ring Fitting
EN919-10-8L -10AN Flare To -8AN O-Ring Fitting Long
EN919-10-12 -10AN Flare To -12AN O-Ring Fitting
EN937-6 -6AN O-Ring Female Cross
EN937-8 -8AN O-Ring Female Cross
EN938-6 -8AN O-Ring Female Tee
EN938-8 -6AN O-Ring Female Tee

FUEL TANKS & CELLS



ALUMINIUM FUEL CELLS

- **HIGH GRADE ALUMINIUM.** 3.0mm thickness
- **ROBOT WELDED.** The fuel cell has been welded solely by a high level machine robot the quality of which can be seen by the clean corner welds.
- **SAFETY FOAM.** The fuel cell incorporates aircraft quality anti-flammable yellow safety foam. Ethanol & Methanol safe.
- **FUEL PICK-UP POINT.** As can be seen in the photo, The fuel OUT fittings are in a cavity at the base of the cell, which helps prevent fuel starvation at low fuel levels even under high G-force levels. Sump measures 6" long 6" wide & 2" depth
- **FUEL INLET / OUTLET FITTINGS.** The fuel cell incorporates all -12 ORB female threads for use in all applications. 2 X pickups and 2 X returns or 1 X return and 1 X rollover.
- **FLUSH CAP.** Designed for fast cap removal with a flip up and twist action CNC billet polished alloy cap with a 1 way air valve in the cap.
- **FUEL LEVEL SENDER UNIT.** The resistance at empty is 0 ohms and the resistance at full is 90 ohms.
- **MOUNTING BRACKETS.** The cell can be secured with the 4 sturdy mounting brackets. (Rubber mounts recommended for high flex chassis applications)
- **BLACK ANODISED AVAILABLE.** Black fuel cells are anodised inside and out for use with Ethanol (E85) and Methanol fuels.



Note: Black anodised cells can be used with Ethanol or Methanol Fuels

11.35L (3 Gal) Fuel Cell

- Part No** **Colour** **Description**
AF85-2030A Aluminium 11.35 L, 3 US Gallons with Cavity/ Sump.Fitted with Foam
AF85-2030ABLK Black 8-1/16"L x 8-1/16"W x 15-15/16"H, 20.5cm x 20.5cm x 40.5cm

19L (5 Gal) Fuel Cell

Part No	Colour	Description
AF85-2050A	Aluminium	19 L, 5 US Gallons with Cavity/Sump. Fitted with Foam
AF85-2050ABLK	Black	10-1/4"L x 11-13/16"W x 10-1/4"H, 26cm x 30cm x 26cm

38L (10 Gal) Fuel Cell

Part No	Colour	Description
AF85-2100A	Aluminium	38 L, 10 US Gallons with Cavity/Sump. Fitted with Foam
AF85-2100ABLK	Black	14-15/16"L x 16-1/8"W x 10-1/4"H, 38cm x 41cm x 26cm

57L (15 Gal) Fuel Cell

Part No	Colour	Description
AF85-2150AS	Aluminium	57 L, 15 US Gallons with Cavity/Sump. Fitted with Foam
AF85-2150ASBLK	Black	18-1/8"L x 20-1/16"W x 10-1/4"H, 46cm x 51cm x 26cm
		0-90 ohm Fuel Level Sender Included.

57L (15 Gal) Fuel Cell with Flat Bottom

Part No	Colour	Description
AF85-2151AS	Aluminium	57 L, 15 US Gallons with Flat Bottom. Fitted with Foam
AF85-2151ASBLK	Black	18-1/8"L x 20-1/16"W x 10-1/4"H, 46cm x 51cm x 26cm
		0-90 ohm Fuel Level Sender Included.

76L (20 Gal) Fuel Cell with sump

Part No	Colour	Description
AF85-2200AS	Aluminium	76 L, 20 US Gallons, with Cavity/Sump. Fitted with Foam
AF85-2200ASBLK	Black	20-1/16"L x 24-3/8"W x 10-1/4"H, 51cm x 62cm x 26cm
		0-90 ohm Fuel Level Sender Included.

95L (25 Gal) Fuel Cell with sump

Part No	Colour	Description
AF85-2250AS	Aluminium	95 L, 25 US Gallons, with Cavity/Sump. Fitted with Foam
AF85-2250ASBLK	Black	25-1/4"L x 24-3/8"W x 10-1/4"H, 64cm x 62cm x 26cm
		0-90 ohm. Fuel Level Sender Included.



Billet Triple Pump Hanger

Deliver more fuel to your high powered car with Aeroflow's Triple Pump hanger kit! Our triple Pump Hanger is CNC machined from billet 6061-T6 aluminium with a black anodized option for maximum durability and corrosion protection against E85/Methanol. The 3 piece head incorporates a weld on for custom tanks. The Buna N O-rings provide a positive seal for the internal fuel log which has a -12 feed for large flow applications with a -8 return. With 3 x -8 internal feeds along with the check valves and male to female joiners which remove the need for in tank hose or clamps. We've designed the CNC Billet hanger to mount 2 or 3 Intake pumps

- Suits a 205mm or 8" diameter cutout.
- For Use with 250mm or 10" deep tanks.
- Twin or triple E85 compatible Aeroflow pumps AF49-1013 or Bosch in tank pumps
- Built-in fuel manifold chamber for better pressure equalization and no external couplers
- -12 feed for maximum flow
- -8 Return
- Pump wiring kit

Part No	Colour	Suit pump
AF64-4050	Polished	AF49-1013
AF64-4050BLK	Black	AF49-1013
AF59-4050SS	Stainless steel weld in ring for triple pump hanger	
AF59-4050D	Aluminium weld in ring for triple pump hanger	



BILLET TRIPLE 39mm PUMP HANGER

Now you can upgrade your fuel delivery system without having to replace or customise your fuel cell. Aeroflow has developed a triple pump hanger that replaces the standard fuel cell filler cap and is a straight bolt in item. The billet hanger has a built in fuel cap and has the ability to mount one, two or three AF49-1041 EFI fuel pumps, or any 39mm (1-17/32") diameter fuel pumps (eg Walbro 460). CNC machined from billet 6061-T6 aluminium with a black anodized option for maximum durability and corrosion protection against E85/Methanol.

- Suits a 120mm bolt circle and 4" diameter cutout.
- For use with 250mm or 10" deep tanks.
- Single, twin or triple E85 compatible Aeroflow pumps AF49-1041 or 39mm diameter in tank pumps.
- Built-in fuel manifold chamber for better pressure equalization and no external couplers.
- -10 feed for maximum flow.
- -16 port / filler cap.

NOTE: fuel pumps, wiring and intank clamps not included.
NOTE: Requires upgrade to wiring / fuses and installation of relay does NOT include wiring, intank hose and wiring.

Part No	Finish	Suits pump
AF64-4053	Polished	AF49-1041
AF64-4053BLK	Black	AF49-1031

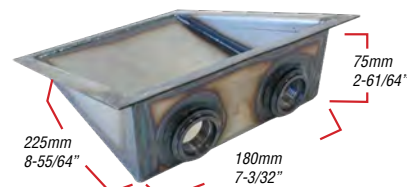
Fuel pumps NOT included



57L (15 Gal) FUEL CELL, FLAT BOTTOM with TRIPLE PUMP HANGER

The universal steel sumps are designed to be installed onto the lowest portion at the rear of your steel factory fuel tank to create a sump that has constant fuel pressure to stop fuel surge and allows you to plumb up to -12 lines for large fuel systems.

Part No	Colour	Description
AF85-4050AS	Aluminium	57 L, 15 US Gallons with Flat Bottom. Internally baffled with triple pump hanger.
AF85-4050ASBLK	Black	18-1/8"L x 20-1/16"W x 10-1/4"H, 46cm x 51cm x 26cm
		0-90 ohm Fuel Level Sender Included.



UNIVERSAL FUEL TANK SUMP

The universal steel sumps are designed to be installed onto the lowest portion at the rear of your steel factory fuel tank to create a sump that has constant fuel pressure to stop fuel surge and allows you to plumb up to -12 lines for large fuel systems.

Part No	Description
AF85-1000	Steel sump extension with 2 x -12 ORB female ports



FUEL CELL ACCESSORIES

Part No	Description
BILLET FUEL CAPS	
AF85-2000	Billet fuel cap assembly suits all Aeroflow Aluminium fuel cells. Comes with one way valve, bolts and gasket.
AF85-2000BLK	Black Billet fuel cap assembly suits all Aeroflow Aluminium fuel cells. Comes with one way valve, bolts and gasket.
AF59-2030	Replacement O-Ring for all Aeroflow fuel cell caps.
AF59-2050	Replacement cork gasket suits all Aeroflow caps
AF85-2005	Polished billet fuel cap assembly suits all RCI fuel cells.
AF85-2005BLK	Black billet fuel cap assembly suits all RCI fuel cells.



REMOTE FUEL CELL FILLER

45° 63.5mm (2-1/2") neck remote filler suits Aeroflow fuel cell Suits a 120mm (4-23/32) bolt circle and 76.2mm (4") diameter cutout. Screw ring, washers, gaskets and nuts included.

Note: Replacement cap AF59-460-32, different colours available.

Part No	Colour
AF85-3000	Polished
AF85-3000BLK	Black
AF59-2002	Replacement screw ring with nuts & gasket



FUEL CELL SCREW ON CAP ASSEMBLY

Billet 63.5mm (2-1/2") fuel cap assembly suits all Aeroflow Aluminium fuel cells. Suits a 120mm (4-23/32) bolt circle and 76.2mm (4") diameter cutout. Screw ring, washers, gaskets and nuts included.

Note: Replacement cap AF59-460-0, different colours available.

Part No	Colour
AF85-2002	Polished
AF85-2002BLK	Black
AF59-2002	Replacement screw ring with nuts & gasket



FUEL CELL SPILL TRAY

AF85-3010 Polished. Suits all Aeroflow fuel cells.
AF85-3010BLK Black. Suits all Aeroflow fuel cells.

FUEL CELL SAFETY FOAM

AF85-3005 Suits all Aeroflow fuel cells.
457mm (18") L x
101.6mm (4") W x
88.9mm (3-1/2") H

Note. Due to the use of unknown additives in some fuels, we are unable to guarantee our fuel cell safety foam compatibility with all fuels unless otherwise stated. **INSPECT REGULARLY & REPLACE FOAM IF NECESSARY.**



FUEL SENDER UNIT

AF85-2010 0-90 ohm sender unit. Tube style. Complete with bolts and gasket.
AF85-2011 240-33 ohm sender unit. Tube style. Complete with bolts and gasket.
AF85-2012 70-10 ohm sender unit. Tube style. Complete with bolts and gasket.

Aluminium weld on for all Aeroflow fuel sender units
AF85-1500



BOLT IN ROLL OVER VALVE/VENT

AN	Part No
-6	AF611-06
-8	AF611-08
-10	AF611-10
-12	AF611-12
-16	AF611-16



Roll Over Valve / Vent

Aeroflow's Universal roll over valve can be screwed directly into an Aeroflow Fuel cell that has a -12 female thread. The top of the valve has a -8 ORB female thread and a stainless steel ball. It can be used with the AF996-12D, AF996-12S and AF996-12SS weld on or an AF924-12 Bulk Head nut with a choice of any -08 ORB to suit any plumbing solution. When the fitting is screwed into the top of the roll over valve it locks the ball.

ORB to ORB	Blue	Black	Silver
-12 to -8	AF613-12	AF613-12BLK	AF613-12S



ROLL OVER VALVE/VENT

AN	Blue	Black	Silver
-6	AF614-06	AF614-06BLK	AF614-06S
-8	AF614-08	AF614-08BLK	AF614-08S

FUEL CELL BULKHEAD FITTINGS

AN to Barb	Blue	Black	Silver
-6 to 5/16"	AF927-06-05	AF927-06-05BLK	AF927-06-05S
-6 to 3/8"	AF927-06-06	AF927-06-06BLK	AF927-06-06S
-8 to 1/2"	AF927-08-08	AF927-08-08BLK	AF927-08-08S



FUEL CELL FITTINGS

AN	Blue	Black	Silver
-6	AF921-06	AF921-06BLK	AF921-06S
-8	AF921-08	AF921-08BLK	AF921-08S
-10	AF921-10	AF921-10BLK	AF921-10S
-12	AF921-12	AF921-12BLK	AF921-12S
-16	AF921-16	AF921-16BLK	AF921-16S



ONE WAY CHECK VALVES

Comes with 1.5 PSI spring

AN	Length	Blue	Black	Silver
-6	29mm	1-9/64"	AF612-06	AF612-06S
-8	29mm	1-9/64"	AF612-08	AF612-08S
-10	35mm	1-3/8"	AF612-10	AF612-10S
-12	35mm	1-3/8"	AF612-12	AF612-12S
-16	35mm	1-3/8"	AF612-16	AF612-16S

OPTIONAL 5 PSI SPRING

AF59-6121 Suits -6 and -8 check valve
AF59-6122 Suits -10 and -12 check valve
AF59-6123 Suits -16 check valve
Note: Spring can be easily removed to act as a inline roll over vent.
Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



Stepped One Way Check Valves

Aeroflow's new One Way Check Valves. These check valves can be dismantled and the spring inside removed to double up to become a Rollover Valve. Being stepped from -12 to -8AN makes it perfect to run a fuel return line when used with Aeroflow fuel cells.

AN in	AN out	Blue	Black	Silver
-12	-8	AF612-12-08	AF612-12-08BLK	AF612-12-08S

Note: Spring can be easily removed to act as a inline roll over vent.
Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



SHUT OFF VALVES

Aeroflow's shut-off valves are also ideal for use as: • An emergency fuel shut-off • Anti-theft device
• Drain valve • 300 PSI Max

AN	Blue	Black	Silver
-4	AF1000-04	AF1000-04BLK	AF1000-04S
-6	AF1000-06	AF1000-06BLK	AF1000-06S
-8	AF1000-08	AF1000-08BLK	AF1000-08S
-10	AF1000-10	AF1000-10BLK	AF1000-10S
-12	AF1000-12	AF1000-12BLK	AF1000-12S
-16	AF1000-16	AF1000-16BLK	AF1000-16S

Holley

HOLLEY HYDRAMAT

The amazing HydraMat is Holley's patent pending design that solves the problems associated with traditional fuel pick-ups in stock fuel tanks as well as racing fuel cells. During hard cornering, acceleration, stopping, inclines, and low fuel conditions fuel runs away from the fuel pick up which introduces air into the system resulting in poor engine performance and even stalling. HydraMat is the solution! Surface tension and fluid wicking are the secrets of the HydraMat, giving it the amazing ability to draw from nearly any area that has contact with fuel and then store it in its internal reservoir. As an area of the HydraMat is uncovered, the tiny pores of the media seal off through surface tension, forcing fuel to be contained in the reservoir and drawn from other areas of the mat where fuel continues to be available. The sheer size and coverage area of the HydraMat allows it to pull fuel from virtually any area in the tank or cell eliminating the need for specialty reservoirs and pick up pumps saving cost and greatly reducing complexity.

- Patent pending design that solves the problems associated with traditional fuel pick-ups in stock fuel tanks as well as racing fuel cells
- Greatly reduces the potential for air to enter into the fuel system which can result in poor engine performance and/or engine stalling
- Perfect for vehicles experiencing fuel starvation during hard cornering, acceleration, stopping, inclines, and low fuel conditions
- Surface tension and fluid wicking allow the HydraMat to continue to draw fuel from the tank or cell even when part of the mat uncovered
- As an area of the HydraMat is uncovered, tiny pores in the media seal off through surface tension, forcing fuel to be drawn from other areas of the mat where fuel continues to be available
- Unique internal reservoir assists in keeping fuel available at the pickup even under extreme fuel slosh conditions
- Eliminates the need for specialty reservoirs, sumps and pick up pumps saving cost and greatly reducing complexity
- Also acts as a 15 micron pre-filter eliminating the need for a separate filter before the fuel pump
- Can be folded and compressed for easy installation through a variety of fuel cell openings
- HydraMats are also available in other sizes and shapes to fit a variety of stock fuel tanks and/or race fuel cells
- Works with Alcohol, Ethanol, Methanol, and E-85 fuels
- Not for use with oils or diesel fuels
- CAUTION Do NOT use PTFE pipe sealant paste! Loose particles will be drawn into the fuel pump and it will fail!

Description

Description	Part No
15" x 15" Cross - Center Outlet, 3/8" NPSF	H016-100
15" x 8" Cross - Center Outlet, 3/8" NPSF	H016-101
15" x 8" Cross - Offset Outlet, 3/8" NPSF	H016-102
8" x 8" Cross - Center Outlet, 3/8" NPSF	H016-103
11" x 11" Cross - Center Outlet, 3/8" NPSF	H016-104
15" x 3" Rectangle - Center Outlet, 3/8" NPSF	H016-105
11" x 11" Square - Center Outlet, 3/8" NPSF	H016-106
15" x 15" Square - Center Outlet, 3/8" NPSF	H016-107
8" x 3" Rectangle - Center Outlet, 3/8" NPSF	H016-108
24" x 15" Rectangle - Center/Side/Side Outlet, 1/2" NPSF	H016-109
30" x 14" Rectangle - Offset Outlet, -10AN	H012-924
National Pipe Straight Fuel (NPSF)	



As used in
single pump
applications

Dimensions: 4.5" round & 10.75" tall

2.5L Surge Tank

Part No	Finish	Description
AF49-1016	Polished	2.5 Litre spun alloy surge tank 3 x 3/8, 1 x 1/2 or 3 x 6AN, 1 x 8AN
AF49-1016BLK	Black	2.5 Litre spun alloy surge tank 3 x 3/8, 1 x 1/2 or 3 x 6AN, 1 x 8AN
AF59-1016S	Silver	Replacement fitting kit
AF59-1016BLK	Black	Replacement fitting kit
Removable ORB AN and Barb fittings included.		

As used in
dual pump
applications

Dimensions: 4.5" round &
10.75" tall

2.5L Surge Tank Dual Outlet

Part No	Finish	Description
AF49-1024	Polished	2.5 Litre spun alloy surge tank with DUAL BOTTOM OUTLET for win pump setups all ports are female -8 ORB
AF49-1024BLK	Black	2.5 Litre spun alloy surge tank DUAL BOTTOM OUTLET for win pump setups all ports are female -8 ORB

Y-piece AF939-08-10
and dual pump bracket
AF64-2902 also
available separately.

Dual EFI Pump Under-Car Surge Tank

The 4.75L surge tank has 6 x -8 ORB ports for multi configuration. The tank comes with dual EFI mounting bracket and 2 x AF907-08 adapters. Also available black anodised inside and out for use with alcohol and ethanol.

•ORB ports for easy fitment and positive seal.

Part No	Colour	Size - LxWxH	Litres
AF77-1044	Polished	15" x 5.9" x 6.3"	
AF77-1044BLK	Black	390mm x 150mm x 162mm	4.75L
		15" x 5.9" x 6.3"	4.75L
		390mm x 150mm x 162mm	

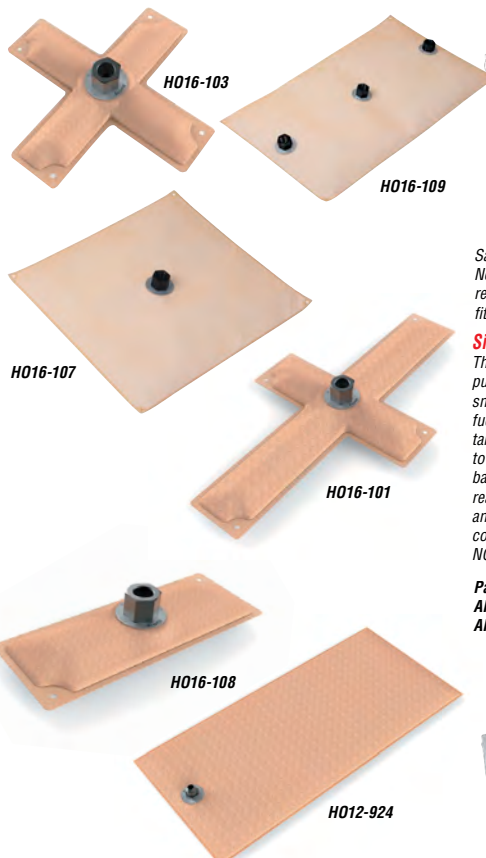
Fuel pumps
NOT included



EFI Pump Accessories

Aeroflow Performance have designed a 6061-T6 Billet single and dual pump bracket that can be used with a wide range of fuel pumps, not only Aeroflow's famous 1014 EFI pump. Can also double up as a 2-5/8" gauge holder when silencer rubbers are removed.

Part No	Colour	Descriptions
AF64-2901	Blue	Single fuel pump bracket
AF64-2901BLK	Black	Single fuel pump bracket
AF64-2901R	Red	Single fuel pump bracket
AF64-2901S	Silver	Single fuel pump bracket
AF64-2901P	Polished	Single fuel pump bracket
AF64-2902	Blue	Dual fuel pump bracket
AF64-2902BLK	Black	Dual fuel pump bracket
AF64-2902R	Red	Dual fuel pump bracket
AF64-2902S	Silver	Dual fuel pump bracket
AF64-2902P	Polished	Dual fuel pump bracket
AF939-08-10	Blue	Billet Y piece
AF939-08-10BLK	Black	Billet Y piece
AF939-08-10S	Silver	Billet Y piece
AF939-08-10P	Polished	Billet Y piece tank to pump fitting.
AF907-08	Blue	-8 ORB to -8 female
AF907-08BLK	Black	-8 ORB to -8 female
AF907-08S	Silver	-8 ORB to -8 female



Sample ONLY.
No pumps
regulators or
fittings included.

Single EFI Pump Compact Surge Tank

These compact surge tanks are designed to work with our AF49-1014 pump, or 60mm pump as well as the Bosch 044 fuel pump. These smart little tanks are designed to have the fuel pump submerged in fuel for a quieter operation and longer life of the fuel pump. These tanks feature -8ORB ports for a positive seal allowing many options to plumb the fuel system. The tank can be mounted in the engine bay to reduce the work and cost to route the fuel system from the rear of the vehicle. We offer the tank in either polished or shiny black anodised. The black anodised finish is recommended for use with corrosive fuels such as Ethanol and Methanol.

NOTE: Requires upgrade to wiring / fuses and installation of relay

Part No	Finish	Description
AF77-3144	Polished	Length 130mm x Width 130mm x Height 160mm
AF77-3144BLK	Black	Length 5" x Width 5" x Height 6.3"
		2.3L capacity measured with AF49-1014 fuel pump fitted.



Filter & bracket
not included

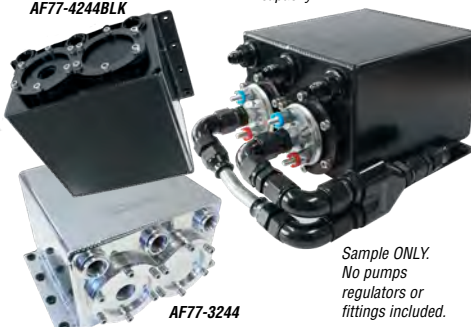
Triple EFI Pump Compact Surge Tank

These compact surge tanks are designed to work with our AF49-1041 pump, or any 40mm diameter pump. These smart little tanks are designed to have the fuel pumps submerged in fuel for a quieter operation and longer life of the fuel pump. These tanks feature -10ORB feed & -8ORB return/overflow ports for a positive seal allowing many options to plumb the fuel system and are 7Litre in capacity. We offer the tank in either polished or black anodised. The black anodised finish is recommended for use with corrosive fuels such as Ethanol and Methanol.

NOTE: Requires upgrade to wiring / fuses and installation of relay

Part No	Finish	Description
AF77-4053	Polished	Length 185mm x Width 185mm x Height 260mm
AF77-4053BLK	Black	Length 7-1/4" x Width 7-1/4" x Height 10-1/4"
		7L capacity

AF77-4244BLK



Sample ONLY.
No pumps
regulators or
fittings included.

Dual EFI Pump Compact Surge Tank

These compact surge tanks are designed to work with our AF49-1014 pumps, or 60mm pumps as well as the Bosch 044 fuel pumps. These smart little tanks are designed to have the fuel pumps submerged in fuel for a quieter operation and longer life of the fuel pump. These tanks feature -8ORB ports for a positive seal allowing many options to plumb the fuel system. Fits AF939-08-10 Y-piece to merge pumps to a female -10ORB port. The tank can be mounted in the engine bay to reduce the work and cost to route the fuel system from the rear of the vehicle. We offer the tank in either polished or shiny black anodised. The black anodised finish is recommended for use with corrosive fuels such as Ethanol and Methanol. Includes block-off plate for use as single pump tank with option to upgrade to dual pumps.

NOTE: Requires upgrade to wiring / fuses and installation of relay

Part No	Finish	Description
AF77-3244	Polished	Length 180mm x Width 115mm x Height 180mm
AF77-3244BLK	Black	Length 7" x Width 4.5" x Height 7"
		3.8L capacity measured with 2 x AF49-1014 fuel pumps fitted.

Part No	Finish	Description
AF77-3244	Polished	Designed for mounting inside vehicle
AF77-3244BLK	Black	

Part No	Finish	Description
AF77-4244	Polished	Designed for mounting under vehicle
AF77-4244BLK	Black	

Universal Fabricated Alloy Tanks

Tanks can be used for many applications including surge tanks, breather tanks and more. All female fittings are -8 ORB.

- Robotically TIG welded
- All tanks are professionally polished
- ORB ports for easy fitment and positive seal

Part No	Finish	Size - L x W x H	Litres
AF77-1010	Polished	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1010BLK	Black	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1011	Polished	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1011BLK	Black	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1012	Polished	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1012BLK	Black	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1013	Polished	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L
AF77-1013BLK	Black	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L

Fuel pumps &
pump inlet fittings
NOT included



check valves
included

Dual EFI Pump Surge Tank Kits

The 3.1L surge tank has 6 x -8 ORB ports for multi configuration. The kit contains surge tank, dual EFI fuel pump mounting bracket and billet Y-Block (2 x -8, 1 x -10 ORB) •Robotically TIG welded •All tanks are professionally polished. Also available black anodised inside and out for use with alcohol and ethanol. •ORB ports for easy fitment and positive seal.

Part No	Colour	Size LxWxH	Litres
AF77-2044	Polished	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-2044BLK	Black	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L

**CIRCLE TRACK CELLS**

RCI 1161C 23x17x11 16 Gallon (60L)
RCI 1211C 33x17x10 22 Gallon (83L)
RCI 1321C 25x17x18 32 Gallon (121L)

**CIRCLE TRACK CELLS
IN STEEL CONTAINERS**

RCI 1162C 23x17x11 16 Gallon (60L)
RCI 1212C 33x17x10 22 Gallon (83L)
RCI 1322C 25x17x18 32 Gallon (121L)

**CELL ACCESSORIES**

PART NO. DESCRIPTION
RCI 7030A Complete Flush Mount Cap Assembly
RCI 7031A Flush Mount Cap Only
RCI 7034A Complete Round 4" Steel Cap Assembly
RCI 7035A 4" Steel Cap Only
RCI 7038A Fast Fill Hose Valve Assembly
RCI 7050A Cell Foam 16"x6"x3"
RCI 7060B Lever Type Sender 0-90 ohms
RCI 7020A -8AN Rollover Valve - Bolt In
RCI 7021A -8AN Rollover Valve - In Line

**POLY DRAG RACE CELLS WITH FOAM**

RCI 2010D 6x6x12 1 Gallon (3.8L) with Foam
RCI 2040D 9x9x12 4 Gallon (15L) with Foam
RCI 2050D 13x13x8 5 Gallon (19L) with Foam
RCI 2080D 17x17x8 8 Gallon (30L) with Foam
RCI 2120D 17x17x11 12 Gallon (45L) with Foam
RCI 2160D 23x17x11 16 Gallon (60L) with Foam

POLY DRAG RACE CELLS WITHOUT FOAM

RCI 1040D 9x9x12 4 Gallon (15L) no Foam
RCI 1050D 13x13x8 5 Gallon (19L) no Foam
RCI 1080D 17x17x8 8 Gallon (30L) no Foam
RCI 1120D 17x17x11 12 Gallon (45L) no Foam

MOUNTING KITS FOR POLY CELLS

RCI 7404A 4 Gallon Cell Mount Kit
RCI 7405A 5 Gallon Cell Mount Kit
RCI 7408A 8 Gallon Cell Mount Kit
RCI 7412A 12 Gallon Cell Mount Kit
RCI 7416A 16 Gallon Cell Mount Kit

RCI Fuel Cell Mounting Kits

RCI has designed these mounting kits to be used with any size fuel cell they make. The mounts are made of heavy-gauge steel and are pre-bent for an exact fit. Mounting hardware is included.

3 Gallon 8"x8"x15" Steel Natural Kit RCI7502A
4 Gallon 10"x12"x8" Steel Natural Kit RCI7503A
12 Gallon 18"x12"x12" Steel Natural Kit RCI7511A
15 Gallon 30"x9"x12" Steel Natural Kit RCI7512A
17 Gallon 30"x7"x17" Steel Natural Kit RCI7514A
17 Gallon 30"x17"x7" Steel Natural Kit RCI7515A
19 Gallon 30"x12"x12" Steel Natural Kit RCI7516A

**JAZ ALUMINIUM STREET ROD FUEL CELL**

- Flush mount aircraft style cap assembly
- 0-90 Ohm fuel level sender fitted
- One -8 AN vent fitting
- One -8 AN return fitting
- One -8 AN outlet fitting

Size L x W x H Part Number
 14 Gal (56L) 10" x 12" x 30" JAZ210-614-03

**JAZ FUEL CELLS**

JAZ Products maintains its own factory, equipment and moulds, producing the highest quality fuel cells, rotationally moulded in seamless cross-linked polyethylene. JAZ Products only uses aviation safety foam in all their fuel cells. This foam is far superior and has a 10 times longer service life than that of other non fuel approved foams on the market.

DRAG RACE VERTICAL FUEL CELLS

- Flush mount aircraft style cap assembly
- Two -8 AN fast flow outlet fittings in the sump
- One -6 AN vent fitting
- Tapered sump in rear for better fuel pickup

Size	Colour	L x W x H
1 Gal (3.8L)	Black	6" x 6" x 12"
3 Gal (11L)	Black	8" x 8" x 15"
3 Gal (11L)	Natural	8" x 8" x 15"
4 Gal (15L)	Black	9" x 10" x 17"
4 Gal (15L)	Natural	9" x 10" x 17"
5 Gal (18L)	Black	9" x 11" x 18"
5 Gal (18L)	Natural	9" x 11" x 18"

Part Number with Foam	Part Number without Foam
JAZ250-001-01	JAZ250-001-NF
JAZ250-303-01	JAZ250-303-NF
JAZ250-303-05	JAZ250-303-NF5
JAZ250-004-01	JAZ250-004-NF
JAZ250-004-05	JAZ250-004-NF5
JAZ250-105-01	JAZ250-105-NF
JAZ250-105-05	JAZ250-105-NF5

DRAG RACE HORIZONTAL FUEL CELLS

- Flush mount aircraft style cap assembly
- One -6 AN vent fitting
- Two inch deep sump in rear for better fuel pickup
- Two -8 AN fast flow outlet fittings in the sump

Size	Colour	L x W x H
5 Gal (18L)	Black	13" x 13" x 8"
5 Gal (18L)	Natural	13" x 13" x 8"
8 Gal (30L)	Black	20" x 15" x 8"
8 Gal (30L)	Natural	20" x 15" x 8"
12 Gal (45L)	Black	18" x 16" x 10"
12 Gal (45L)	Natural	18" x 16" x 10"
16 Gal (60L)	Black	25" x 17" x 9"
16 Gal (60L)	Natural	25" x 17" x 9"
16 Gal (60L)	Black	19" x 19" x 12"
16 Gal (60L)	Natural	19" x 19" x 12"

Part Number with Foam	Part Number without Foam
JAZ250-005-01	JAZ250-005-NF
JAZ250-005-05	JAZ250-005-NF5
JAZ250-008-01	JAZ250-008-NF
JAZ250-008-05	JAZ250-008-NF5
JAZ250-012-01	JAZ250-012-NF
JAZ250-012-05	JAZ250-012-NF5
JAZ250-016-01	JAZ250-016-NF
JAZ250-016-05	JAZ250-016-NF5
JAZ250-116-01	JAZ250-116-NF
JAZ250-116-05	JAZ250-116-NF5

PRO-STREET FUEL CELLS WITH SUMP

- D-Ring bail handle cap assembly
- One -6 AN vent fitting
- Two inch deep sump in rear for better fuel pickup
- Two -8 AN fast flow outlet fittings in the sump
- Fuel level sender installed
- Available in black only

Size	Ohms	L x W x H
12 Gal (45L)	70-10	18" x 16" x 10"
12 Gal (45L)	0-90	18" x 16" x 10"
12 Gal (45L)	240-33	18" x 16" x 10"
16 Gal (60L)	70-10	25" x 17" x 10"
16 Gal (60L)	0-90	25" x 17" x 10"
16 Gal (60L)	240-33	25" x 17" x 10"
16 Gal (60L)	70-10	19" x 19" x 12"
16 Gal (60L)	0-90	19" x 19" x 12"
16 Gal (60L)	240-33	19" x 19" x 12"

Part Number with Foam	Part Number without Foam
JAZ251-012-01	JAZ254-012-01
JAZ252-012-01	JAZ255-012-01
JAZ253-012-01	JAZ256-012-01
JAZ251-016-01	JAZ254-016-01
JAZ252-016-01	JAZ255-016-01
JAZ253-016-01	JAZ256-016-01
JAZ251-116-01	JAZ254-116-01
JAZ252-116-01	JAZ255-116-01
JAZ253-116-01	JAZ256-116-01

PRO-STREET FUEL CELLS WITH FLAT BOTTOM

- D-Ring bail handle cap assembly
- One -8 AN tip valve vent fitting
- Flat bottom for mounting in boot
- Fuel level sender installed
- One -8 AN outlet fitting with pickup hose
- Available in black only

Size	Ohms	L x W x H
12 Gal (45L)	70-10	18" x 16" x 10"
12 Gal (45L)	0-90	18" x 16" x 10"
12 Gal (45L)	240-33	18" x 16" x 10"
16 Gal (60L)	70-10	25" x 17" x 10"
16 Gal (60L)	0-90	25" x 17" x 10"
16 Gal (60L)	240-33	25" x 17" x 10"
16 Gal (60L)	70-10	19" x 19" x 12"
16 Gal (60L)	0-90	19" x 19" x 12"
16 Gal (60L)	240-33	19" x 19" x 12"
22 Gal (83L)	70-10	25" x 25" x 9"
22 Gal (83L)	0-90	25" x 25" x 9"
22 Gal (83L)	240-33	25" x 25" x 9"
22 Gal (83L)	70-10	33" x 17" x 10"
22 Gal (83L)	0-90	33" x 17" x 10"
22 Gal (83L)	240-33	33" x 17" x 10"
22 Gal (83L)	70-10	25" x 17" x 14"
22 Gal (83L)	0-90	25" x 17" x 14"
22 Gal (83L)	240-33	25" x 17" x 14"

Part Number with Foam	Part Number without Foam
JAZ201-012-01	JAZ204-012-01
JAZ202-012-01	JAZ205-012-01
JAZ203-012-01	JAZ206-012-01
JAZ201-016-01	JAZ204-016-01
JAZ202-016-01	JAZ205-016-01
JAZ203-016-01	JAZ206-016-01
JAZ201-116-01	JAZ204-116-01
JAZ202-116-01	JAZ205-116-01
JAZ203-116-01	JAZ206-116-01
JAZ201-022-01	JAZ204-022-01
JAZ202-022-01	JAZ205-022-01
JAZ203-022-01	JAZ206-022-01
JAZ201-122-01	JAZ204-122-01
JAZ202-122-01	JAZ205-122-01
JAZ203-122-01	JAZ206-122-01
JAZ201-222-01	JAZ204-222-01
JAZ202-222-01	JAZ205-222-01
JAZ203-222-01	JAZ206-222-01

FLOW MAX FUEL CELLS

- Flush mount aircraft style cap assembly
- One -8 AN return fitting with anti-aeration tube
- SFI 28.1 certified
- One -8 AN tip valve vent fitting
- One -10 AN fast flow outlet fitting in the sump

Size	Colour	L x W x H
2 Gal (7.5L)	Black	10" x 12" x 12"
3 Gal (11L)	Black	11" x 14" x 14"

Part Number with Foam	Part Number without Foam
JAZ240-202-01	JAZ240-202-NF
JAZ240-203-01	JAZ240-203-NF

2 GAL. PRO-STOCK FUEL CELLS

- Flush mount aircraft style cap assembly
- One -8 AN return fitting with anti-aeration tube
- SFI 28.1 certified
- One -8 AN tip valve vent fitting
- One -10 AN fast flow outlet fitting in the sump

Size	Colour	L x W x H
2 Gal (7.5L)	Black	7" x 9" x 10"
2 Gal (7.5L)	Natural	7" x 9" x 10"

Part Number with Foam	Part Number without Foam
JAZ220-002-01	JAZ220-002-NF
JAZ220-002-05	JAZ220-002-NF5

3 GAL. PRO-MOD FUEL CELLS

- Flush mount aircraft style cap assembly
- Two -8 AN return fittings with anti-aeration tubes
- SFI 28.1 certified
- One -8 AN tip valve vent fitting
- Two -12 AN fast flow outlet fittings in the sump

Size	Colour	L x W x H
3 Gal (11L)	Black	8" x 8" x 15"

Part Number without Foam
JAZ220-003-NF

8 GAL. PRO-MOD FUEL CELLS

- Flush mount aircraft style cap assembly
- Two -12 AN fast flow outlet fittings in the sump
- One -8 AN tip valve vent fitting
- Two -8 AN return fittings with anti-aeration tubes
- SFI 28.1 certified

Size	Colour	L x W x H
8 Gal (30L)	Black	17" x 14" x 10"

Part Number with Foam
JAZ220-108-01



DRAGSTER

FILLERS

- Cast aluminium filler to replace 6 bolt caps
- Great for dragsters with behind seat fuel cells
- Short style is approximately 4" Long
- Long style is approximately 8" Long
- Comes complete with hardware and gasket

Description

45° Short Filler Neck

90° Short Filler Neck

90° Long Filler Neck

Part Number

JAZ345-251-03

JAZ390-251-03

JAZ390-252-03

JAZ Fuel Cell Necks 12-Bolt Fill

Valve / Check Valve Flapper

12-bolt Fill Valve with Check Valve Flapper can be retrofitted to bolt onto any of our standard 12-hole pattern cap assemblies. It has a 2.25" O.D. fill tube and twist-lock cap. It features a bolted-in plastic flapper for rollover protection and comes standard with an AN-10 Tip Over Valve Vent fitting. Designed to be used on fuel cells with or without safety foam installed.

JAZ391-251-03

FAST FILL VALVES

- Cast aluminium filler to replace 12 bolt caps
- Features a spring loaded flapper for roll over protection
- Gasket and bolt rings sold separately
- Use with fender filler kit

Description

45° Fast Fill Valve - 2-1/2"

90° Fast Fill Valve - 2-1/2"

Split Nut Ring (required)

Part Number

JAZ345-250-03

JAZ390-250-03

JAZ315-030-03

FENDER FILLER KIT

- Use with fast fill valves (below)
- Can be adapted to other brands of cells
- Vented twist lock cap assembly
- 3 feet of 2-1/2" clear fuel approved filler hose
- 3 feet of 1/2" clear vent line hose
- AN-8 to 1/2" hose barb fitting for vent line
- Can use split nut rings for mounting

Description

2-1/2" Fender Filler Kit

Split Nut Ring (optional)

Replacement Cap

Replacement Hose

Part Number

JAZ300-000-20

JAZ315-040-03

JAZ340-250-03

JAZ300-250-00

AIRCRAFT STYLE FLUSH CAPS

- Available in small 6 bolt, or large 12 bolt styles
- 6 bolt is replacement cap for drag race fuel cells
- 12 bolt can be used on pro-street fuel cells
- Built-in one way check valve vent
- Assembly comes with all hardware and gaskets

Description

6 Bolt Flush Cap assembly

12 Bolt Flush Cap assembly

Replacement Cap

6 Hole Flange Gasket

12 Hole Flange Gasket

Replacement Cap Gasket

Part Number

JAZ350-201-06

JAZ350-202-06

JAZ340-200-06

JAZ850-201-01

JAZ850-301-01

JAZ850-200-01

JAZ Jr. Dragster Fuel Cells

These Approved Jr. Dragster fuel cells by Jaz Products feature a seamless, cross-linked, rotomolded polyethylene outer shell design for long-lasting stability. They come available with or without aviation safety foam

JAZ230-050-01

FUEL CELL MOUNTING KITS

- Makes fuel cell mounting quick & easy
- For use on Jaz plastic fuel cells only

Application

-050 Cells

-001 Cells

-002 Cells

-202 Cells

-203 Cells

-302 Cells

-303 Cells

Part Number

JAZ400-050-03

JAZ400-001-03

JAZ400-002-03

JAZ400-202-03

JAZ400-203-03

JAZ400-302-03

JAZ400-303-03

BAT WING FUEL PICKUP

- Keeps pick-up hose in lower corner of fuel cell
- Use with 1/2" diameter hose
- Must be used with foam to function properly

Bat-wing fuel pick-up JAZ305-050-01



PRO SERIES FUEL CELL

This aluminium fuel cell is available in a 6-gallon size and fitted with a Pro Series fuel pump. Unlike conventional fuel cells, the Stealth Cells feature an innovative baffling/basket inside and an in-tank fuel pump with pre-pump fuel filter. These fuel cells perform unlike anything you've seen.

Fuel Injected

Up to 2,200 HP - Naturally Aspirated

Up to 1,700 HP - Forced Induction

Carburetted

Up to 2,600 HP - Naturally Aspirated

Up to 2,000 HP - Forced Induction

Description

6 Gal (23L) Pro Series Fuel Cell

Part No.

ARO18667

STEALTH FUEL CELLS

These aluminium fuel cells are available in 6, 15 or 20 gallon size and fitted with any 1 of 3 popular fuel pumps. Unlike conventional fuel cells, the Stealth Cells feature an innovative baffling / basket inside and an in tank fuel pump with pre-pump fuel filter. Whether it's drifting, the weekend autocross or a date with the drag strip, these fuel cells perform unlike anything you've seen. In fact, the Aeromotive Stealth Fuel Cells are the OE fuel system for the Ford Cobra Jet Mustang, the Chevrolet COPO Camaro and the Mopar Drag Pak Challenger. If they can fuel these record setting factory hot rods and meet the strict standard of the Big 3, surely they can fuel your ride.

- Choose from 3 different fuel pumps: A1000, Eliminator or 340 Stealth

- Available in 3 sizes: 6.5g, 15g and 20g
- A1000 and Eliminator feature (1) ORB-10 outlet port
- 340 Stealth features (1) ORB-08 outlet port
- Each provide (1) AN-08 Male Flare return port
- All include (2) AN-08 vents with rollover safety valves
- 15g and 20g cells feature 0-90 Ohm fuel level sending unit
- Standard 12-bolt locking filler cap
- 6 gal dimensions: 12" w x 20" l x 10" h
- 15 gal dimensions: 18" w x 20" l x 10" h
- 20 gal dimensions: 20" w x 24" l x 10" h

A1000 Fuel Pump

Fuel Injected Engines:

Up to 1300 HP - naturally aspirated

Up to 1000 HP - forced air induction

Carburetted Engines:

Up to 1500 HP - naturally aspirated

Up to 1200 HP - forced air induction

Eliminator Fuel Pump

Fuel Injected Engines:

Up to 1900 HP - naturally aspirated

Up to 1400 HP - forced air induction

Carburetted Engines:

Up to 2300 HP - naturally aspirated

Up to 1700 HP - forced air induction

340 Stealth

Fuel Injected

Up to 700 HP - forced induction

Up to 850 HP - naturally aspirated

Carburetted Engines

Up to 850 HP - forced induction

Up to 1000 HP - naturally aspirated

Description

6 Gal (23L) A1000 Stealth Fuel Cell

6 Gal (23L) Eliminator Stealth Fuel Cell

6 Gal (23L) 340 Stealth Fuel Cell

15 Gal (57L) A1000 Stealth Fuel Cell

20 Gal (75L) A1000 Stealth Fuel Cell

15 Gal (57L) Eliminator Stealth Fuel Cell

20 Gal (75L) Eliminator Stealth Fuel Cell

15 Gal (57L) 340 Stealth Fuel Cell

20 Gal (75L) 340 Stealth Fuel Cell

Part No.

ARO18666

ARO18667

ARO18659

ARO18660

ARO18661

ARO18662

ARO18663

ARO18664

ARO18665

FUEL LEVEL SENDERS

- Tube style sending units
- Can be used with other brands of fuel cell

Ohms

70-10

0-90

240-33

0-90

240-33

Length

8-1/2"

8-1/2"

8-1/2"

11"

Part Number

JAZ378-070-03

JAZ378-090-03

JAZ378-240-03

JAZ371-090-03

JAZ371-240-03

JAZ FUE CELL FOAM

Fuel Cell Foam 4" x 6" x 14"

JAZFOAM1

MUSCLE CAR STEALTH TANKS

Brand new to the Stealth Line-up, these are stamped steel reproduction tanks with a twist. They feature the fuel pump built right into the tank itself as well as an internal baffling system to ensure the pump is submerged in fuel, even at low fuel levels and in extreme driving conditions. With these tanks, you're strapping today's technology into your classic, making them perfect for LS swaps and EFI conversions but still work perfectly with carburetted engines. 3 applications to choose from already!

- Silver Powdercoat finish
- EFI-style internal baffling
- 0-90 Ohm Universal Fuel Level Sending Unit
- Black Anodized Pump Hanger Assembly
- 340 Stealth Fuel Pump (P/N 11140)
- Pre-Pump Filter Sock Assembly
- (3) ORB-06 Ports - Outlet, Return and Vent

340 Stealth Tank SPECS:

Fuel Injected Engines:

Up to 850 HP - naturally aspirated

Up to 700 HP - forced air induction

Carburetted Engines:

Up to 1000 HP - naturally aspirated

Up to 800 HP - forced air induction

Description

1967-1968 GM F-Body Cars

1969 GM F-Body Cars (Camaro & Firebird)

1964-68 Ford Mustang

1956-57 (Tri-5) Chev

Part No.

ARO18657

ARO18658

ARO18697

ARO18699

1932 Passenger Car Fuel Tank

'32 Tanks gas tank original-style

filler neck. Filler Cap sold separately

Faithful reproductions of the original with stock dimensions and stock 12-gallon capacity. They come with pickup tube, threaded sender boss, vent and screw-on filler caps (screw-on filler adapter kit now available.)

VIB-9002

12 Gallon 1932 Tank Standard

VIB-9002-LG

16 Gallon 1932 Tank Extra Capacity



Stamped 1935-'36

Ford Gas Tank

1935-36 Cars, 1935-37 Wagon & Sedan Delivery

All Steel Construction - Threaded Cast Steel Inlet - 14 gallons

BD68-9002

1935-'36 Ford Gas Tank



1933-34 Passenger

Car Fuel Tank

Stamped steel construction for easy bolt in fit.

VI40-9002

Fuel Filler Pipes

Threaded sleeve style fuel filler pipes for 1935-36 Ford cars.

BD48-9034 1935 Fuel Filler Pipe
BD68-9034 1936 Fuel Filler Pipe

1933-34 Fuel Neck Grommet

Flat style, factory design.
Fits 1933-34 Ford (Except Victoria).
BD40-16388

1935-36 Fuel Neck Grommet

Factory design. Fits 1935-36 Ford cars.
BD48-9080 1935-36 Gas Neck Grommet

Fuel Tank to Frame Pads

Fuel tank to frame pads for 1935-36 Ford cars.

BD48-9299 1935-36 Fuel Tank to Frame Pads

SCREW ON GAS CAP KIT

These gas tank filler kits feature a machined. Alloy cap with knurled grip, O-Ring seal, Weld - On steel tank adapter also included.
S0001-60667 Screw-on gas cap, Polished

So-Cal Screw-on filler adapter kit.

2-1/4" Steel neck with thread can accept MOON fuel caps
S0004-3208

Fuel tank to frame mounting kit.

Tank mounts on one frame rail with the long bolt, spring, rubber pad & castle nut. The other side of the tank is mounted directly to the frame rail with 2 bolts and nuts.

VIB-9002SK 1932-48 12piece kit

FORD Script locking cap

This locking cap is a highly detailed die casting, chrome plated with stainless spring loaded key cover with Ford script. Includes 2 keys.

VI48-18416 1932-48

Gas Caps

These caps are vented as per originals.
1932/48 passenger & 1932/50 pickup

VI11C-9030-A Plain
BD18-9030-V8 V8 Logo with easy grip edge
BD18-9030 Plain with easy grip edge

Model A Fuel Cap

Chrome plated brass original style fuel cap for 1928-31 Ford.

Chrome Fuel Cap 1928-31 **VIA-9030-A**
Replacement Gaskets (5 Pack) **VIA-8100-GT**

Model A Ford 1928-31, Polished Stainless Steel
VIA-9030-C



Manufactured from 316 stainless steel and polished to a bright mirror finish. The 3" diameter is only .080" thick and can be easily recessed if desired. The flush cap is actuated with a stainless interface key that will unscrew the cap from its O-ring seal. A stainless chain prevents leaving or losing the gas cap after filling up your tank. Easy to install and easy on the eyes, the COOLCAP™ is the perfect finishing touch to your ride. COOLCAP™ comes with all mounting hardware and instructions for easy installation.

- Polished stainless steel • 3" flange diameter - .080" thick
- 1.5" neck diameter • Stainless mounting screws included
- Stainless key included (you can also use a coin to open)
- Cap seals with O-ring • Cap tethered with stainless chain

Part # ARTCC001

FUEL FILLER CAP

Manufactured from 316 stainless steel and polished to a bright mirror finish. The 3" diameter is only .080" thick and can be easily recessed if desired. The flush cap is actuated with a stainless interface key that will unscrew the cap from its O-ring seal.

- Polished stainless steel
- 3" flange diameter - .080" thick
- 1.5" neck diameter
- Stainless mounting screws included
- Stainless key included (you can also use a coin to open)
- Cap seals with O-ring
- Cap tethered with stainless chain

RPCR2566

**MOON FUEL TANK DRAGSTER 500 SERIES**

Constructed of the finest grade aluminum with the MOON "SUN RAY" finish. All 500 series tanks are .080" thick, 8-1/2" diameter, Heli-Arc welded. Standard fuel caps are billet aluminum with knurled grip. "o"ring seal with brass vent, all associations approved, Two 3/8" NPT return and one 3/4" outlet are standard on all 500 series tanks. Bung options available, 1/8", 1/4", 3/8", 1/2", 3/4", or 1" size. Specify NPT standard pipe or AN type thread.

MNMP500 (2 Gallon Tank 8.5 Dia x 10" Long),
MNMP501 (3.5 Gallon Tank 8.5 Dia x 15" Long),
MNMP502 (5 Gallon Tank 8.5 Dia x 20" Long)
MNMP515-8 Brackets Cast aluminium with rubber insulation
MNMP800-8 Brackets Vinyl dipped steel clamp style

PLEASE NOTE

Brackets Are Sold Separately.

MOON FLIP TOP CAP

Cast aluminium polished flip top cap assembly. Weld on flange can be drilled for bolts if required. An alternative flange is available for remote use with a neck for 2" ID filler hose. Dimensions: 5-1/4" OD x 3-1/2" ID

MNMP607-1 Large Flip Top Cap Assembly
MNMP607-1F Remote Flange for 2" ID Filler Hose

MOON CHOPPER OIL TANK

"Designed to mount under frame of most motorcycles. 1/4" outlet (2) 1/4" return knurled billet cap. 3Qt. (10" Long x 5" Dia), 4Qt. (12" Long x 5" Dia) Brackets are not included and sold separately.

MNMP1003 3 QUART
MNMP1004 4 QUART
MNMP515-5 5" Brackets Cast aluminium with rubber insulation

**MOON FUEL TANK STREET ROADSTER 600 SERIES**

600 Series Moon tanks are often used in bed of Hot Rod pickup depending on width of pickup bed. You can choose different size tank. Mounting is easy with 2 bolts on each tank brackets through pickup bed. We make custom length tank upon request. As a fuel system and fuel tank specialist, MOON has created a line of fuel containers. The MOON 600 series tanks are 10" in diameter .100" thick extruded aluminum bodies with metal spun aluminum ends. Proven to be the most rugged through endurance, off-shore racing and punishing off-road racing. All tanks feature the MOON Sun Ray finish and Heli-arc welded by our certified welder. Moonza caps, fuel gauge sending units and tank brackets are sold separately. 24" long 3/4" outlet bung aluminum cap and (2) 3/8" NPT returns on top 2-1/4" knurled vented cap. 10" diameter. 3/4" Outlet on bottom

MNMP600 (7Gallon Tank 10" Dia x 24" Long),
MNMP601 (10Gallon Tank 10" Dia x 34" Long),
MNMP614 (14Gallon Tank 10" Dia x 46" Long),
MNMP615 (15Gallon Tank 10" Dia x 48" Long)
MNMP515-10 Brackets Cast aluminium with rubber insulation
MNMP800-10 Brackets Vinyl dipped steel clamp style

**MOON Tank Brackets**

Made of cast aluminium with rubber insulation fits step down or small diameter of body. Available in different sizes to suit horizontal or vertical mounting.

Sold as pairs.
MNMP515-5 5" dia
MNMP515-8 8" dia
MNMP515-10 10" dia

SPREADER BAR BRACKETS

Polished Aluminum. Allows installation of Moon 500 series tanks. SOLD IN PAIRS. Made of Billet aluminum. No Drilling necessary.

MNMP58500

MOON CHOPPER SPINNER CAP

Aluminium Spinner Available In Vented & Non Vented W/ 1-1/2" Male Thread
MNMP609-IV Vented

MOON CHOPPER CAP

Cast aluminium available in Non-Vented or Vented
1-1/2" thread
MNMP607V Vented

MOON 50'S SPINNER CAP

Cast aluminium available in Non-Vented or Vented
2-1/4" thread
MNMP608V Vented

MOON Replacement Standard Cap

Cast aluminium available in Non-Vented or Vented 2-1/4" thread
MNMP606 Non-vented
MNMP606V Vented

Aluminium Weld Bung

Aluminium weld on bung for custom fuel tanks. Accepts Moon 50's Spinner or Standard caps. Fits 2-1/4" thread.
MNMPX225B Aluminium Weld Bung

CRATE ENGINES

NOTE: Pictures of Rocket Crate Engines are for reference only, engines are subject to change without notice based on availability of parts at time of assembly. Custom requirements can be special ordered with Rocket Staff.

SB CHEV 383 SHORT BLOCK

PSE38323SP
Block:

- Brand New BluePrint Cast Iron Block (1-Piece Main)
- Rotating Assembly:
- Forged Rods
- Forged Crank
- Forged Pistons

HYD Roller Cam Specs:

- Duration @.050 Int .236, Exh .242 • Roller Lifters Included
- Lift Int .520, Exh .540 (1.5 rockers) • Lobe Sep 110°

Also Includes

- Balancer • Oil Pan • Timing Cover • Timing Pointer
- **HP/TQ (460HP/485TQ) estimated based on 10.2:1 compression with 200cc intake runner, 64cc chamber Heads, Edelbrock air gap intake and a Holley 3310 750 carb, MSD distributor, 93 octane fuel.**

SMALL BLOCK**CHEV 350 C.I.D****CRATE ENGINE****Part No.**

GM12681429

This universal 350ci

engine uses a brand new

block and can be used as a

replacement for most GM

vehicles from 1973-85. It

produces 260 HP and 350 ft/lbs torque with a 4-bbl carb and

headers. It can be used as a replacement or as a retrofit into

almost any vehicle. 4-bolt main with 2-piece rear main seal.

- Modular iron crankshaft • 4.000" bore x 3.480" stroke

- Internal balance • LT1/LT4 powdered metal connecting rods

- Cast aluminium pistons (dished) • 8.5:1 compression ratio

- Hydraulic flat tappet cam (.383"/.401" Lift, 194 / 202 Duration @

- .050", and 112° lobe separation)

- Cast iron cylinder heads with 76cc chambers

- 1.940" Intake / 1.500" Exhaust valves • 1.250" diameter valve

- springs • 1.5:1 ratio rocker arms • 3/8" pressed-in rocker studs

- Block is compatible with left or right side oil dipstick (Requires

- Plug for Unused Side - sold separately) - p/n 809-14091563 left

- side plug; or p/n 809-9421743 right side plug

- 4-quart oil pan

- Oil pump, oil pump pickup and oil pump drive shaft installed

- Includes timing tabs for a 6-3/4" or an 8" balancer (balancer not

- included)

- Recommended spark plug: 14mm thread, .460" reach, 5/8" hex,

- tapered seat, projected tip (AC Delco p/n 065-R45TS, Autolite p/n

- 417-144)

- Requires #809-19299222 or #555-23605 Oil filter adapter (not

- included)

- Not Intended for Marine Use



MNMP608V



SMALL BLOCK CHEV 350 C.I.D CRATE ENGINE

Part No. GM12681429-1PIEC

This universal 350ci engine uses a 1987-1995 seasoned block and can be used as a replacement for most GM vehicles. It produces 260 HP and 350 ft/lbs torque with a 4-bbl carb and headers. It can be used as a replacement or as a retrofit into almost any vehicle. 4-bolt main with 1-piece rear main seal.

- O.E Reground Nodular iron crankshaft, 1-Piece seal
- 4.000" bore x 3.480" stroke seasoned block, R/H Dipstick
- External balance
- O.E Remanufactured powdered metal connecting rods 5.7"
- Cast aluminium pistons (dished)
- 8.6:1 compression ratio
- Hydraulic flat tappet cam (.390"/.410" Lift, 194 / 202 Duration @ .050", and 112" lobe separation)
- Pre-86 Cast iron cylinder heads with 76cc chambers
- 1.940" Intake / 1.500" Exhaust valves
- 1.250" diameter valve springs
- 1.5:1 ratio rocker arms
- 3/8" pressed-in rocker studs
- R/H oil dipstick, 1980-On
- 4-quart oil pan
- Oil pump & oil pump pickup included
- External Balance
- Recommended spark plug: 14mm thread, .460" reach, 5/8" hex, tapered seat, projected tip (AC Delco p/n 065-R45TS, Autolite p/n 417-144)
- Not Intended for Marine Use

CHEV 350

ENGINE - 290HP

This is a great entry level replacement engine for older cars and trucks, and a great basic streetrod engine.

All of the parts in this engine are Brand New.

Specifications:

- Power: 300 HP @ 5300 RPM, 356 ft. lbs. of torque @ 3700 RPM
- Displacement: 350 CID, 5.7L • Bore x Stroke: 4.00" x 3.48"
- Compression Ratio: 8.5:1 • Recommended Fuel: 87 Octane
- Block: Cast Iron, 2 piece rear seal, 4-bolt main caps
- Crankshaft: Nodular Iron • Connecting Rods: Powdered Metal Steel
- Pistons: Cast Aluminium • Camshaft: Hydraulic Flat Tappet
- Cam Lift: .443" Intake / .465" exhaust
- Cam Duration @ .050": 214 deg. Intake / 224 deg. Exhaust
- Lobe Separation: 112 Degree • Combustion Chamber: 76cc
- Cylinder Heads: Cast Iron, 3/8" pressed in rocker studs
- Valves: .194" Intake / 1.50" Exhaust • Valve Springs: 3911068
- Rocker Arms: Stamped Steel, 1.5:1 Ratio • Balance: Internal
- Maximum GM Recommended RPM: 5300
- Ignition Timing: Base 10 degrees BTDC, 32 degrees total
- Cylinder Head Notes: 7 Bolt style Exhaust Flange Standard, 85' and, prior intake manifold bolt pattern. Perimeter bolt style Valve Covers. This head is very similar to the old #882 castings from the 1970's.

Engine Includes:

- Fully GM assembled long block • Stamped steel OE valve covers
- Oil pump, pick-up and oil pan • Front timing cover
- 6" & 8" timing pointers for use with 2 O'clock mark balancers
- Block is drilled for drivers and/or passenger side oil dipsticks, plugs are included to plug unused dipstick tube hole.
- Not Included: Water Pump, Harmonic Balance, Distributor, Flexplate, Manifold (Except GM10067353-M), Carburettor

CHEV 350 Engine No Manifold GM10067353-4

GM 350C.I. CRATE ENGINE LONG ENGINE

Part No: PSEBP3504CT1

• HP & Torque: 325HP / 375 FT LBS

• Compression Ratio: 9.1:1

• Cast Iron Heads

• Hypereutectic Pistons

• Flat Tappet Cam

• Cast Steel Crank

BLOCK:

• 2-bolt main, 1-Piece

Rear Main Seal

• Passenger side dipstick

• Align honed main bearing

bore

• Cylinders honed on computer

controlled machine to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

• Cast steel crank

• 3.48" stroke

• 5.7" rods

• Hypereutectic pistons

• Hastings piston rings

• Flat tappet cam

CYLINDER HEADS:

• Cast iron heads; 64cc chamber

• Hardened retainers and springs

• 2.02 swirl polished intake valves

• 1.60 swirl polished exhaust valves

CAM SPECS:

• Cam Type: Flat Tappet

• .480 Intake .486 Exhaust

• 224 Intake / 230 Exhaust duration

• @ .050 - 110 degree lobe separation using 1.5 rockers

IGNITION TIMING:

• 14" and total timing 34"

ALSO INCLUDES:

• Valve covers

• Oil pan

• Timing cover

• Dyno test results shipped with engine

(Parts may vary at time of manufacture's engine assembly)



GM 355CI CRATE LONG ENGINE

Part No: PSEBP35512CT1

• HP & Torque: 375 HP / 400 FT LBS

• Compression Ratio: 10.0:1

• Aluminium Heads

• Hypereutectic Pistons

• Flat Tappet Cam

• Cast Steel Crank

BLOCK:

• 4-bolt main,

1-piece rear main seal

• Passenger side dipstick

• Align honed main bearing

bore

• Cylinders honed on

computer controlled machine

to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

• BluePrint premium cast steel crankshaft

• Hypereutectic pistons

• Chevy heavy beam rods with 150,000 PSI bolts

• Hastings moly rings • Melling high volume oil pump

• Hydraulic flat tappet cam • Heavy duty double roller timing set

CYLINDER HEADS:

• BluePrint Performance Aluminium • Hardened retainers and

springs • 2.02 swirl polished intake valves • 1.60 swirl polished

exhaust valves • BP Aluminium Head Part# H8002K

CAM SPECS:

• Cam Type: Flat Tappet • .480 Intake .486 Exhaust

• 229 Intake / 230 Exhaust duration @ .050

IGNITION TIMING:

• 34 Degrees total at 3500 rpm

ALSO INCLUDES:

• New valve covers • Oil pan • Timing cover • Brass freeze plugs

• Dyno test results shipped with engine

(Parts may vary at time of manufacture's engine assembly)



SB Chev 383ci

Iron Head - 405HP

Long Engine

GM12498772-8

• 4 bolt main 1pc rear

seal block w/Passenger

side dipstick only

• Square and parallel decked

• Align honed main bearing bore

• Cylinders honed on computer

controlled machine to within

.0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

• New cast steel crankshaft • Hypereutectic pistons

• Chevy heavy beam rods with 150,000 psi bolts

• Hastings Moly rings • Flat tappet hydraulic lifter camshaft

• Balanced rotating assembly • Heavy duty double roller timing set

• Melling high volume oil pump

CYLINDER HEADS • 1.5 long slot, stamped steel rockers

• Cast iron Vortec heads • 1.25 diameter valve springs

• Hardened retainers and springs • 2.02 swirl polished intake valves

• 1.60 swirl polished exhaust valves • Hardened push rods

EXTRAS • Aluminium intake manifold • 9.5 to 1 compression

• New chrome valve covers • Brass freeze plugs

• Dyno tested - and shipped with results

CAMSHAFT

• CAM: .487Int / .508 Exh & 234 Int / 244 Exh duration @ .050 - 112

degree lobe sep.

POWER • HORSEPOWER: 405 @ 5500 • TORQUE: 440 @ 4200

COMP RATIO • 9.5:1 (requires 91 octane fuel)

IGNITION TIMING • 34 Degrees Total (at 4000 RPM)

This engine requires a 400ci weighted harmonic balancer, and late

350ci weighted flexplate/flywheel.

Recommended 2000- 2400 rpm stall converter

SB CHEV 383 WITH AEROFLOW HEADS

The 383c.i.d. Small-Block features four-bolt mains for strength and makes a great economical alternative to rebuilding a tired, two-bolt main core. Inside the 383 are quality parts, including a roller hydraulic camshaft and durable hypereutectic pistons that squeeze 9.6:1 compression ratio (with 62cc heads). This short engine includes rotating assembly, hydraulic roller camshaft with roller lifters and "spider", oil pan, timing cover, flexplate and harmonic balancer.

• Bore x stroke (in): 4.00 x 3.80.

• Block: Cast iron with 4 bolt

main caps.

• Crankshaft: 4340 Forged steel

• Connecting Rods:

Powdered Metal Steel

• Pistons: Hypereutectic

• Camshaft Type: Hydraulic

Roller

• Camshaft lift (in):

.509 intake / .528 exhaust

• Camshaft Duration

(@.050 in):

222" intake / 230" exhaust

• Aeroflow 200cc Intake / 64cc

Chamber Aluminium Heads

• Scorpion 1.5:1 Roller Rockers

• MSD HEI Distributor & Leads

• 14" x 3" Chrome Air Cleaner Assembly

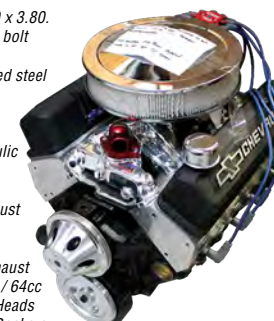
• Holley 750cfm Avenger Carburettor

• Edelbrock RPM Air Gap Manifold

(Parts and engine specs may vary when engines are assembled

due to availability)

SB Chev 383 Aeroflow Heads GM12498772-AF



SB Chev 396ci

Alloy Head

GM396480500

BLOCK:

• 4 bolt main 1pc rear seal

block w/Passenger side

dipstick only

• Square and parallel decked

• Align honed main bearing bore

• Cylinders honed on computer

controlled machine to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

• New forged steel crankshaft • New forged pistons

• Hastings Moly rings • Balanced rotating assembly

• Melling high volume oil pump • Roller cam

• Heavy duty double roller timing set • Long slot, stamped steel

rockers

CYLINDER HEADS • New aluminium cylinder heads • 2.02 swirl

polished intake valves • 195cc Runner • Hardened retainers and

springs • 1.60 swirl polished exhaust valves • Hardened push rods

EXTRAS • Aluminium intake manifold • Distributor

• 750cfm carburettor • Valve covers, timing cover and oil pan

• Brass freeze plugs • Dyno tested - and shipped with results

CAMSHAFT • .544 Intake / .554 Exhaust & 230 Intake / 236

Exhaust duration @ .050

POWER • HORSEPOWER: 485 • TORQUE: 500

• COMPRESSION RATIO: 10.4:1

• IGNITION TIMING: 34 degrees at 4000 RPM

(Parts may vary at time of manufacture's engine assembly)



SB CHEV 400

PSEBP4002CTC1

508 HP / 473 FT LBS,

Base Dressed

Engine Block:

• BRAND NEW

BluePrint Cast Iron

Block

• 4 Bolt Mains

• Square and parallel

decked

• Align honed main

bearing bore

• Cylinders are sonic

tested for thickness

• Cylinders honed on computer controlled machine to within .0002

straightness and roundness

Rotating Assembly:

• New forged crankshaft • 5.7" connecting rods • 150,000 psi rod

bolts • Forged pistons • Hastings moly rings

• Rotating assembly balanced to within 2 grams • High volume oil

pump • Hydraulic roller cam • Roller lifters

Cylinder Heads:

• BluePrint aluminium — 64cc chamber • Hardened retainers and

springs • 2.08 swirl polished intake valves

• 1.60 swirl polished exhaust valves • BP Aluminium Head Part#

H8103

Cam Specs:

• Cam Type: Roller • .553 Intake .576 Exhaust

• 236 Intake / 242 Exhaust duration

• @ .050 - 110" lobe separation 1.6 Roller rockers

Ignition Timing:

• 10-16" initial and total timing 32-34" at 3500 RPM

Also Includes:

• Intake Manifold — dual plane, satin aluminium

• Carburettor — Holley 850cfm

• Valve covers, oil pan and timing cover

• Brass freeze plugs

• Dyno test results shipped with engine



CHEV BB 496 490 HP / 550 TQ

• 4-bolt main block

• Driver side dipstick

• seasoned block

• New cast crankshaft

4.250"

• Forged I-beam

connecting rods 6.385"

• Forged pistons

• Moly rings

GM LS 427ci

PSEL4270CTC

BLOCK: •New GM LS3/L92

Aluminium Block

ROTATING ASSEMBLY:

•Balanced Rotating Assembly

•Forged Steel Crankshaft

•Forged Mahle Pistons

•Forged I beam rods

•Mahle performance rings

•Hydraulic roller cam

•Premium single true roller

timing set

•GM factory roller rockers

with upgraded full roller trunion

CYLINDER HEADS:

•New GM L92/LS3 Aluminium Cylinder Heads

•Chrome moly retainers and spring locators

•2.165 intake valves •1.590 exhaust valves •Hardened push rods

EXTRAS: •Carburettor – 850cfm with mechanical secondaries,

dual accelerator pumps and mechanical choke

•Single plane aluminium intake

•Harmonic balancer •Valve covers, retro fit oil pan and timing cover

•Coil Packs and coil pack harness •Crank, cam and MAP

sensors •Spark plug wires & wiring harness

•Dyno tested & shipped with results

CAMSHAFT INSTALLATION:

•Roller - .624 intake .624 exhaust lift, 247 intake 263 exhaust

duration @ .050, 114 degree lobe sep.

POWER:

•HORSEPOWER: 625 •TORQUE: 550 •COMP RATIO: 11.0 to 1

TIMING REQUIREMENTS: •Ignition box required

NOTES: •This engine requires a non-weighted flexplate/flywheel.

•Recommended Fuel: 91 Octane

•BluePrint Engines recommends a 2200+ RPM stall converter.

•Retro fit oil pan will fit most 1955-1995 GM front engine, RWD,

V8 cars

GM EFI LS 427ci 625hp/565tq

PSEL4272CTF

BLOCK:

•New GM 427ci

LS Aluminium Block

ROTATING

ASSEMBLY:

•Forged Steel Crankshaft

•Forged Mahle Pistons

•Forged I beam rods

•Mahle performance rings

•Balanced Rotating

Assembly

•Oil pump

•Hydraulic roller cam •Premium single true roller timing set

•GM factory roller rockers with upgraded full roller trunion

CYLINDER HEADS:

•New GM L92/LS3 Aluminium Cylinder Heads

•Chrome moly retainers and spring locators

•Dual Coil .650" lift valve springs •2.165 swirl polished intake valves

•1.590 swirl polished exhaust valves •Hardened push rods

EXTRAS:

•90mm DBW throttle body •LS3 intake manifold

•42# injectors and returnless fuel rail •Harmonic balancer

•Valve covers, retro fit oil pan and timing cover •Coil Packs

•All sensors required for engine to run •Spark plug wires & wiring

harness •Dyno tested & shipped with results

CAMSHAFT INSTALLATION:

•Roller - .624 intake .624 exhaust lift, 239 intake 255 exhaust

duration @ .050, 114 degree lobe sep.

•HORSEPOWER: 625 TORQUE: 565 •COMP RATIO: 11.0 to 1

TIMING REQUIREMENTS: •ECM supplied with calibration

NOTES: •This engine requires a non-weighted flexplate/flywheel.

•Recommended Fuel: 91 Octane

•BluePrint Engines recommends a 2200+ RPM stall converter.

•Retro fit oil pan will fit most 1955-1995 GM front engine, RWD,

V8 cars.

(parts may vary at time of manufacture's engine assembly)



BLUEPRINT "PRO SERIES ENGINES"

Pro Series Engines are a great choice for drivable and reliable high performance engines. All rotating assemblies are balanced within 2 grams on a computerized balancer. Pro Series Engines are dyno tested and include dyno sheets. For high horsepower, and big displacement engines, ProSeries is the way to go!

SB Chevy 427ci

PSE4271CT

540hp/535tq:

Short Engine

•Block: World Products

Motown cast iron

•Crankshaft: 4340 Forged

•Connecting Rods:

4340 Forged

•Pistons: Forged

•Compression: 10:1

•Bore/Stroke: 4.125" x 4.000" •Camshaft: Hydraulic roller

•Timing Chain: Cloyes double roller

•Cylinder Heads: Aluminium, 64cc chamber

•Valves: Manley •Pushrods: Comp Cams

•Rocker Arms: Comp Cams, 1.6 ratio •Oil Pump: Melling

PSE4271CTC - Complete engine

Same as above, With items listed below

•Carb: 850cfm •Balancer: 7" Internal •Oil pan: Moroso

•Distributor: MSD Pro Billet •Intake: Aluminium

•Spark Plugs: Champion •Spark Plug Wires: MSD

(Parts may vary at time of manufacture's engine assembly)



SB Chevy 454ci

PSE4540CT

575hp/560tq Short engine

•Block: World Products

Motown cast iron

•Crankshaft: 4340 Forged

•Connecting Rods: 4340

Forged •Pistons: Forged

•Piston Rings: Mahle

•Compression: 10:1

•Bore/Stroke: 4.250" x 4.000"

•Camshaft: Hydraulic roller

•Timing Chain: Cloyes

double roller

•Cylinder Heads: Aluminium, 64cc chamber •Oil Pump: Melling

•Valves: Manley •Pushrods: Comp Cam •Rocker Arms: 1.6 ratio

PSE4540CTC - Complete engine

Same as above, With items listed below

•Carb: 1050cfm •Balancer: 7" Internal •Distributor: MSD Pro Billet

•Intake: World Products •Oil pan: Moroso •Spark Plugs: Champion

•Spark Plug Wires: MSD

(Parts may vary at time of manufacture's engine assembly)

BB Chevy 572ci

PSE5720CT - 745hp/710tq Short engine

•Block: World Products Merlin III •Crankshaft: 4340 Forged

•Connecting Rods: 4340 Forged •Pistons: Keith Black

•Piston Rings: Hastings •Bore/Stroke: 4.500" x 4.500"

•Camshaft: Hydraulic roller •Timing Chain: Cloyes double roller

•Cylinder Heads: World Products Aluminium

•Pushrods: Comp Cam •Rocker Arms: Comp Cams

•Oil Pump: Melling

PSE5720CTC - Complete engine

Same as above, With items listed below

•Carb: 1050cfm •Balancer: 8" Internal •Distributor: MSD Pro Billet

•Intake: World Products •Oil pan: Moroso •Spark Plugs: NGK

•Spark Plug Wires: MSD

(Parts may vary at time of manufacture's engine assembly)

BB Chevy 632ci

PSE6320CT - 815hp/800tq Short engine

•Block: World Products Merlin III •Crankshaft: Forged

•Connecting Rods: Forged •Pistons: Forged •Piston Rings: Mahle

•Bore/Stroke: 4.600" x 4.750" •Camshaft: Hydraulic roller

•Timing Chain: Cloyes double roller •Cylinder Heads: Aluminium

•Pushrods: Comp Cam •Rocker Arms: Comp Cams

•Oil Pump: Melling

PS6320CTC - Complete engine

Same as above, With items listed below

•Carb: 1050cfm •Balancer: 8" Internal •Distributor: MSD Pro Billet

•Intake: World Products •Oil pan: Moroso •Spark Plugs: NGK

•Spark Plug Wires: MSD

(Parts may vary at time of manufacture's engine assembly)

SB Ford 427

Short engine

PSE4270CT

525hp/510tq

Short engine

•Block: New, cast iron

•Pushrods:

Comp Cams

•Crankshaft: 4340

Forged •Connecting

Rods: 4340 Forged

•Pistons: Mahle

•Piston Rings: Mahle

•Camshaft: Hydraulic

roller •Timing Chain: Cloyes double roller

•Cylinder Heads: Aluminium, 64cc chamber

•Rocker Arms: Comp Cams •Oil Pump: Melling

SB Ford 427 Complete engine

PSE4270CTC

Same as above, with items listed below

•Carb: 850cfm •Balancer •Distributor: MSD Pro Billet

•Intake: Edelbrock •Oil pan: Moroso •Spark Plugs: Champion

•Spark Plug Wires: MSD

(parts may vary at time of manufacture's engine assembly)

SB Ford 331ci

Iron Head

330HP Long Engine

FMM-6007-347CI

•Hand picked 2 bolt

seasoned 302

•Square and parallel decked

•Align honed main bearing

bore

•Cylinders honed on computer

controlled machine to within

.0002 straightness and roundness

ROTATING ASSEMBLY

•Cast steel crankshaft •Hypereutectic pistons •Hastings Moly

rings •Rotating assembly balanced to within 2 grams

•Melling high volume oil pump •Hydraulic roller camshaft

•Double roller timing chain

•Camshaft is degreed to ensure maximum horsepower

CYLINDER HEADS

•Cast iron •Hardened retainers and springs •1.94 swirl polished

intake valves •1.60 swirl polished exhaust valves

EXTRAS

•Timing cover and valve covers •Brass Freeze Plugs

•Dyno tested – and shipped with result

CAMSHAFT: 543 Intake / .554 Exhaust & 218 Intake / 226 Exhaust

duration @ .050 - 112 degree lobe separation

POWER •HORSEPOWER: 330 •TORQUE: 360

COMPRESSION RATIO: 9.5 to 1

IGNITION TIMING: 34 degrees at 4000 RPM

(Parts may vary at time of manufacture's engine assembly)



SB Ford 347ci

Alloy Head

415HP Long Engine

FMM-6007-347CI-3

•Hand picked seasoned

blocks bored .040 over

•Square and parallel decked

•Align honed main bearing bore

•Cylinders honed on computer

controlled machine to within

.0002 straightness and roundness

•Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

•New cast steel crankshaft •New rods w/ 150,000 psi bolts

•Hypereutectic pistons •Hastings Moly rings

•Balanced rotating assembly •High volume oil pump

•Hydraulic roller camshaft •Heavy duty double roller timing set

CYLINDER HEADS

•Aluminium, 58cc chamber •Hardened retainers and springs

•1.94 swirl polished intake valves

•1.60 swirl polished exhaust valves

EXTRAS •Valve covers •Painted oil pan •Brass freeze plugs

•Dyno tested – and shipped with results

CAMSHAFT •543 Intake / .554 Exhaust & 218 Intake / 226

Exhaust duration @ .050 - 112 degree lobe separation

POWER

•HORSEPOWER: 415 •TORQUE: 400

•COMPRESSION RATIO: 10.0:1

•IGNITION TIMING: 34 degrees at 4000 RPM

(Parts may vary at time of manufacture's engine assembly)



SB Ford 408ci Iron Head

345HP Long Engine

FMM-6007-CAST408

•Hand picked 2 bolt

seasoned 351 Windsor

blocks bored .040 over

•Square and parallel decked

•Align honed main

bearing bore

•Cylinders honed on

computer controlled machine

to within .0002 straightness

and roundness

ROTATING ASSEMBLY

•New cast steel crankshaft •Melling high volume oil pump

•Hypereutectic pistons •Hydraulic flat tappet camshaft

•Hastings Moly rings •Cloyes double roller timing chain

Mopar 408 Iron Head 375 HP Long Engine MP5153527-2

- Seasoned 360 block •Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness
- Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

- New cast steel crankshaft
- Hypereutectic pistons
- Heavy beam rods
- Hastings Moly rings
- Balanced rotating assembly
- High volume oil pump
- Flat tappet hydraulic lifter camshaft
- Heavy duty double roller timing set

CYLINDER HEADS:

- Blueprint magnum cast iron heads
- Hardened retainers and springs
- 1.92" swirl polished intake valves
- 1.625" swirl polished exhaust valves
- Hardened push rods

A TON OF EXTRAS:

- Valve covers, oil pan and timing cover
- Brass freeze plugs
- Dyno tested – and shipped with results

CAMSHAFT INSTALLATION:

.474 Intake / .474 Exhaust & 238 Intake / 238 Exhaust duration @

.050 - 110 degree lobe separation

POWER

•Horsepower:375 •TORQUE:460 •Compression ratio: 9.8 to 1

•Ignition timing: 34 degrees at 4000 RPM

Chrysler 408ci Alloy Head 455HP

MOPAR-BPC4084CT BLOCK:

- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness
- Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

- New cast steel crankshaft •Forged pistons
- New H-beam rods with •150,000 psi ARP bolts
- Hastings Moly rings •Balanced rotating assembly
- Melling high volume oil pump •Hydraulic flat tappet camshaft
- Heavy duty double roller timing set

CYLINDER HEADS:

- Roller rockers • Aluminium cylinder heads •1.437 diameter valve springs•Hardened retainers and springs •2.02 swirl polished intake valves •1.60 swirl polished exhaust valves •Hardened push rods

EXTRAS:•Aluminium Intake •Brass freeze plugs

•Mopar Performance polished aluminium valve covers

•Dyno tested – and shipped with results

CAMSHAFT:

•.545 Int / .545 Exh & 241 Int / 247Exh duration @ .050 – 110 degree lobe separation.

POWER:

•HORSEPOWER: 455 @ 5800 rpm •TORQUE: 500 @ 4100 rpm

•COMP. RATIO: 10 to 1 (91 octane fuel required)

IGNITION TIMING:

•34 Degrees Total (at 4000rpm)

(parts may vary at time of manufacture's engine assembly)



SPECIAL ORDER

DUAL CARB PERFORMER 9.0:1 - 315 HORSEPOWER

Short W/Pump

Dual Carb Performer

Polished Endura
ED45011 ED45014

PERFORMER RPM

9.5:1 - 410 HORSEPOWER

Natural Polished
No Water Pump ED45600
Short Water Pump ED45611

PERFORMER RPM E-TEC 9.5:1 - 435 HORSEPOWER

Short Water Pump

Natural Polished
ED45910 ED45911

FORD 347 PERFORMER RPM 9.9:1 - 438 HORSEPOWER

Endura Natural Polished
ED45260 ED45261 ED45264

- with front sump oil pan



ENGINE BLOCKS & SHORT MOTORS



PERFORMANCE
VEHICLES • PARTS • RACING

GM SMALL BLOCK CHEV ENGINE BLOCKS

The GM Performance Parts production-based blocks are the right choice for street car rebuilds or to start your own mild engine project.

They come in the same dimensions that you are already familiar with and are produced to the high level of quality that GM is famous for. Remember, these are brand new castings that are machined to our exacting tolerances and delivered to you at an affordable price. These blocks are designed for street engines that demand good strength and a high level of durability.

- Non-siamese bores • Standard 350 main journal sizes
- 4-bolt main caps • 383 Block is cleared for stroker cranks
- Machined for hydraulic roller and flat tappet lifters

Description

350 Bare Block, 2-piece rear seal

350 Bare Block, 1-piece rear seal

383 Bare Block, 1-piece rear seal

Part No.

GM10066034

GM10105123

GM88962516

GM PRODUCTION

LS2 6.0L

ALUMINIUM BLOCK

The LS Series cylinder block is the foundation for the serious performance achievements that are driving a new generation of street and racing enthusiasts. Features include a deep-skirt casting (the block side extends below the crankshaft centerline); 6-bolt cross-bolted main caps, strong and lightweight aluminium alloy casting (most production blocks) and provisions for the latest in engine control management. The cam-in-block configuration brings inherent torque to every LS engine, with production-based blocks capable of supporting combinations of 500 horsepower or more.

Whether you're building a mild street engine or an Outlaw racing engine, starting with a strong LS cylinder block brings the assurance that you'll make the power you need with a durable foundation.

LS2 Aluminium 6.0L Block Features:

- Direct replacement for 2005-2008 LS2 Corvette, SSR, GTO 6.0L and TrailBlazer SS
- Production 319-75 aluminium block with iron sleeves
- Production oiling system •6-bolt iron main bearing caps
- 9.240" deck height •4.00" finished bore (101.6mm)
- Use only LS1, LS6, LS2, L92/LS3-style cylinder heads
- Provisions for Active Fuel Management
- Great for stroker cranks for even more cubes
- Tested to over 450 horsepower!

GM 4.000" Bore, 9.240" Deck, Aluminium Block GM12602691

GM PRODUCTION L92/LS3 GEN IV

ALUMINIUM BLOCK

The LS Series cylinder block is the foundation for the serious performance achievements that are driving a new generation of street and racing enthusiasts. Features include a deep-skirt casting (the block side extends below the crankshaft centerline); 6-bolt cross-bolted main caps, strong and lightweight aluminium alloy casting (most production blocks) and provisions for the latest in engine control management. The cam-in-block configuration brings inherent torque to every LS engine, with production-based blocks capable of supporting combinations of 500 horsepower or more. Whether you're building a mild street engine or an Outlaw racing engine, starting with a strong LS cylinder block brings the assurance that you'll make the power you need with a durable foundation.

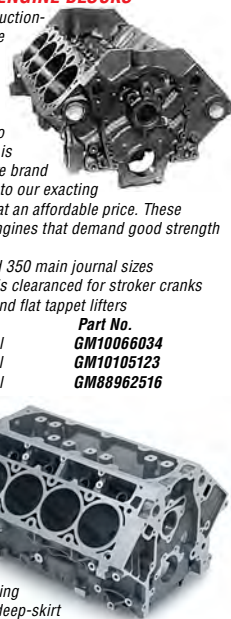
L92/LS3 Aluminium Block Features:

- Direct replacement for 2007-2008 L92 and 2008 LS3 6.2L
- Production aluminium block with iron sleeves
- Production oiling system •6-bolt main bearing caps
- 9.240" deck •Use with LS1, LS6, LS2, L92 or LS3 cylinder heads
- 4.065" finish bore (103.25mm) •Provisions for "active fuel management" •Great for stroker cranks and even more cubes
- Tested to over 500 HP

GM 4.065" Bore, 9.240" Deck, Aluminium Block GM12623967

GMLSX SEMI FINISHED STANDARD DECK BOWTIE BLOCK

The next generation of high performance GM blocks has been released! GM Performance parts, working with NHRA pro stock legend Warren Johnson, designed the LSX block to be the ultimate high performance LS block. Our goal was to bring the LS community race block technology at street car prices. Just like every engine part in the GM performance parts portfolio, the LSX Bowtie block is held to the highest industry standards for tolerances, materials and construction. Features: •100% CNC machined cast iron •True priority main oiling •6 head bolts per cylinder •Standard 4.400" bore spacing •Extra thick Siamese cylinder bores •Fully machined bores, ready to hone to fit •Semi-finished, machined decks, ready to be decked to your specs. •Increased deck thickness •LS7 style 6 bolt "dowel located" main bearing caps •Wet sump and dry sump capability •Deep skirted head bolt holes (same as OEM aluminium blocks) •All stock bolt holes are stock thread size •Maintains all



OEM "LS" family exterior mounting features •Front motor plate mounting holes added •Added material around cam bearings for extra strength •8mm exterior/interior 5th and 6th head bolt holes •All 5 cam bores machined for bearing # 12453169 •Standard .842" lifter bores •Screw-in soft plugs •Accommodate any "LS" series oil pan and oil pump •External oil pump feed at rear of block •Main web bay to bay breathing holes for increased HP •Access windows for cylinder head stud access (intake side) •Extra breathing pocket added near starter for better windage •Includes new cam retainer # 19166177, rear cover #19166178, lifter retainers #19166182 and OEM replacement cam bearings

LSX Cast Iron Block - 9.26" Deck GM19260093

LSX BOWTIE BLOCK

This durable iron-block casting is based primarily on GM's production LS7 block, but designed with more material in key areas including thicker deck and bores to support displacements of 454 cubic inches or more, and unique six-bolts-per-cylinder-head clamping capability that enables forced-induction and nitrous combinations of greater than 2,000 horsepower. Because the LSX Bowtie block is based on production LS blocks, all of the LS-Series Gen IV cylinder heads, crankshafts, oil pans, camshafts, and accessories bolt right up to it. There is also a tall-deck version for building even larger engines. Chevrolet Performance delivers the LSX Bowtie Block semi-finished, allowing you to finish it to your needs. Whether you're building a "tame" 500-horse street engine for your hot rod or a 1,700 horsepower turbo engine for an Outlaw drag racer, the LSX Bowtie Block is the foundation for an unbeatable combination – at an unbeatable price!

LSX Bowtie Block – Standard Deck

- 3.880" finished Siamese cylinder bores
- 9.260" semi-finished standard deck height (ready to be decked)
- 4.250" maximum stroke (professional engine builders only!)
- Capable of 364- to 482-cubic-inch displacements
- Orange powder-coated finish • Accepts all LS and LSX Series heads, cranks, cams, etc. • Approximate finished weight is 225 pounds LSX Bowtie Block specs and features include:
- CNC-machined cast-iron block • True priority main oiling
- 6-head bolts per cylinder • Standard 4.400" bore spacing
- Extra-thick Siamese cylinder bores • Semi-finished, machined thicker decks • LS7-style, 6-bolt dowel-located billet main bearing caps • Wet-sump and dry-sump oiling capability • Production-style deep-skirt head bolt holes • Production bolt hole and thread sizes
- Maintains production exterior accessory mounting provisions
- Front motor plate mounting holes added
- Additional material cast around cam bearings for greater strength
- 8mm exterior/interior fifth- and sixth-head bolt holes
- Standard 0.842" lifter bores • Accommodates all LS oil pumps and oil pans • External oil pump feed (rear of block)
- Main web bay-to-bay breathing holes to support greater horsepower • Includes unique cam retainer, rear cover and lifter retainers

LSX Cast Iron Block 9.260" Deck GM19260003

LS Series Oil Gallery Plug

Plastic "dumbbell" style oil gallery plug for GM LS series engines.

LS1 Oil Gallery Plug

GM12573460



FORD PERFORMANCE

BOSS 302 CYLINDER BLOCK

The legend is reborn with this all new 302 block. The new Boss 302 is the ultimate small block Ford engine block for street or race. The Boss 302 block replaces the 302-R race block and has many improvements over the previous design. With a bore size of 4.125" and a 3.400" stroke it has a maximum capacity of 363 cubic inches. • 8.2" deck height • 4.125" bore, rough finished to 3.990" • Maximum recommended stroke 3.400" • Splayed 4-bolt centre main caps • Finished lifter bores • Accepts factory roller lifter guides & retainer • Revised oiling and cooling system passageways • Siamese bore with drilled coolant crossover holes • Increased bulkhead material • Screw in welch plugs • Accepts ½" head bolts • Uses common OD cam bearings

Boss 302 Engine Block FMM-6010-BOSS

BOSS 302 CYLINDER BLOCK

8.2 DECK BIG BORE 4.120"

The all new 302 8.2 deck block for big bore builds! •Same as M-6010-BOSS except allows for bigger bore by deleting coolant crossover holes between cylinders •Finished at 4.120" rough bore. Designed for minimum bore wall thickness .180" @ 4.125" (Sonic check recommended for bores greater than 4.125") •8.2" deck height •Maximum recommended stroke 3.400", clearance dependent on crankshaft/connecting rod manufacturer •Splayed 4-bolt main on 2, 3, 4, main caps •2-bolt main on 1 and 5 main caps •2.248" main journal diameter (stock 302W size) •Finished lifter bores •Revised oiling and cooling system passageways •Increased bulkhead material •Threaded core and galley plugs (straight thread port plugs with O-ring) •Unique cam plug included

FMM-6010-BOSS302BB - Boss 302 8.2" Deck Big Bore 4.120"



460 SIAMESE BORE RACE BLOCK

Based on the popular 460 big block architecture, the 460 siamese bore race block is suitable for wet or dry sump oiling and is vastly strengthened and improved over the production block. With a bore size of 4.600" and a 4.500" stroke it has a maximum capacity of 598 cubic inches. • 10.322" Deck Height • Cast iron block with 4-bolt centre main caps • Nodular iron main caps • Siamese cylinder bores • Bore range from 4.360-4.600" • Wet sump oiling design • 3.000" main journal diameter • High-strength block for professional competition

460 Racing Engine Block

FMM-6010-A460

460 PRO STOCK BLOCK

Built specifically for Pro-Stock drag racing, the Ford Pro-stock block is the ultimate big block Ford for all out competition. It's shorter than standard deck height increases strength and allows for better intake designs. With a bore size of 4.625" and a 3.750" stroke it has a maximum capacity of 504 cubic inches • 9.300" Deck Height • Semi-finished cast iron block • Billet steel 4-bolt main caps • Can be bored/stroked to produce 500 cu. in. • Siamese cylinder bores • Bore range from 4.360-4.625" • Dry sump oiling design • 2.749" main journal diameter • High-strength block for professional competition

460 Pro-Stock Engine Block

FMM-6010-A500

CAMSHAFT BEARINGS

Common outer diameter cam bearings for Ford Racing 302 and 351 cylinder blocks. Available to suit standard cams or custom ground common OD camshafts.

FMM-6261-J351

Bearings for Standard Cam

FMM-6261-R351

BOSS 351 CYLINDER BLOCK 9.5 DECK 4.000 BORE

The legend is reborn with this all new 351 block! Stronger than the original!

- 4.125" bore capacity, finished at 3.990" to 3.995" rough bore
- 9.5" deck height, finished at 9.500" plus .010" to .015"
- Maximum recommended stroke 4.250", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Siamese bore with drilled coolant crossover
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)

Boss 351 9.5" Deck 4.000 Bore FMM-6010-BOSS35195



BOSS 351 CYLINDER BLOCK 9.2 DECK 4.000 BORE

Ford racing engineers have designed the replacement for the legendary BOSS 302 and 351 blocks using the latest technology and manufacturing techniques from both the production and racing worlds. The BOSS block capability has been proven around the world – both on the track and on the street. By preserving many of the dimensions and features from the original 289-351 blocks, the BOSS block are compatible as replacements for the use in just about any vehicle that used a Windsor-style engine. Cast from diesel grade iron and designed with added material in key areas, BOSS block strength is far superior to any ford OE block ever produced.

- The all new 351 9.2 deck block!
- Same as M-6010-BOSS35195 except at 9.2" deck height
- 4.125" bore capacity, finished at 3.990" to 3.995" rough bore
- 9.2" deck height, finished at 9.200" plus .010" to .015"
- Maximum recommended stroke 4.00", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Siamese bore with drilled coolant crossover
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)

Boss 351 9.2 Deck 4.000 Bore FMM-6010-BOSS35192

BOSS 351 CYLINDER BLOCK

9.2 DECK BIG BORE 4.125

Ford Racing introduces the all new BOSS 351 9.2 deck block for big bore engine builds!

- Same as M-6010-BOSS35192 except allows for bigger bore by deleting coolant crossover holes between cylinders
- 4.185" bore capacity (sonic check recommended), finished at 4.12" rough bore
- 9.2" deck height, finished at 9.200" plus .010" to .015"
- Maximum recommended stroke 4.00", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)
- Unique cam plug included

Boss 351 9.2 Deck Big Bore 4.125" FMM-6010-B35192BB



BOSS 351 CYLINDER

BLOCK 9.5 DECK BIG BORE 4.125

The all new 351 9.5 deck block for big bore builds!

- Same as M-6010-BOSS35195 except allows for bigger bore by deleting coolant crossover holes between cylinders
- Finished at 4.120" rough bore. Designed for minimum bore wall thickness .180" @ 4.125" (Sonic check recommended for bores greater than 4.125")
- 9.5" deck height, finished at 9.500" plus .010" to .015"
- Maximum recommended stroke 4.250", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)
- Unique cam plug included
- The foundation for big bore 9.5" deck projects

Boss 351 9.5 Deck Big Bore 4.125" FMM-6010-BOSS351BB



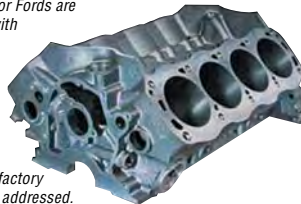
IRON EAGLE BLOCKS - SMALL BLOCK FORD

Dart's iron blocks for Fords are designed to work with stock components,

but are much more than a stock replacement. Designed from the ground up for hard core racing, all the weaknesses of the factory castings have been addressed. Dart blocks are cast from premium high strength iron with extra thick cylinder walls and decks. The main webs are beefed up and fitted with steel 4-bolt main caps on all 5 mains. • Siamesed cylinders bores • Cylinders can be safely bored to 4.185" diameter, • Four deck heights available

- Steel four-bolt main caps on all 5 mains • Two main bearing diameters: 302W or 351C • Upgraded priority main oiling system
- Reinforced, blind tapped head bolt bosses • Extra-thick decks prevent head gasket leaks • Standard camshaft and camshaft drive can be used. • Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31384175	8.200"	4.000"	302W	Billet Steel
DA31384275	8.200"	4.125"	302W	Billet Steel
DA31384185	8.700"	4.000"	302W	Billet Steel
DA31384285	8.700"	4.125"	302W	Billet Steel
DA31385195	9.200"	4.000"	351C	Billet Steel
DA31385295	9.200"	4.125"	351C	Billet Steel
DA31385135	9.500"	4.000"	351C	Billet Steel
DA31385235	9.500"	4.125"	351C	Billet Steel



DART IRON EAGLE SPORTSMAN BLOCKS -

SMALL BLOCK FORD

Dart's Sportsman Iron blocks for Fords are designed to work with stock components, but are much more than a stock replacement. Premium high-strength iron, extra-thick cylinder walls and decks, steel main caps and a true priority main oiling system for durability in high-rpm use. Machined for stock roller lifters and spider.

- Siamesed cylinders bores • Two deck heights available
- Cylinders can be safely bored to 4.185" diameter,
- Steel four-bolt main caps on centre three
- Two main bearing diameters: 302W or 351C
- Upgraded priority main oiling system
- Reinforced, blind tapped head bolt bosses
- Extra-thick decks prevent head gasket leaks
- Standard camshaft and camshaft drive can be used.
- Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31354175	8.200"	4.000"	302W	Billet Steel
DA31354275	8.200"	4.125"	302W	Billet Steel
DA31355135	9.500"	4.000"	351C	Billet Steel
DA31355235	9.500"	4.125"	351C	Billet Steel

DART SHP IRON BLOCKS - SMALL BLOCK FORD

Following up on the success of the SHP Chevy small block, the new Ford small block meets the need for an affordable, precision machined, cast iron block with superior features. It's made in the U.S.A. on all-new tooling and priced hundreds of dollars less than a full race block, the SHP delivers exceptional value.

- Siamesed cylinders bores • Two deck heights available
- Cylinders can be safely bored to 4.185" diameter,
- Steel four-bolt splayed main caps on centre three
- Two main bearing diameters: 302W or 351C
- Upgraded priority main oiling system
- Reinforced, blind tapped head bolt bosses
- Extra-thick decks prevent head gasket leaks
- Standard camshaft and camshaft drive can be used.
- Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31364175	8.200"	4.000"	302W	Billet Steel
DA31364275	8.200"	4.125"	302W	Billet Steel
DA31365135	9.500"	4.000"	351C	Billet Steel
DA31365235	9.500"	4.125"	351C	Billet Steel

DART ALUMINIUM BLOCKS - SMALL BLOCK FORD

The Dart aluminium small-block is light, strong, and affordable. With displacements up to 450 cubic inches, the Dart aluminium block is ideal for sprint cars, Modifieds, late-model stock cars, dragsters, and unlimited competition classes. With pressed in dry sleeves, upgraded oiling and steel 4-bolt main caps, Dart's aluminum blocks have the features that Ford racers need to build powerful and reliable engines. • Cast from virgin 355-T6 aerospace alloy

- Siamesed cylinder bores: • Cylinders can be safely bored to 4.165" • Four deck heights available • Steel four-bolt main caps on all 5 mains • Two main bearing diameters: 302W or 351C
- Upgraded priority main oiling system • Reinforced, blind tapped head bolt bosses • Standard camshaft and camshaft drive can be used • Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31344175	8.200"	4.000"	302W	Billet Steel
DA31344275	8.200"	4.125"	302W	Billet Steel
DA31344185	8.700"	4.000"	302W	Billet Steel
DA31344285	8.700"	4.125"	302W	Billet Steel
DA31345195	9.200"	4.000"	351C	Billet Steel
DA31345295	9.200"	4.125"	351C	Billet Steel
DA31345135	9.500"	4.000"	351C	Billet Steel
DA31345235	9.500"	4.125"	351C	Billet Steel



DART LITTLE-M IRON BLOCKS - SMALL BLOCK CHEV

The Little M is designed from the ground up as a true high performance block which can be used with standard off the shelf small block components. It is cast from premium high-strength iron and beefed up in all the critical areas. With a standard deck height, extra-thick cylinder walls, and a competition oiling system, the Little M is the perfect starting point for a powerful and reliable engine for the street or the race track. • Uses standard small-block parts • Extra-thick cylinder walls • Cylinders can be safely bored to 4.185" • Priority main oiling system • Front & rear oil inlets simplify plumbing external pump • Blind-tapped head bolt holes prevent water leaks • Extra-thick decks ensure reliable head gasket seal • Standard small-block deck height • Four-bolt main caps on all 5 mains • Front four-bolt cap clears standard oil pan • Rear four-bolt cap uses standard oil pump and 2-piece seal

Part No	Deck	Bore	Mains	Main Caps
DA31131111	9.025"	4.000"	350	Billet Steel
DA31131211	9.025"	4.125"	350	Billet Steel
DA31132111	9.025"	4.000"	400	Billet Steel
DA31132211	9.025"	4.125"	400	Billet Steel

DART LITTLE-M SPORTSMAN IRON BLOCKS - SMALL BLOCK CHEV

The Little M Sportsman block is the affordable alternative for sportsman racers and serious street performance. Eliminate the time and expense of 'blueprinting' a stock block. The Sportsman is brand-new, fully machined, and virtually ready to assemble with off-the-shelf small-block components.

- Uses standard small-block parts
- Extra-thick cylinder walls
- Cylinders can be safely bored to 4.185"
- Priority main oiling system
- Front & rear oil inlets simplify plumbing external pump
- Blind-tapped head bolt holes prevent water leaks
- Extra-thick decks ensure reliable head gasket seal
- Standard small-block deck height
- Four-bolt main caps on all 5 mains
- Front four-bolt cap clears standard oil pan
- Rear four-bolt cap uses standard oil pump and 2-piece seal
- Enlarged lifter bosses for offset and oversize lifters

Part No	Deck	Bore	Mains	Main Caps
DA31151111	9.025"	4.000"	350	Ductile
DA31151211	9.025"	4.125"	350	Ductile
DA31152111	9.025"	4.000"	400	Ductile
DA31152211	9.025"	4.125"	400	Ductile

DART IRON EAGLE BLOCKS - SMALL BLOCK CHEV

Iron Eagle small-blocks are available in standard and tall-deck versions so you can select the crankshaft stroke and connecting rod length that's right for your combination. We raised the camshaft and spread the oil pan rails to provide extra clearance for stroker cranks. The versatile Iron Eagle block is the perfect starting point for a big-inch small-block project, you can build a 455ci small-block with Dart!

- Siamesed cylinder bores • Cylinders can be safely bored to 4.185"
- Relocated oil pan rails are spread .400" per side
- Steel four-bolt main caps on all 5 mains • Two-piece rear main seal fits standard racing crankshafts
- Raised camshaft provides more clearance for stroker cranks • Big-block camshaft bearings
- Dual starter mounts allow starter to be mounted on either side
- Side and front engine mounts

Part No	Deck	Bore	Mains	Main Caps
DA31121111	STD	9.025"	4.000"	350 Billet Steel
DA31121112	BBC	9.025"	4.000"	350 Billet Steel
DA31121211	STD	9.025"	4.125"	350 Billet Steel
DA31121212	BBC	9.025"	4.125"	350 Billet Steel
DA31121221	STD	9.325"	4.125"	350 Billet Steel
DA31121222	BBC	9.325"	4.125"	350 Billet Steel
DA31122111	STD	9.025"	4.000"	400 Billet Steel
DA31122112	BBC	9.025"	4.000"	400 Billet Steel
DA31122211	STD	9.025"	4.125"	400 Billet Steel
DA31122212	BBC	9.025"	4.125"	400 Billet Steel
DA31122221	STD	9.325"	4.125"	400 Billet Steel
DA31122222	BBC	9.325"	4.125"	400 Billet Steel

DART SHP IRON BLOCKS - SMALL BLOCK CHEV

Dart's new Special High Performance (SHP) small-block meets the need for an affordable, precision-machined cast-iron block with superior features. Designed for high-performance and heavy-duty applications producing up to 600 horsepower, the SHP block is the ideal starting point for hot rodders, drag racers, circle track competitors, off-roaders, and high-performance marine enthusiasts.

- Siamesed cylinder bores
- Cylinders can be safely bored to 4.185"
- Ductile four-bolt main caps on centre three
- Two-piece rear main seal fits standard racing crankshafts
- Dual starter mounts allow starter to be mounted on either side

Part No	Deck	Bore	Mains	Main Caps
DA31161111	9.025"	4.000"	350	Ductile
DA31161111L	9.025"	4.000"	350	Ductile 1-Pce Seal
DA31161211	9.025"	4.125"	350	Ductile
DA31161211L	9.025"	4.125"	350	Ductile 1-Pce Seal

DART SHP PRO IRON SMALL BLOCK CHEV

The Dart SHP Pro block adds a new dimension to the SHP line, with the affordability of an SHP block, new features for more powerful engine builds and the desirable weight of an SHP casting. The SHP Pro has all of the features that make the SHP block so popular; priority main oiling, siamesed bores, extra thick decks and compatibility with most OEM parts, in addition it sports some new features that make it suitable for builds that will use higher spring pressures and run at higher rpm ranges. Billet main caps, a big block cam bore and bigger lifter bosses add up to greater strength and stability.

- Features: •Big block Chevy cam bore •.904 lifter bores
- Brand new precision machined, light weight cast iron block.
- Billet steel main caps •ARP main studs
- Siamese bores 4.000" or 4.125" (unfinished).
- Extra thick decks ensure reliable head gasket seal.
- Blind head bolt holes don't go through to water jacket.
- Clearance for 3.75" stroke with steel rods.
- 350 main journals accept commonly available crankshafts.
- Uses 1981-1985 USA stock style oil pan and dipstick.
- Uses stock stamped steel or plastic timing cover.
- All OE bolt holes for starter, clutch ball, etc...
- Priority main oiling system directs oil to main bearings, first for more dependable lubrication.

Part	Deck	Bore	Main Description	Main Cap
DA31161112	9.025"	4.000"	350 BBC Cam .904	Billet Steel
DA31161212	9.025"	4.125	350 BBC Cam .904	Billet Steel



DART ALUMINIUM BLOCKS - SMALL BLOCK CHEV

We applied our years of experience in manufacturing aluminium cylinder heads to create the ultimate aluminium small-block. At 43kg total weight, the Dart aluminium small-block is light, strong, and affordable. With displacements up to 455 cubic inches, the Dart aluminium block is ideal for sprint cars, Modifieds, late-model stock cars, dragsters, and unlimited competition classes.

- Cast from virgin 355-T6 aerospace alloy
- Siamesed cylinder bores • Cylinders can be safely bored to 4.185"
- Relocated oil pan rails are spread .400" per side
- Steel four-bolt main caps on all 5 mains • Two-piece rear main seal fits standard racing crankshafts
- Raised camshaft provides more clearance for stroker cranks • Big-block camshaft bearings
- Dual starter mounts allow starter to be mounted on either side
- Side and front engine mounts

Part No	Deck	Bore	Mains	Main Caps
DA31111112	9.025"	4.000"	350	Billet Steel
DA31111122	9.325"	4.000"	350	Billet Steel
DA31111132	9.500"	4.000"	350	Billet Steel
DA31111212	9.025"	4.125"	350	Billet Steel
DA31111222	9.325"	4.125"	350	Billet Steel
DA31111232	9.500"	4.125"	350	Billet Steel
DA31122121	9.025"	4.125"	400	Billet Steel
DA31122221	9.325"	4.125"	400	Billet Steel
DA31122321	9.500"	4.125"	400	Billet Steel



DART LS NEXT BLOCK

Dart's LS Next block is the first significant change in the architecture of the LS engine platform. By eliminating the "Y-block" design and utilizing conventional style main caps and oil pans, Dart has addressed the problems resulting from the LS engine's separated crankcase bays. Windage is greatly reduced, resulting in increased power along with a much stronger main web area.

- Features:
- Dart's LS Next block is cast in the USA with premium cast iron alloy • Conventional style 4-bolt steel main caps with 7/16" bolts are used • Full main webbing for maximum bottom end strength
- Cylinder barrels are extended by .375" at the bottom, providing greater piston support for all combinations
- 9.240" deck height, with options of 9.450" are available which allows for a possible effective barrel length of 9.825" deck block
- Extra thick Siamese cylinder bores allow for large displacement capacity, and a max bore size of at least 4.200"
- A 5/8" thick full deck design with a 9.240" deck height
- Six head bolts per cylinder provide secure clamping for power adder applications
- Head bolts are upgraded to 7/16" for increased strength
- Blind head bolt holes don't go through into the water jacket
- Provision for oil restrictors in the lifter valley
- Revised low restriction priority main oiling system
- Pro-Stock / Pro-Mod big block style stepped main oil galley
- An external oil filter must be used with stock or aftermarket oil pumps • Dual starter mounts
- The water jacket on the #1 cylinder has been expanded for additional cooling capacity
- LSX style lifter bosses and dog bone provision are provided
- Moroso oil pan suit DART LS NEXT BLOCK #M020144
- Oil pick up suit DART LS NEXT BLOCK #M024144

Description	Part No.
Dart LS Next Block	DA31837111
Cast Iron Block 4.000" Bore - 9.240" Deck	DA31837211
Cast Iron Block 4.125" Bore - 9.240" Deck	
Cast Iron Block 4.125" Bore - 9.240" Deck With .904" Lifter Bore	DA31837211-904
Aluminium Block 4.000" Bore - 9.240" Deck	DA31937111
Aluminium Block 4.125" Bore - 9.240" Deck	DA31937211



DART LS NEXT SERIES 2 BLOCK

The ultimate upgrade for adding strength in the Aluminium or Iron LS Next platform is the LS NEXT 2 upgrade. This offers larger Billet Steel main caps using Ford (2.750") or LS (2.560") mains, that feature 1/2" main studs giving superior clamping force for even higher power levels. Blocks come machined to accept fully counterweighted crankshafts.

- 1/2" main studs.
- 9.240" - 9.450" deck height with standard cam.
- 9.450" - 9.950" deck height with .388" raised cam.
- Available in Iron or Aluminium blocks with LS (2.560") or Ford (2.750") main sizes for improved crankshaft stability.
- Larger 4 bolt Billet Steel main caps.

Description	Part No.
4.125" Bore, 9.240" Deck,	DA31837211-S2
2.560" LS Main with 1/2" Studs	



DART SHP LS NEXT BLOCK

- Dart priority main oiling system with provisions for stock oil filter mounting.
- Siamesed cylinder bores with thick walls.
- Cylinder barrels extended .375" at the bottom of the bores.
- Thick decks ensure reliable head gasket seal.
- Blind head bolt holes.
- 6 bolt per cylinder capability.
- Scalloped water jackets increase flow around cylinders for better cooling.
- Clearance up to 4.100" stroke w/ steel rods.
- Splayed outer bolts on middle main bearing caps.
- Provisions for LSX roller lifters and cam.
- Uses OE front and rear covers.
- All OE bolt holes for starter, water pump, etc.
- Parts kit sold separately: DA32000018

Description	Part No.
LS Next SHP Cast Iron Block, 9.240" Deck, 4.000" Bore	DA31867111
LS Next SHP Cast Iron Block, 9.240" Deck, 4.125" Bore	DA31867211

DART IRON BLOCKS - HONDA

We offer the Dart Honda block in two versions that replace B18 and B20 castings. Both are built to withstand the extreme cylinder pressures created by turbochargers and nitrous oxide injection. We increased wall thickness in all critical areas and beefed up the bottom end with steel main bearing caps.

- Best of all, Dart blocks are compatible with production Honda cylinder heads, internal components and accessories.
- Choice of standard 81.5mm or 84.5mm bore • Dart B18 block has stock deck height • Dart B20+ block has extra-tall 226mm deck height • Cast from aerospace quality C355-T6 virgin aluminum
- Replaceable ductile iron dry sleeves • Closed deck design increases rigidity • Steel main caps with high-strength bolts
- Strengthened main webbing • Extra large water jackets enhance coolant circulation • Machined for piston oil sprayers (not included) • Uses stock components

Part No	Deck	Bore	Mains	Main Caps
DA31496702	226mm	81.5mm	B20	Billet Steel
DA31496802	226mm	84.5mm	B20	Billet Steel
DA31496701	211.5mm	81.5mm	B18	Billet Steel
DA31496801	211.5mm	84.5mm	B18	Billet Steel

DART BIG M IRON BLOCKS - BIG BLOCK CHEV

Working with top builders and Dart's own championship-winning Pro Stock engine department, we designed a user-friendly block with the features you need today. For example, we redesigned the lubrication system to create a true priority main system that oils all of the main bearings before the lifters for extra reliability. We machine Big M blocks in-house on precision CNC equipment to ensure quality and to eliminate the need for expensive "blueprinting".

- Siamesed cylinder bores
- Scalloped outer water jacket walls
- Standard 9.800" and extra-tall 10.200" deck heights
- Steel four-bolt main caps
- Crankshaft tunnel cleared for 4.500" stroke cranks
- True priority main oiling system
- Lifter valley head stud bosses
- Dual oil pan bolt patterns

Part No	Deck	Bore	Mains	Main Caps
DA31263344	9.800"	4.250"	Std.	Billet Steel
DA31263444	9.800"	4.500"	Std.	Billet Steel
DA31263644	9.800"	4.600"	Std.	Billet Steel
DA31263354	10.200"	4.250"	Std.	Billet Steel
DA31263454	10.200"	4.500"	Std.	Billet Steel
DA31263654	10.200"	4.600"	Std.	Billet Steel

DART BIG M SPORTSMAN IRON BLOCKS - BIG BLOCK CHEV

The Big M Sportsman block is an even more affordable version of our highly popular Big M. The Sportsman block is fitted with ductile iron 4-bolt main caps, and shares most of the features of the big M. For example, we redesigned the lubrication system to create a true priority main system that oils all of the main bearings before the lifters for extra reliability. We machine Big M blocks in-house on precision CNC equipment to ensure quality and to eliminate the need for expensive "blueprinting".

- Siamesed cylinder bores
- Scalloped outer water jacket walls
- Standard 9.800" and extra-tall 10.200" deck heights
- Steel four-bolt main caps
- Crankshaft tunnel cleared for 4.500" stroke cranks
- True priority main oiling system
- Lifter valley head stud bosses
- Dual oil pan bolt patterns

Part No	Deck	Bore	Mains	Main Caps
DA31273344	9.800"	4.250"	Std.	Ductile
DA31273444	9.800"	4.500"	Std.	Ductile
DA31273644	9.800"	4.600"	Std.	Ductile
DA31273354	10.200"	4.250"	Std.	Ductile
DA31273454	10.200"	4.500"	Std.	Ductile
DA31273654	10.200"	4.600"	Std.	Ductile

DART RACE SERIES TALL-DECK IRON BLOCKS -

BIG BLOCK CHEV

The Dart Race Series block offers crank-to-deck dimensions of 10.600 and 11.100 inches - nearly one inch taller than the factory truck block - and can accommodate displacements of up to 763 cubic inches. The camshaft is raised .600-inch above the stock location and the main oil gallery is located alongside the camshaft tunnel to eliminate interference with the crank assembly. The oil pan rails are spread to increase clearance for the connecting rods and crankshaft counterweights.

- Siamesed cylinder bores • True priority main oiling system
- Raised cam location • Five deck heights • Steel four-bolt main caps • Crankshaft tunnel cleared for 5.500" stroke cranks
- Lifter valley head stud bosses • Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31283485	10.000"	4.500"	Steel
DA31283685	10.000"	4.600"	Steel
DA31283455	10.200"	4.500"	Steel
DA31283655	10.200"	4.600"	Steel
DA31283495	10.400"	4.500"	Steel
DA31283695	10.400"	4.600"	Steel
DA31283465	10.600"	4.500"	Steel
DA31283665	10.600"	4.600"	Steel
DA31293665	10.600"	4.700"	Steel
DA31293865	10.600"	4.700"	Steel
DA31283475	11.100"	4.500"	Steel
DA31283675	11.100"	4.600"	Steel
DA31293875	11.100"	4.700"	Steel

DART BIG M ALUMINIUM BLOCKS -

BIG BLOCK CHEV

Dart aluminium big-block V-8s deliver big power in a lightweight package. Based on the Chevrolet big-block V8 design, these new aluminium blocks feature extra strengthening in critical areas, increased displacement capacity, true priority main oiling and precision CNC machining. Conventional configuration that retains all production dimensions for compatibility with standard components. Advanced engineering makes Dart aluminium big-blocks the choice for serious competition.

- 355-T6 premium alloy • Ductile iron sleeves • Reinforcing ribs
- Steel four-bolt main caps • Three bore sizes
- 9.800" or 10.200" deck heights • Priority main oiling system
- Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31264344	9.800"	4.250"	Steel
DA31264444	9.800"	4.500"	Steel
DA31264644	9.800"	4.600"	Steel
DA31274344	9.800"	4.250"	Ductile
DA31274444	9.800"	4.500"	Ductile
DA31274644	9.800"	4.600"	Ductile
DA31264354	10.200"	4.250"	Steel
DA31264454	10.200"	4.500"	Steel
DA31264654	10.200"	4.600"	Steel
DA31274354	10.200"	4.250"	Ductile
DA31274454	10.200"	4.500"	Ductile
DA31274654	10.200"	4.600"	Ductile

DART RACE SERIES ALUMINIUM BLOCKS -

BIG BLOCK CHEV

Dart's Race Series aluminium big block is based on the Chevrolet big block V8 design, with added features like increased deck height and a raised cam location. These new aluminium blocks feature extra strengthening in critical areas, increased displacement capacity, true priority main oiling and precision CNC machining. Advanced engineering makes Dart aluminium big-blocks the choice for serious competition.

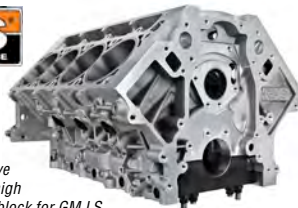
- 355-T6 premium alloy • Ductile iron sleeves • Reinforcing ribs
- Raised cam location +.400" • Steel four-bolt main caps
- Three bore sizes • 9.800" or 10.200" deck heights
- Priority main oiling system • Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31264345	9.800"	4.250"	Steel
DA31264445	9.800"	4.500"	Steel
DA31264645	9.800"	4.600"	Steel
DA31264385	10.000"	4.250"	Steel
DA31264485	10.000"	4.500"	Steel
DA31264685	10.000"	4.600"	Steel
DA31264355	10.200"	4.250"	Steel
DA31264455	10.200"	4.500"	Steel
DA31264655	10.200"	4.600"	Steel
DA31264395	10.400"	4.250"	Steel
DA31264495	10.400"	4.500"	Steel
DA31264695	10.400"	4.600"	Steel



RHS LS ALUMINIUM RACE BLOCK

Engineers at RHS have recently designed a high performance engine block for GM LS applications to meet the needs of race and street performance engine builders. To go beyond the limitations of other existing LS blocks, the new RHS LS Race Block is available in both standard deck and tall deck height configurations. Additionally, this innovative block features a raised cam centerline and outboard priority main oiling to allow rod clearance for a 4.600" stroke and to minimize windage in the crankcase. And for quality control assurance, RHS conducts a CT scan (similar to a medical CAT scan) on each block to ensure maximum casting precision and consistency. When you combine unmatched finishing quality with added clearance for increased stroke applications, precision computerized design and extra surface material to allow custom machining, you get the new benchmark for LS horsepower, torque and durability.



- Designed from heavy-duty A357-T6 aluminum material
- 4.125"-4.165" Siamese cast bore walls with press-in spun cast iron liner
- Available in standard (9.240") & tall (9.750") deck heights with beefy .750" deck thickness
- Both standard deck (5.67"/5.87"- same as LS7) & tall deck (5.94"/6.38") cylinder liner lengths available
- Extra long liners for standard (5.87") & tall (6.38") decks
- "Long arm friendly" design - Accommodations for up to 4.6" stroke with standard rod pin diameters (2.100") & oversized 60mm camshaft
- Designed for clearance - side oil galley moved outboard & engineered rod clearance come standard
- Raised cam centerline (.388"/9.86mm) to allow larger stroke; 2 extra links in the timing chain - Timing sets available from COMP Cams®
- Bay-to-bay breathing improved with increased side window area versus LSX & LS7
- Significantly increased windage passage area under bores & around caps over LS7/LSX engines
- 6 head bolt design with full water jacket around the cylinders (based on LS7 design)
- Extra large windows in valley for access to inboard "6th" head bolt
- Main Cap surface area maximized at mating surface & large fillets from cap to cross bolts for added strength

Description

RHS LS Aluminium Race
Block 9.250" Deck, 4.120" Bore
RHS LS Rear Seal Cover
RHS LS Bronze 6-Bolt Cam Thrust Plate

Part No.

RHS54903U
RHS549101
RHS459102



FORD ALUMINIUM CYLINDER HEADS

Aeroflow's Small block Ford Windsor cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.46" (37 mm) diameter valve spring with damper to handle up to 0.575" (14.61mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs: Chamber volume: 60cc Chamber
Valve spring diameter: 1.460" (37mm) Single spring with damper
Spring installed height: 1.73" @ 145lbs
Spark plug style: Angled Rocker stud diameter: 7/16"
Pushrod diameter: 5/16" (width of slot in guide plate)
Maximum valve lift: 0.575" (14.61mm)@315lbs
Intake port volume: 173cc Intake valve size: 2.02"
Exhaust valve size: 1.60"
Flow Chart cfm@H2O

	.100"	.200"	.300"	.400"	.500"	.600"
2.020 Intake	73	129	184	219	246	256
1.600 Exhaust	58	105	142	164	171	174

Part No

AF95-0302 Bare 173cc SB ford windsor alloy heads (pair)
AF95-2302 Complete 173cc SB ford windsor alloy heads (pair)

COMPONENTS TO SUIT FORD SMALL BLOCK CYLINDER HEADS

AF59-3021 1 x intake valve 2.020"
AF59-3022 1x exhaust valve 1.60"
AF59-3023 1 x valve spring with damper
AF59-3024 1 x retain retainers
AF59-3025 1 x set of valve locks / keepers
AF59-3026 1 x set rocker stud set
AF59-3027 1 x set Guide plates



CHRYSLER SMALL BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's small block Chrysler cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.55" (39.4 mm) diameter valve spring with damper to handle up to 0.580" (14.75mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs: Chamber volume: 65cc Chamber
Valve spring diameter: 1.55" (39.4mm) Single spring with damper
Spring installed height: 1.8" @ 120lbs
Spark plug style: Straight Pushrod diameter: 3/8"
Maximum valve lift: 0.580" (14.75mm)@320lbs
Intake port volume: 176cc Intake valve size: 2.02"
Exhaust valve size: 1.60"
Flow Chart cfm@H2O

	.100"	.200"	.300"	.400"	.500"	.600"
2.02 Intake	69	129	188	232	249	251
1.60 Exhaust	64	108	142	171	183	190

Part No

AF95-2318 Complete 176cc small block chrysler alloy heads (pair)

COMPONENTS TO SUIT 318 - 360 CHRYSLER CYLINDER HEADS

AF59-3181 1 x intake valve 2.020"
AF59-3182 1 x exhaust valve 1.60"
AF59-3183 1 x valve spring with damper
AF59-3184 1 x retain retainers
AF59-3185 1 x set of valve locks / keepers



CHEVY SMALL BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's Small block Chevy cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.43" (36.3mm) diameter valve spring with damper to handle up to 0.575" (14.61mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs:

- Chamber volume: 64cc Chamber
- Valve spring diameter: 1.430" (36.3mm) Single spring with damper
- Spring installed height: 1.85" @ 100lbs
- Spark plug style: Straight • Rocker stud diameter: 7/16"
- Pushrod diameter: 5/16" (width of slot in guide plate)
- Maximum valve lift: 0.575" (14.61mm)@300lbs
- Intake port volume: 180cc or 200cc
- Intake valve size: 2.02" • Exhaust valve size: 1.60"

	.100"	.200"	.300"	.400"	.500"	.600"
2.020 Intake	61.7	123.7	177.7	223.4	251.1	254
1.600 Exhaust	44.8	92.8	135.3	151.6	158.9	161.9

Part No

AF95-0327 Bare 180cc small block chevy alloy heads (pair)
AF95-0350 Bare 200cc small block chevy alloy heads (pair)
AF95-2327 Complete 180cc small block chevy alloy heads (pair)
AF95-2350 Complete 200cc small block chevy alloy heads (pair)

COMPONENTS TO SUIT CHEVY SMALL BLOCK CYLINDER HEADS

AF59-3501 1 x intake valve 2.020" 180cc and 200cc
AF59-3502 1x exhaust valve 1.60" 180cc and 200cc
AF59-3503 1 x valve spring with damper
AF59-3504 1 x retain retainers suit 180cc & 200cc
AF59-3505 1 x set of valve locks / keepers
AF59-3506 1 x set rocker stud set suit 180,200cc
AF59-3507 1 x set Guide plates suit 180,200cc

CHEVY BIG BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's big block Chevy cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6750 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.625" (41mm) diameter valve spring with damper to handle up to 0.850" (21.5mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs:
Chamber volume: 121cc Chamber
Valve spring diameter: 1.625" (41mm) Single spring with damper
Spring installed height: 2.08" @ 100lbs

CHEVY BIG BLOCK ALUMINIUM CYLINDER HEADS CONT...

Spark plug style: Straight
Rocker stud diameter: 7/16"
Exhaust valve size: 1.88"
Pushrod diameter: 3/8" (width of slot in guide plate)
Maximum valve lift: 275lbs on seat, .850 Maximum Lift, Max RPM 7400-7600
Intake port volume: 315cc
Intake valve size: 2.25"
Flow Chart cfm@H₂O

	.200"	.300"	.400"	.500"	.600"	.700"	.800"
2.25 Intake	167	246	311	351	380	385	385
1.88 Exhaust	142	183	236	270	294	310	313

Part No	Description
AF95-0427	Bare A356 big block chevy alloy heads (pair)
AF95-2427	Complete 315cc big block chevy alloy heads (pair)

COMPONENTS TO SUIT CHEVY BIG BLOCK CYLINDER HEADS

AF59-4271	1 x intake valve 2.250"
AF59-4272	1 x exhaust valve 1.880"
AF59-4273	1 x valve spring with damper
AF59-4274	1 x retainer single
AF59-4275	1 x set of valve locks / keepers
AF59-4276	1 x set rocker stud set suit
AF59-4277	1 x set Guide plates suit



FORD FE 390-428 BARE ALUMINIUM CYLINDER HEADS

The AeroFlow Ford FE Aluminium Cylinder Heads are taking affordable performance street and strip cylinder heads to the next level. These heads utilise ultra-smooth A356-T6 aluminium castings, new as-cast runner and chamber designs produce CNC flow numbers. These Ford FE heads have 170cc intake runners, combined with diamond-honed bronze guides and hand bowl blending to outperform some of the best brands in the business.

Head Specifications:
Engine: Ford FE 390-428
Combustion Chamber Volume: 72cc
Exhaust Runner Volume: 125cc
Intake Runner Volume: 170cc
Spark Plug Style: Angle
Intake Valve Diameter: 2.09"
Exhaust Valve Diameter: 1.66"
Suits Diameter of Outer Spring: 1.550"
Valve Guide Material: Manganese Bronze

Flow Chart cfm@H ₂ O	.100"	.200"	.300"	.400"	.500"	.600"
2.09 Intake	88	153	195	233	265	270
1.66 Exhaust	64	113	148	171	183	200

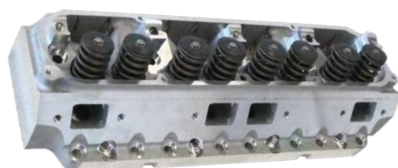
Part No	Description
AF95-0390	Bare 170cc FE ford alloy heads (pair)

COMPONENTS TO SUIT FORD FE 390-428 CYLINDER HEADS

EDELBRÖCK VALVES: ED9755 - INTAKE (8)
ED9757 - EXHAUST (8)

FERREA VALVES: FVF6210 - INTAKE (EACH)
FVF6212 - EXHAUST (EACH)

SHAFT ROCKERS: HSS4006BKE - HARLAND SHARP



CHRYSLER BIG BLOCK ALUMINIUM CYLINDER HEADS

AeroFlow's Big block Chrysler cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.55" (39.4 mm) diameter valve spring with damper to handle up to 0.600" (15.24mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.
Head Specs:
Chamber volume: 84cc Chamber
Valve spring diameter: 1.55" (39.4mm) Single spring with damper
Spring installed height: 1.73" @ 140lbs
Spark plug style: Straight
Pushrod diameter: 3/8"
Maximum valve lift: 0.600" (15.24mm)@310lbs
Intake port volume: 210cc
Intake valve size: 2.14"
Exhaust valve size: 1.81"

Flow Chart cfm@H ₂ O	.100"	.200"	.300"	.400"	.500"	.600"
2.14 Intake	80	144	209	257	279	294
1.81 Exhaust	72	126	161	189	206	219

Part No	Description
AF95-2440	Complete 210cc big block chrysler alloy heads (pair)

COMPONENTS TO SUIT 440 CHRYSLER CYLINDER HEADS

AF59-4401	1 x intake valve 2.14"
AF59-4402	1x exhaust valve 1.81"
AF59-4403	1 x valve spring with damper
AF59-4404	1 x retain retainers suit
AF59-4405	1 x set of valve locks / keepers



GM CNC LS3 276cc Cylinder Head Assembly

The CNC-ported LS3 head features 276cc intake runners and 92cc exhaust ports, along with a combustion chamber volume of about 68.5cc. That's the same volume as stock LS3 heads, which maintains the stock compression ratio. It will fit any LS engine with cylinder bores of 4.00 inches or larger, including 6.2L L92 truck engines. Each head is delivered fully assembled, with 2.165-inch hollow-stem intake valves and 1.59-inch solid-stem exhaust valves, as well as valve springs, valve locks, spring retainers and valve stem seals. The maximum recommended valve lift with the stock valve train components is 0.550-inch. Aluminum performance head Features: • Fits any LS family engine with 4.00" bore or larger • 2.165" hollow stem intake, and 1.59" solid stem exhaust valves • .550" max valve lift • CNC L92 style 276cc intake ports • D-shaped exhaust ports • CNC 68.5cc combustion chambers
GM CNC LS3 Head (Each) GM88958758

GM As Cast 260cc

LS3 Cylinder Head Assembly

Aluminum performance head Features:
• Fits any LS family engine with 4.00" bore or larger
• 2.165" hollow stem intake, and 1.59" solid stem exhaust valves
• .550" max valve lift • As-cast L92 style 260cc intake ports
• D-shaped exhaust ports • As-cast combustion chambers
GM As Cast LS3 Head (Each) GM12629063



AFR 180cc SB CHEV ELIMINATOR CNC HEADS

Ideal operating range of idle to 5500 rpm, 23° valve angle, and standard valve spacing make this the perfect street aluminium cylinder head for 327 cid to 350 cid engines. • Fully CNC Ported • Flows 270 CFM @ .500" Lift • 2.02" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.290" OD Dual Springs • 65cc or 75cc Chambers • With Heat Riser • 3/4" Thick Deck
180cc, Straight Plug, Assembled - 75cc AFR0911
180cc, Straight Plug, Assembled - 65cc AFR0916

AFR 195cc SB CHEV ELIMINATOR CNC HEADS

Ideal operating range of 2000 rpm to 6500 rpm, 23° valve angle, and standard valve spacing, perfect street head for 350 cid to 400 cid engines from 1955-86. Dual valve cover bolt pattern is standard. Exhaust port is raised .100" over GM L98 cylinder heads. • Fully CNC Ported • Std Pkg Flows 280 CFM @ .550" Lift • Std Pkg - 2.05" & 1.60" Stainless Valves • Comp Pkg Flows 300 CFM @ .600" Lift • Comp Pkg - 2.08" & 1.60" Stainless Valves • Lightweight 8mm Valve Stems • 1.290" OD Dual Springs • 65cc or 75cc Chambers • With Heat Riser • 3/4" Thick Deck
Description
195cc, Straight Plug, Std Pkg - 75cc AFR1036
195cc, Straight Plug, Std Pkg - 65cc AFR1034
195cc, Angled Plug, Std Pkg - 75cc AFR1038
195cc, Angled Plug, Std Pkg - 65cc AFR1040
195cc, Angled Plug, Comp Pkg - 75cc AFR1094
195cc, Angled Plug, Comp Pkg - 65cc AFR1095

AFR 210cc SB CHEV ELIMINATOR CNC HEADS

23° valve angle, and standard valve spacing make this the perfect head for 350 to 400 cid engines in bracket drag cars, sportsman oval trackers, and highly modified street class cars operating between 3000 and 7500 rpm. No special parts are required. Dual valve cover bolt pattern is standard. Exhaust port is raised .250" over GM L98 cylinder heads. • Fully CNC Ported • Std Pkg Flows 301 CFM @ .700" Lift • Comp Pkg Flows 312 CFM @ .700" Lift • 2.08" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.550" OD Roller Springs • 65cc or 75cc Chambers • 3/4" Thick Deck
Description
210cc, Angled Plug, Std Pkg - 75cc AFR1050
210cc, Angled Plug, Std Pkg - 65cc AFR1054
210cc, Angled Plug, Comp Pkg - 75cc AFR1100
210cc, Angled Plug, Comp Pkg - 65cc AFR1103

AFR 220cc SBC Eliminator Racing Cylinder Head

Requires no special parts. Valves and studs are in stock GM L98 locations. They do not require offset rockers of any kind. A 325 CFM head that is perfect for someone wanting to retain all their standard components while still having the airflow to reach that elusive 700 HP mark in aggressive drag race trim. Displacement ranging from a high RPM 350 to a 427 CID with natural applications in the various sportsman classes, bracket/drag cars, oval track, and larger displacement street machines with typical operating ranges between 4000 to 8000 RPM depending on application. Getting this much flow from a stock geometry 23° head means they will only be available in fully optimized "competition" CNC porting. As always, they come with AFR's trademark 3/4" thick head deck (ideal for nitrous or blower applications). Standard valves are lightweight 8mm 2.100 intake and 1.600 exhaust with AFR's hardened ductile iron interlocking seats. Dual valve cover bolt pattern is standard. Exhaust port is raised .250 over GM L98.
220cc Angled Plug - 65cc comp pack AFR1110



AFR 270cc BULLIT BB FORD 14° STREET HEADS

AFR's 270cc big block Ford heads feature partially CNC ported intake, exhaust & chambers, A356 aluminium castings and high quality components throughout with standard exhaust port locations. Recommended for street, towing, or street/strip engines with displacements up to 477 cubic inches, operating up to 6200 RPM. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
• Flows 390cfm @ .650" Lift
• 2.250" & 1.760" Stainless Steel Valves
• 1.550" OD Solid or Hydraulic Roller Springs
• 3/4" Thick Deck
Description
270cc, Hydraulic Roller - 75cc Part Number AFR3802
270cc, Solid Roller - 75cc AFR3803
270cc, Hydraulic Roller - 85cc AFR3805
270cc, Solid Roller - 85cc AFR3806

AFR 285cc BULLIT BB FORD 14° STREET/STRIP HEADS

AFR's 285cc big block Ford heads feature 100% CNC ported intake, exhaust chambers, A356 aluminium castings and high quality components throughout with standard or .250 raised exhaust port locations. Recommended for more aggressive or street/strip or racing builds with displacements up to 512 cubic inches, operating up to 6500 RPM. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
Flows 411cfm @ .700" Lift
• 2.250" & 1.760" Stainless Steel Valves
• 1.625" OD Solid Roller or 1.550" OD Hydraulic Roller Springs
• 3/4" Thick Deck
Description
285cc, Hydraulic Roller - 75cc Part Number AFR3816
285cc, Solid Roller - 75cc AFR3817
285cc, Hydraulic Roller - 85cc AFR3819
285cc, Solid Roller - 85cc AFR3820
285cc, Raised Exh. Solid Roller - 75cc AFR3823
285cc, Raised Exh. Solid Roller - 85cc AFR3826

AFR 300cc BULLIT BB FORD 14° RACE HEADS

The 300cc heads are AFR's largest and best flowing BBF heads! They feature 100% CNC ported intake, exhaust & chambers, A356 aluminium castings, and high quality components throughout with .250" raised exhaust port locations. These heads are best suited for large displacement high RPM Big Block Ford racing engines or radical "Pro Street" style builds. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
• Flows 427cfm @ .750" Lift
• 2.300" & 1.760" Stainless Steel Valves
• 1.625" OD Solid Roller or 1.550" OD Hydraulic Roller Springs
• 3/4" Thick Deck
Description
300cc, Hydraulic Roller - 75cc Part Number AFR3834
300cc, Solid Roller - 75cc AFR3835
300cc, Hydraulic Roller - 85cc AFR3837
300cc, Solid Roller - 85cc AFR3838

AFR 227cc SB CHEV ELIMINATOR CNC HEADS

The exceptional flow characteristics and 23° valve angle make this the perfect head for 350 to 434 cid engines in drag cars, sprint cars, and late model oval trackers operating from 4500 rpm and up. AFR offset stud girdles are the only special parts required. Some applications require shaft mount rockers or .050" offset rocker arms for durability and reliability of valve train components. Not recommended for street use, unless shaft mount rocker is used. Dual valve cover bolt pattern is standard. The Exhaust port is raised .250" over GM L-98 cylinder head.
• Fully CNC Ported • Std Pkg Flows 309 CFM @ .650" Lift • Comp Pkg Flows 318 CFM @ .650" Lift • 2.10" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.550" OD Roller Springs • 65cc or 75cc Chambers • 3/4" Thick Deck
Description
227cc, Angled Plug, Std Pkg - 75cc AFR1067
227cc, Angled Plug, Std Pkg - 65cc AFR1068
227cc, Angled Plug, Comp Pkg - 75cc AFR1120
227cc, Angled Plug, Comp Pkg - 65cc AFR1121
Offset Stud Girdle for 227cc Heads AFR6208

AFR 235cc SBC Eliminator Racing Cylinder Head

With the price of big displacement SBC engines a fraction of what they were years ago, the allure to go BIG is stronger than ever. To help quench the thirst of that large displacement monster AFR is proud to offer our largest direct bolt on 23° Chevy head yet. At 235 cc's, anything under 400 inches can look the other way. It has the same geometry as our 227 head and will accept all the same rocker arms, stud girdles, etc. AFR offset stud girdles are the only special parts required. Some applications require shaft mount rockers or .050 Offset intake rocker arm for durability and reliability of valve train components. With the .050 Offset the intake rocker arm will be at a slight angle and the roller tip will not be perfectly parallel or centered on the valve. It will feature a larger 2.125 Diameter intake valve. Exhaust valve diameter stays the same with a little more flow from its larger runner volume. The big news is our all new intake port design which pushes this standard location intake port over 340 cfm's! That's 18" territory and this head should be able to generate power figures that rival those heads (725+ hp). As well the exhaust port is raised .250 Over GM L98 head. This head is not for every large displacement combination so if you're unsure whether this is the right afr head for you, we always encourage you to contact us directly.

Description	Part No
235CC ANGLED PLUG 80CC	AFR1130
235CC ANGLED PLUG 70CC	AFR1132

AFR 245CC NPP SBC ELIMINATOR RACING HEAD

Afr is proud to introduce our new 245 npp (no pushrod pinch); best suited for max effort applications, but larger displacement 427+ pump gas engines could consider this head as well. This exciting product represents our best flowing 23° sbc head to date and while flow numbers may reflect a very good 18° head of the past, this head is still a conventional direct bolt on non-raised runner intake port configuration. It will drop on your 23° shortblock as easily as our 227 or 235 sbc product and in fact shares identical valve centerlines and rocker stud locations to both of those heads. However, unlike the 227 and 235 heads, this product will not accept stud mount style rockers and a shaft mount rocker system with a .180 Offset intake lifter is required. Larger diameter 3/8" pushrods fit without additional clearancing.

This is primarily due to the fact we enlarged and widened the pushrod pinch removing that checkpoint in the entrance of the intake allowing us to design a port with a more direct shot at the back of the valve that also has a more consistent cross sectional area and velocity profile. In addition, this head comes standard with a 3/4 inch deck, 2.125 Intake and 1.600 Exhaust. The exhaust port is raised .250 Over GM L98 head. If you are unsure if this is the right afr head for you, we encourage you to contact us directly to discuss your combination.

245cc, Angled Plug - 80cc

AFR1138

245cc, Angled Plug - 70cc

AFR1137

LS1 ALUMINIUM CYLINDER HEADS



AFR 205cc LS1 MONGOOSE CNC HEADS

For the ultimate high performance street LS1/LS2/LS6 aluminium cylinder head AFR's all new 205cc emission legal are your only choice. Specifically designed for 1997 to present Gen-3 engines. AFR's LS1 cylinder head offers unmatched flow performance. The 205cc cylinder head is ideal for normally aspirated 346 to 396 cubic inch engines and is a direct bolt on with no special parts required.

- Fully CNC Ported
- Flows 298 CFM @ .600" Lift
- 2.02" & 1.60" Stainless Steel Valves
- Lightweight 8mm Valve Stems
- 1.290" OD Single Springs • 3/4" Thick Deck

205cc LS1, Assembled - 66cc

AFR1510

AFR 225cc LS1 MONGOOSE CNC HEADS

For the maximum high performing street/strip LS1/LS2/LS6 aluminium cylinder heads AFR's all new 225cc are hands down the best choice. Specifically designed for 1997 to present Gen-3 engines. AFR's LS1 cylinder head offers unmatched flow performance. Our 225cc cylinder head is ideal for normally aspirated 396 to 427 cubic inch engines. For a wild 346 ci the 225 is a good choice, however some low RPM loss of torque might occur. AFR's LS1 is a direct bolt on, no special parts required.

- Fully CNC Ported • Flows 320 CFM @ .600" Lift • 2.08" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems
- 1.270" OD Single Springs • 3/4" Thick Deck

Description

225cc LS1, Assembled - 62cc

225cc LS1, Assembled - 72cc

225cc LS1, Assembled - 65cc

Part No

AFR1610

AFR1630

AFR1660



AFR 245cc LSX Mongoose Strip Aluminum Heads

A tremendous amount of time and energy was invested to bring you our 245cc LS1/LS2/LS6 Gen III head what represents the pinnacle in cathedral design bolt on performance. With over 355 CFM's available it has intake flow numbers approaching GM's famed (and much larger) LS7 head with much stronger exhaust flow in comparison. This head is our take no prisoners LSX cathedral shaped offering and its focus is large displacement combinations (415 - 454 CID) with a minimum bore size of 4.000. It requires a head gasket bore of 4.200 or larger and comes standard equipped with lightweight 2.160 intake valves / 1.600 exhaust. Another unique feature of this head is that it is "solid roller friendly" having been designed and machined to accept larger .375 pushrods without additional clearancing (in most applications) and comes direct from the factory with 1.510 spring pockets (Note: Under no condition can these pockets be machined deeper). With an aggressive set-up this head is capable of producing power in the 700 HP range while still providing gobs of low and midrange torque. It is still a factory direct bolt on with standard length valves, stock valve train geometry, and everything in their respective OEM locations. It of course comes standard equipment with AFR's trademark 3/4" head deck and the same rugged castings found in the rest of the AFR LSX line up. Make sure you're packing lots of displacement to fully realize the benefits this head can offer you and hang on when its time to go WOT!

245cc LSX LS1 Assembled - 64cc

AFR1680

AFR 260cc LS3

AFR's 260cc LS3 "Mongoose" heads feature 100% CNC ported intake, exhaust and chambers using our advanced engineering and flow techniques to produce the ultimate Rectangle Port head available today. Featuring A356 aluminium castings, titanium retainers and the highest quality components, throughout. They're designed for 4.000 or larger bore applications up to 454 CI, operating up to 7000 RPM

- 100% CNC Ported Combustion Chambers
- 100% CNC Ported Exhaust Ports
- 100% CNC Ported Intake Ports
- Competition 5-angle Valve Job
- 8mm Bead Lock Intake Valve, 2.165" x 5.195" Overall Valve Length
- 8mm Bead Lock Exhaust Valve, 1.600" x 5.200" Overall Valve Length
- PAC Racing Spring 1.270" OD Hydraulic Roller Dual Valve Spring, 155 lbs. on seat, Max RPM 7000-7200
- 7° Titanium Retainers
- 7° Bead Lock Valve Keepers
- Viton Valve Seals
- Hardened Valve Spring O.D. Locator
- Ductile Iron Intake Valve Seats • Ductile Iron Exhaust Valve Seats
- 8mm Bronze Valve Guides
- Rocker Rail Stand

Description

260cc LS3 Assembled, 69cc 6-Bolt

260cc LS3 Assembled, 69cc 4-Bolt

Part No

AFR1840

AFR1845

AFR 305cc BB CHEV MAGNUM AS CAST HEADS

The smallest intake volume runners

in our big block

line-up, but

don't let size

fool you.

Our 305cc

As Cast

heads with

CNC bowl blend

will provide you with flow numbers most medium sized heads, and some larger, can only dream about. Their application should be focused on 396-502 cubic inch Big Blocks with a primary applications up to 555 CID, where low rpm power and drivability are a factor.

- As Cast with CNC Bowl Blend • Flows 363 CFM @ .600" Lift
- 2.25" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

305cc BBC, Assembled - 119cc

AFR2100

AFR 315cc BB CHEV MAGNUM CNC HEADS

This line was designed to optimize low and mid-lift airflow, while still generating impressive peak figures. Their application should be focused on smaller 396-502 cubic inch Big Blocks with a primary operating range of 2500-6800 rpm and street driven or marine applications up to 555 CID, where low rpm power and drivability are a factor. These heads are extremely versatile with incredibly strong low and mid lift airflow figures as well as peak numbers approaching the 400 CFM mark.

- Fully CNC ported • Flows 387 CFM @ .800" Lift
- 2.25" & 1.88" Stainless Steel Valves
- 1.625" OD Roller Springs • 3/4" Thick Deck

315cc BBC, Assembled - 121cc

AFR2000

AFR 325cc BB CHEV MAGNUM AS CAST HEADS

Are you looking for big torque and big horsepower numbers? Our BB Chevy 325cc Magnum heads will provide you with exactly that.

These high flow/high velocity ports provide extreme versatility and fill the needs of many applications. From a max-effort high compression 454 to a 605 CID low rpm marine application. These heads are also ideal in a larger cubic inch "Pro-Street" application with their broad torque range, as well as significant rpm and horsepower capability. These cylinder heads will work best with a primary operating range of 3000-7000 rpm's

- As Cast with CNC Bowl Blend • Flows 384 CFM @ .700" Lift
- 2.30" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

325cc BBC, Assembled - 121cc

AFR2101

AFR 345cc BB CHEV MAGNUM AS CAST HEADS

If huge horsepower is what you are searching for, these castings will certainly deliver. These cylinder heads were targeted at 509-632 cubic inch engines looking for maximum horsepower and rpm capability with a primary operating range of 3500-8000 rpm's. These aluminum heads provide impressive torque figures at higher rpm levels and will work best with camshafts exceeding .750 gross valve lift to make better use of the substantial airflow found in the higher lift range.

- Flows 405 CFM @ .800" Lift
- 1.625" OD Roller Springs
- 2.30" & 1.88" Stainless Steel Valves • 3/4" Thick Deck

345cc BBC, Assembled - 121cc

AFR2110

AFR 335cc Fully CNC Ported Magnum

BBC Cylinder Head

Are you looking for

big torque

and big

horsepower

number? Our

BB Chevy line of

medium volume

intake runners will

provide you with exactly that. The phrase "having your cake and eating it to" would certainly be appropriate with their moderately sized intake runners producing tremendous flow figures across the



entire lift range (Our CNC 335 flows 410 CFM!). These high flow / high velocity ports provide extreme versatility and fill the needs of many applications. From a max-effort high compression 454 to a 605 CID low rpm marine application, either one of these cylinder heads would be a great choice. These heads would also be ideal in a larger cubic inch "Pro-Street" application with their broad torque range, as well as significant rpm and horsepower capability. These heads will work best with a primary operating range of 3000-7000 rpm's (This range is an average and will vary with engine displacement as well as component selection). Both the 325cc and the 335cc come standard with AFR's trademark .750" thick head deck, reinforced rocker stud bosses, and are equipped with premium one piece stainless steel 2.300" intake valves and 1.880" exhaust valves. Standard combustion chamber volume is 121cc for our 335cc BBC. Properly selecting the correct cylinder head for an application depends on a large number of variables. Please consult with one of our sales technicians to assist you in making the best decision for your particular application.

335cc BBC Magnum bbc Assembled heads - 121cc

AFR2001

AFR 357cc BB CHEV MAGNUM CNC HEADS

Our fully CNC ported 357cc heads flowing 425 CFM, represent the ultimate in airflow for your BB Chevrolet. Not other production style BB Chevy head even comes close. These cylinder heads were targeted at 509-632 cubic inch engines looking for maximum horsepower with a primary operating range of 3500-8000. Blown, turbo, and nitrous engines will especially like the larger, higher flowing intake ports. These heads will work best with camshafts exceeding .750 gross valve lift to make better use of the substantial airflow found in the higher lift range.

- Fully CNC ported • Flows 425 CFM @ .800" Lift
- 2.30" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

357cc BBC, Assembled - 121cc

AFR2010

357cc BBC, Bare Heads - 121cc

AFR3570

AFR 385cc Fully CNC Ported

Magnum BBC Cylinder Heads

As the aftermarket continues to push larger displacement combinations, even 555 CID BBC's are becoming commonplace with 600+ CID engines more plentiful than ever before. AFR is proud to announce our answer to that with our all new 385 cc Magnum, the largest and highest flowing BBC product in our line-up with flow numbers that are creeping up on many of our competitor's 18 degree Pro-stock style heads. If you've got the displacement we have the head to feed it with an intake port that flirts with 440 CFM at a usable lift-point, and enough complimenting exhaust flow to still maintain over 75% of that number @ .800 lift (335 CFM's at .800 lift!). While this huge a runner is more clearly aimed at 572 - 632 CID applications, in a light car it could still be considered in 555-565 CID aggressive builds that are built to reliably turn 7800 - 8500 RPM's (Ti valves recommended over 8000 RPM's). This head will be best utilized with camshafts in the .780 - .850 range to take full advantage of its impressive higher lift airflow, but the best thing about this head is its ability to also provide the end user with industry leading low and mid-lift flow as well (400+ CFM at .600 lift!). This head of course comes with AFR's trademark .750 thick head deck, reinforced rocker stud bosses, and is equipped with 2.350 intake / 1.880 tulip exhaust valves. Properly selecting the right cylinder head depends on a large number of variables. Please consult with one of our sales technicians to assist you in making the best choice for your particular application.

385cc BBC Magnum bbc Assembled heads - 121cc

AFR2020



AFR 165cc Renegade SBF Cylinder Head

These heads come ready for the maximum street/strip Small Block Ford performance possible. These 165cc performance heads are non-emissions legal and come with lightweight 8mm 1.900 intake valves and 1.600 exhaust valves. As well, they come with 58cc combustion chambers and a 70cc ultra high flowing nitrous exhaust port. With AFR's trademark 3/4" thick head deck, it's no problem handling that additional cylinder pressure. Each head is also drilled with 1/2" head bolt for maximum head gasket retention as a standard feature of this serious race piece in street design.

165cc SBF, Assembled - 58cc

AFR1399

AFR 185cc SBF Renegade

Street/Strip Cylinder Head

These heads come ready for the maximum street/strip Small Block Ford performance possible. AFR's 185cc sport lightweight 8mm 2.020 intake and 1.600 exhaust valves with options for either 58cc or 72cc combustion chambers and 70cc exhaust ports.

With AFR's 3/4" thick head deck, it's no problem handling that additional cylinder pressure. Each head is also drilled for the larger 1/2" head bolt for maximum head gasket retention as a standard feature of this serious race piece in street disguise

185cc, SBF Assembled 58cc

AFR1388

185cc, SBF Assembled roller spring upgrade 58cc

AFR1388-8602

185cc, SBF Assembled- 72cc

AFR1387

185cc, SBF Assembled 60cc Emission Legal

AFR1492

AFR 205cc SBF Renegade Race Cylinder Head

If you're looking for the world's finest street/strip head available, AFR's 205cc aluminium cylinder head is your answer. With lightweight 8mm 2.080 intake valves, 1.600 exhaust valves this head moves tremendous volumes of air through conservative runner volumes, spelling big torque and horsepower numbers. With combustion chamber volumes of 58cc or 72cc accompanied by 70cc exhaust parts which are raised .125 higher than stock, AFR's new 205cc is the ultimate choice for 331 through 392 engines operating from 3500 RPM to 8000 RPM. AFR's trademark 3/4" thick head deck makes them ideal for heavy nitrous or blower applications. With available optional nitrous or blower exhaust ports featuring 73cc ultra high flowing exhaust ports.

205cc SBF, Assembled - 58cc
205cc SBF, Assembled - 72cc

AFR1450
AFR1458

AFR 220cc Renegade SBF Race Cylinder Head

Are you looking for big torque and horsepower number? Only AFR's 220cc aluminium cylinder heads will provide you with exactly that. With the largest intake and exhaust runner volumes for our in-line Ford line up, these are the ultimate for NHRA Renegade or Hot Street classes. With lightweight 8mm 2.100 intake valves and 1.570 exhaust valves these heads move massive amounts of air. Combustion chamber volumes of 58cc or 69cc accompanied by 80cc exhaust ports which are raised .375 higher than stock. AFR's new 220cc is the perfect choice for 347 through 427 CI windors engines operating between 4500 to 8500 rpm. Our trademark 3/4" thick cylinder head deck makes them ideal for heavy nitrous or blower applications.

220cc SBF, Assembled - 58cc
220cc SBF, Assembled - 69cc

AFR1451
AFR1456



AFR 195cc RENEGADE SBF FORD CNC HEADS

These AFR 195cc SBF Competition cylinder heads come ready for maximum small block Ford performance. They feature 195cc intake runners with lightweight 8mm, 2.020 in. intake and 1.600 in. exhaust valves. The heads are available in your choice of 58cc or 72cc combustion chambers. With AFR's trademark 3/4 in thick head deck, it's no problem handling that additional cylinder pressure. Each of these AFR 195cc SBF Competition cylinder heads is drilled for the larger 1/2 in. head bolt hole as a standard feature for maximum head gasket retention.

•Fully CNC ported •Flows 315 CFM @ .650" Lift
•2.02" & 1.60" Stainless Steel Valves •Light Weight 8mm Valves Stems

•1.290" OD Dual Valve Springs •1.550 Dual Valve Springs
195cc SBF, Assembled - 58cc (1.290 Hyd Dual Springs)
AFR1381

195cc SBF, Assembled - 58cc (1.550 Roller Dual Springs)
AFR1381-8055



FORD RACING SUPER COBRA JET HEADS

Ford Racing's new Super Cobra Jet heads are serious race hardware. They feature revised valve angles and locations and redesigned combustion chambers to reduce bore shrouding and improve flow. These heads are good for a 25-50 horsepower increase over Ford Racing aluminum Cobra Jet heads depending on displacement and camshaft.

•Flows approximately 330 cfm intake and 225 cfm exhaust
•2.20" & 1.76" Valves •72cc combustion chambers
•290cc intake runner •148cc exhaust runner

Description

Bare Head

Assembled Head for 429-460 Engines
Assembled Head for 514 Engines

Part No.

FMF-6049-SCJ

FMF-6049-SCJA

FMF-6049-SCJB



Assembled Head for 514 - 521 Engines

Part No: M-6049-SCJB

Revised valve angles and locations to reduce cylinder wall shrouding and improve flow. Redesign combustion chambers to accommodate the more centrally located valves

Uses same valves, valve springs, retainers and standard 7/16" stud mounted roller rockers as Ford Racing 429 Cobra Jet cylinder heads. Requires new pushrod guide plates (M-6566-SCJ) and new pushrods, M-6565-P460 or R460. Standard Cobra Jet intake and exhaust manifolds bolt on. Current valve covers fit 2.200" intake valve, 1.76" exhaust valve. Flows approximately 330 cfm intake and 225 cfm exhaust. 72cc combustion chambers. 290cc intake runner, 148cc exhaust runner
25-50 HP increase over Ford Racing aluminum Cobra Jet heads depending on displacement and camshaft

The best street/strip Ford big block cylinder head on the market today! Uses Motorcraft AGSP series spark plugs

NOTE: If replacing Ford Racing or production Cobra Jet heads, new intake valve notches are required.



RHS SBC PRO ACTION™ 23° (180cc,200cc,220cc,235cc)

These heads deliver significant gains in both power and torque for all Small Block Chevrolet applications - right out of the box. Available in aluminum, Pro Action™ SBC Heads are the perfect choice for a variety of performance engines, including street rod, muscle car, oval track and drag racing applications. Standard features include a multi-angle Serdi valve job and the choice of straight or angle plug configuration. Valve springs up to 1.550" and all standard rocker arms and valve train components are accepted.

SMALL BLOCK CHEVY - PRO ACTION™ 23° CYLINDER HEADS ALUMINIUM

Assembled PN#	Material	Runners	cc	Spark Angles	Valve Intake	Valve Exhaust	Valve Train	Max Lift	Bear Head
RHS12041-01	Aluminium	180cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12041
RHS12041-02	Aluminium	180cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12041
RHS12042-01	Aluminium	180cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12042
RHS12042-02	Aluminium	180cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12042
RHS12052-01	Aluminium	180cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12052
RHS12052-02	Aluminium	180cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12052
RHS12053-01	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12053
RHS12053-02	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12053
RHS12054-01	Aluminium	200cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12054
RHS12054-02	Aluminium	200cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12054
RHS12055-01	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12055
RHS12055-02	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12055
RHS12053-01	Aluminium	200cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12043
RHS12043-02	Aluminium	200cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12043
RHS12044-01	Aluminium	200cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12044
RHS12044-02	Aluminium	200cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12044
RHS12045-01	Aluminium	220cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12045
RHS12045-02	Aluminium	220cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12045
RHS12046-01	Aluminium	220cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12046
RHS12046-02	Aluminium	220cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12046
RHS12056-01	Aluminium	220cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12056
RHS12056-02	Aluminium	220cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12056
RHS12059-01	Aluminium	220cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12059
RHS12059-02	Aluminium	220cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12059
RHS12047-01	Aluminium	235cc	72cc	Straight	2.080"	1.600"	Flat Tappet	.560"	RHS12047
RHS12047-02	Aluminium	235cc	72cc	Straight	2.080"	1.600"	Hyd. Roller	.600"	RHS12047
RHS12060-01	Aluminium	235cc	64cc	Straight	2.080"	1.600"	Flat Tappet	.560"	RHS12060
RHS12060-02	Aluminium	235cc	64cc	Straight	2.080"	1.600"	Hyd. Roller	.600"	RHS12060
RHS12062-01	Aluminium	235cc	64cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS12062
RHS12062-02	Aluminium	235cc	64cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS12062
RHS12048-01	Aluminium	235cc	72cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS12048
RHS12048-02	Aluminium	235cc	72cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS12048

RHS SBF PRO ACTION™ 20° (160cc,180cc,200cc,215cc)

The Small Block Windsor and 5.0-liter engines are two of the most popular engine designs in the history of Ford technology. And now, RHS® has developed an impressive head series to provide Small Block Ford engines with increased airflow and horsepower - no porting or modifications needed. RHS® Pro Action™ Small Block Ford Cylinder Heads include more standard features than any Ford head in the industry, including premium bronze valve guides for extended valve sealing and durability. With a host of runner and chamber sizes to meet various performance needs, these heads are truly the race winner's choice.

SMALL BLOCK FORD - PRO ACTION™ 20° CYLINDER HEADS ALUMINIUM

Assembled PN#	Material	Runners	cc	Spark Angles	Valve Intake	Valves Exhaust	Valve Train	Max Lift	Bear Head
RHS35010-01	Aluminium	160cc	58cc	Angle	1.940"	1.600"	Flat Tappet	.560"	RHS35010
RHS35010-02	Aluminium	160cc	58cc	Angle	1.940"	1.600"	Hyd. Roller	.600"	RHS35010
RHS35014-01	Aluminium	160cc	64cc	Angle	1.940"	1.600"	Flat Tappet	.560"	RHS35014
RHS35014-02	Aluminium	160cc	64cc	Angle	1.940"	1.600"	Hyd. Roller	.600"	RHS35014
RHS35011-01	Aluminium	180cc	58cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35011
RHS35011-02	Aluminium	180cc	58cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35011
RHS35015-01	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35015
RHS35015-02	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35015
RHS35012-01	Aluminium	200cc	58cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35012
RHS35012-02	Aluminium	200cc	58cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35012
RHS35016-01	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35016
RHS35016-02	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35016
RHS35013-01	Aluminium	215cc	58cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS35013
RHS35013-02	Aluminium	215cc	58cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS35013
RHS35017-01	Aluminium	215cc	64cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS35017
RHS35017-02	Aluminium	215cc	64cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS35017

PRO ELITE™ 20° CNC-PORTED (205cc,221cc)

Designed with the Small Block Ford racing enthusiast in mind, these heads give you all of the benefits of professional CNC porting - straight from the factory! However, the CNC porting is done off of a known port, providing more airflow consistency than hand-ported runners. In addition to the CNC-ported intake and exhaust runners, the combustion chambers are also CNC-ported to moderate valve shrouding and maximize airflow efficiency. Prior to porting, the heads are given a multi-angle Serdi valve job for up to 5% more airflow right from the start!

SMALL BLOCK FORD - PRO ELITE 20° CYLINDER HEADS ALUMINIUM

Assembled PN#	Runners	cc	Valve Intake	Valve Exhaust
RHS35020	205cc	62cc	2.055" (+.100")	1.600" (+.100")
RHS35025	221cc	62cc	2.080" (+.100")	1.625" (+.100")



CHI CLEVELAND ALUMINIUM HEADS

Our world renowned 3V heads have set the benchmark by which all other Cleveland heads are judged. Combining the very best attributes of the 4V head, and with the air speed of its smaller counterpart the 2V head, they have no equal in performance when combined with our matching Engine Masters Series manifolds.

CHI 3V 185cc

This unique Cleveland cylinder head is best suited to customers with standard stroke engines wanting up to 500hp with solid flat tappet cams, or customers with stroker engines looking to make low to mid 500's with flat tappet cams or mid 500+ with hydraulic and solid rollers. •Flows 290 CFM @ .600" Lift •Supports up to 590 Horsepower •Accepts 2.075" & 1.650" Valves •Requires Special 3V Intake Manifold

CHI 3V 185cc Bare Heads

CHI-EM185



CHI 2V 190cc

Street Master 2V heads are a bolt on replacement for engine builders on a budget whilst still incorporating many of the innovative features that have made CHI 3V Engine Master heads so successful. With airflow of over 290cfm and with just a 190cc inlet port, the 2V heads will give you street Cleveland awesome power without the need for special manifolds or headers.

•Flows 298 CFM @ .700" Lift •Supports up to 600 Horsepower
•Accepts 2.100" & 1.650" Valves •Uses Standard 2V Intake Manifold •Fits 2V and 4V Headers

CHI 2V 190cc Bare Heads

CHI-2V190



CHI 3V 208cc

The 208cc runner was originally designed to produce the best average torque and horsepower on a 410ci engine up to 6500rpm. Subsequent testing has shown them to be the best choice for STD stroke motors looking to make between 500 - 550hp, as well as strokers making between 550hp, to high 500's with solid camshafts. •CNC Combustion Chambers •Flows 324 CFM @ .650" Lift •Supports up to 650 Horsepower •Accepts 2.150" & 1.650" Valves •Requires Special 3V Intake Manifold

CHI 3V 208cc Bare Heads
CHI-3V208

CHI 3V 225cc

The 3V 225cc cylinder heads are suited for use on competition and serious street engines of up to 400+ cubic inches in size and making up to and in excess of 650hp. The 218cc intake ports are designed to deliver maximum power and torque, for those people not concerned by RPM limitations, but rather wanting to make the most possible torque and horsepower for their competition to wild street power plants.

- CNC Combustion Chambers • Flows 340 CFM @ .700" Lift
- Supports up to 700 Horsepower • Accepts 2.150" & 1.650" Valves • Requires Special 3V Intake Manifold

CHI 3V 225cc Bare Heads CHI-3V225



CYLINDER HEADS

Performer RPM



S/B Chevy

Designed for 302, 327, 350 and 400 c.i.d. engines up to 1986 Heads with 64cc combustion chambers improve performance and retain stock compression ratio on 1970 and earlier small-blocks

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	170cc	2.02"/1.60"	ED60719*	ED60719*
64cc	170cc	2.02"/1.60"	ED60949*	ED60999*

PERFORMER RPM WITH STRAIGHT PLUGS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	170cc	2.02"/1.60"	ED60739*	ED60739*
64cc	170cc	2.02"/1.60"	ED60889*	ED60889*

- To use stock rockers on Performer & Performer RPM Chevy heads, .100" longer than stock pushrods are required.
- Use Head Bolt Kits for easy installation.
- S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift.

Edelbrock E-Tec

For 302, 327, 350 and 400 c.i.d. small-block Chevys with "Vortec-style" intake manifolds. High-quench chamber promotes uniform atomization of the a/f mixture for more power. Intake ports are .200" taller than standard small-block Chevy heads Spark plugs positioned closer to the center of the cylinder for more efficient combustion

Accept center-bolt or standard valve covers and most stock exhaust manifolds. Exhaust port exits are .200" higher than standard heads Match with an Edelbrock Vortec manifold



E-Tec 170

20% more exhaust flow than cast iron Vortec heads, good power up to 6000 rpm 64cc chambers produce 9.5:1 compression with stock pistons in 350-inch engines

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
64cc	170cc	1.94"/1.55"	ED60979

Exhaust port exits are .200" higher than standard S/B Chevy heads

E-Tec 200

Outflow other similar aluminum heads by 10% on the intake and 17% on the exhaust, making power up to 6500 rpm 64cc chambers produce 10.2:1 compression with flat-top pistons in 350-inch engines E.O. number pending

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
64cc	200cc	2.02"/1.60"	ED60989*



Victor Jr. 23°

Affordable maximum power head for competition and ultra high-performance street 530-580 hp potential, out-of-the-box, for a cost effective, race-winning set-up 64cc chambers yield about 12.5:1 compression with a 12cc domed piston in a 350 V8 Accepts standard 23° valvetrain hardware

VICTOR JR. 23° HEADS BARE OR WITH VALVES ONLY

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	With Valves (single)
70cc	215cc	2.08"/1.60"	ED77639*	ED77649*
64cc	215cc	2.08"/1.60"	ED77569*	ED77579*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	215cc	2.08"/1.60"	N/A	ED77619*
64cc	215cc	2.08"/1.60"	N/A	ED77589*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	215cc	2.08"/1.60"	N/A	ED77629*
64cc	215cc	2.08"/1.60"	N/A	ED77599*

Note: Check cam manufacturer's specs for compatibility with valve springs.

Performer LT1

Designed for the 1992-97 LT1 engines 24 horsepower more than factory-stock LT1 heads, peak power level raised by 500 rpm Work with stock or aftermarket self-aligning roller rocker arms E.O. number pending

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
54cc	170cc	1.94"/1.55"	ED61919	ED61909



Edelbrock/Lingenfelter LS1 CNC for Gen III engines

CNC-ported by Lingenfelter Performance Engineering, benefiting from years of experience in GEN III performance modifications Designed for 1997 and later GM LS1 and other GEN III engines, including 4.8L, 5.3L and 6.0L V8s. 65cc combustion chamber retains the stock compression ratio for bolt-on convenience Available bare or fully assembled and ready to bolt-on with high-quality stainless steel 2.02" intake and 1.57" exhaust valves.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
65cc	202cc	2.02"/1.57"	ED61979	ED61969



Edelbrock LS1 Pro-Port™ Cylinder Head

Designed, engineered and cast with porting in mind, the Edelbrock LS1 Pro-Port™ cylinder head is the perfect casting for any custom cylinder head porter. Cylinder head porters and engine builders alike now have an affordable LS1 casting that will enable them to create new port configurations, never before possible with the thin, lightweight factory castings. The LS1 Pro-Port™ cylinder head casting is the same high-quality casting that Edelbrock has designed for use in our Edelbrock/Lingenfelter CNC ported LS1 cylinder head. The LS1 Pro-Port is been beefed-up with extra material in all critical areas for unmatched durability in purpose built applications. The Edelbrock #61989 Pro-Port™ casting opens the door to creating small-to-large port configurations ensuring 100% clean-up in the porting process, producing high flowing, and high velocity air-flow numbers. Every LS1 cylinder head specialist will find this high-quality, robust casting the casting of choice when it comes to carving out their own custom ports. Requires professional cylinder head preparation.

EDELBRÖCK/LINGENFELTER LS1 CNC HEADS FOR GEN III ENGINES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
40-80cc	NA	NA	ED61989	-



E-CNC 230 Cylinder Heads For Chevy LS3

Our E-CNC LS3 Cylinder Heads are a great general-purpose high performance cylinder head for any street- strip LS engine. These cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral port or 3.89" bore LS application. They feature an improved design and casting that gives cylinder head porters more material to work with compared to stock heads. Like all of our other E-CNC cylinder heads, these feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved performance.

Compatible with stock style rocker arms.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
69cc	230cc	2.135"/1.55"	ED61319/ED61329

E-CNC 230 (Standard LS Block)

E-CNC 230 (LSX Block)

E-Street S/B Chevy

E-Street cylinder heads are an all new line of Edelbrock heads designed for entry-level street performance engines, ideal for operating in the idle to 5,500 rpm range. Every E-Street is assembled with manganese bronze valve guides, powder metal interlocking valve seats, stainless steel one-piece valves with hardened tips, 1.25" diameter valve springs, 3/8" screw-in studs and guide plates.

- Made in the USA
- Entry level street performance upgrade
- A356 aluminum treated to T-6 spec
- Larger than stock intake and exhaust ports for increased power
- Modern combustion chamber design for improved efficiency
- Heli-coil threaded inserts in the rocker stud
- Hardened valve spring cups for wear protection

Chamber Intake Valve Sizes Bare Complete

Size	Port Size	(in/ex)	(pair)	
64cc	185cc	2.02"/1.60"		ED5089
70cc	185cc	2.02"/1.60"		ED5073
64cc	210cc	2.08"/1.60"		ED5085
64cc	210cc	2.08"/1.60"		ED5087

(mechanical flat tappet)



Chapman Victor 23° High-Port CNC

Chapman Victor 23-degree heads are fully CNC machined by Chapman Racing Heads, a leader in cylinder head porting and preparation. These heads are ideal for high-output small-block competition engines that require higher flow than a traditional standard port head can offer and are fully CNC ported intake runner, exhaust runner and combustion chambers. The valve cover rail has been raised +.600" and requires +.200" long valves and .350" offset intake rocker arms are required.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
71cc	238cc	2.125"/1.625"	ED61209	



RPM XTREME CYLINDER HEADS FOR S/B CHEVY, B/B CHEVY & B/B CHRYSLER

RPM XTREME HEADS FEATURE:

- Custom CNC porting in all the critical areas for improved air flow and power – Intake port entrance, exhaust port exit, combustion chamber, intake and exhaust bowls • Lower cost than a typical fully CNC'd head without sacrificing performance • Manufactured in the USA from virgin A356 aluminum and heat treated to T6 spec for superior strength and quality • Heli-coil threaded inserts offer improved durability

RPM XTREME CYLINDER HEAD FOR SMALL-BLOCK CHEVY

This head is based on our popular RPM series of small-block Chevy cylinder heads. This head is equipped with 8mm stem LS1 style valves for reduced valvetrain weight and improved flow. These heads feature 185cc intake runners, 2.02" intake valves, 1.57" exhaust valves, 64cc chambers and the stock 23° valve angle. Will retain stock compression ratio on 1970 and earlier small-blocks.

RPM Xtreme Cylinder Head for S/B Chevy (complete) ED51899



RPM XTREME CYL HEAD FOR BIG-BLOCK CHEVY

These Edelbrock RPM Xtreme cylinder heads are ideal for high performance street and entry-level racing applications. They combine casting design and custom CNC technology to achieve optimal airflow and maximum horsepower and torque. These RPM Xtreme cylinder heads are given a fully CNC-ported combustion chamber and bowl area for port-to-port consistency and smooth transitioning into the valve seat, while the intake and exhaust runners are partially ported for improved airflow. Edelbrock RPM Xtreme cylinder heads are completed with high-quality springs, stainless steel valves, and heli-core inserts in the exhaust flange and rocker stud bosses. All of these features are united by a company dedicated to deliver you extreme power at a lower cost than you would expect and made-in-the-USA quality

ED51459 RPM Xtreme 300cc intake runners (2.25/1.88) 114cc chamber

ED51539 RPM Xtreme 356cc intake runners (2.30/1.88) 110cc chamber

ED51559 RPM Xtreme 352cc intake runners (2.30/1.88) 118cc chamber

CHEVROLET BIG BLOCK

PERFORMER HIGH-COMPRESSION 454-0

100cc semi-open chamber heads feature a 1-1/2" rolled over (angle milled) design that improves intake port alignment and provides a smaller combustion chamber without shrouding the valves

9.2:1 compression with flat-top pistons for an outstanding high performance street head 8.8:1 compression ratio when used on 1987-up TBI-equipped 7.4L dishd piston motors Produced over 450 ft/lbs. torque when combined with our Multi-Point EFI System

Note: See the Cylinder Heads Chart for specs. Mark IV rocker arms and valvetrain parts required.

PERFORMER & PERFORMER RPM 454-0

These oval port heads will support over 540 hp with 9.5:1 compression when used as part of the Total Power Package Unique oval intake port shape produces flow similar to rectangular ports, but the smaller port size provides excellent seat-of-the-pants performance and crisp throttle response Semi-open chamber design maximizes efficiency with streetable compression ratios. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
110cc	290cc	2.19"/1.88"	ED60459





PERFORMER RPM 454-R

Designed for street/high-performance big-blocks operating from 2500-7000rpm. Specially designed ports for increased flow and velocity over standard big-block heads. Highly-efficient 118cc open-style combustion chamber. High-velocity 315cc long/300cc short intake ports. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	315/300cc (L/S)	2.19"/1.88"	ED60549*	ED60559*

Edelbrock/Chapman Victor CNC Rectangular Port

Chapman Racing CNC-ported version of Edelbrock Victor head ED77609. Fully CNC-ported 130cc combustion chambers for maximum power. .750" raised exhaust ports are fully CNC-machined for maximum flow. Ideal for 450+ c.i.d., Super Gas, Super Comp, Hi-Po Marine, Pro Brackets. Outstanding flow and horsepower in large cubic-inch and high-horsepower big-blocks.

Chamber Size	Intake Port	Intake Valve Size	Exhaust Valve Size	Valve Length	Min. Cross Sectional Area	Bare (single)
130cc	375cc	2.300(B)	1.900(B)	+400/+100	3.25	ED77659

Note: .400" longer-than-stock intake valves must be used unless spring pockets are machined for shorter valves.
(B) Recommended valve sizes, not maximum



VICTOR 24° RECTANGULAR PORT

The best standard port location head available for large bore (4.470" and larger) big-block Chevys. Based on the Victor head #77609, it features a rolled over deck, altered valve locations, and partially CNC'd chambers and exhaust throats for cost-effective performance. 340cc intake ports flow 390 cfm, producing a higher velocity flow for improved throttle response.

VICTOR 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	340cc	2.300"/1.880"	ED77419	ED77409

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair) ED7796 Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.



EDELbroCK/MUSI VICTOR 24° CNC-PORTED B/B CHEVY

A version of the Victor 24° head with fully cnc ported intake ports, exhaust ports and combustion chambers. Designed by 5-time Pro Street World Champion Pat Musi. The only out-of-the-box head on the market capable of 950+ horsepower from a conventional port location big-block head.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
118cc	367cc/377cc	2.30"/1.90"	ED61409*

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair) ED7796 Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.



Victor Jr. 24° Rectangular Port

Based on the Victor 24° head but with a smaller 300cc intake ports designed for competition engines up to 510 c.i.d. with 4.25" or bigger bores. Ideal for use with the throttle control devices common in Super class racing today. ED77459 is finished with a valve job and bowl blending and includes 2.250" intake and 1.900" exhaust valves with 11/32" stems. ED77469 is a semi-finished bare head with seats and guides supplied but not installed.

VICTOR JR. 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
118cc	300cc	2.250"/1.900"	ED77459

Note: The top of the bore may need to be relieved to clear the valves. #77469 heads require professional head preparation.

Edelbrock/Chapman Victor Jr. CNC Oval or Rectangular Port

Chapman Racing CNC-ported version of Edelbrock Performer RPM heads. High-velocity port design is ideal for Super Gas, Super Comp, Hi-Po Marine, all-out street, Pro Brackets. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight.

EDELbroCK/CHAPMAN VICTOR JR. CNC RECTANGULAR PORT

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
112cc	325cc	2.250"/1.900"	ED60409*

Based on Performer RPM head #60559, capable of 700+ hp on a 12.5:1 C.R. 468-inch engine

348/409 "W" SERIES CHEVY STREET HIGH-PERFORMANCE PERFORMER RPM 348/409 CHEVY



• Designed for 1961-1965 Chevrolet "W" series 348/409 big-block engines • Original port locations and valve angles for bolt-on convenience • CNC port matched 220cc intake and 90cc exhaust ports for optimum flow and power • Improved port design for more performance • Hardened spring cups, screw-in rocker studs and hardened guideplates

PERFORMER RPM 348/409

Valve Sizes (in/ex) 2.19/1.72" Complete (single) ED60819



CHRYSLER SMALL BLOCK & BIG BLOCK Performer RPM Chrysler Magnum Heads

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum style V8s. Stock Magnum intake and exhaust flange and port locations make this an ideal choice for use with stock equipment as well as the new RPM Air-Gap Magnum manifold #7577. Must use adjustable aftermarket rocker arms.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
58cc	176cc	2.02"/1.60"	ED61779*

Note: Requires hardened push rods. Match with our new RPM Air-Gap Magnum manifold #7577.

Performer RPM Chrysler & Chrysler 340

Performer RPM Chrysler is designed for non-emissions 1967-85 Chrysler 318-340-360 c.i.d. engines. Performer RPM Chrysler 340 is designed for non-emissions 1968-73 340 c.i.d. Chryslers. Performer RPM Chrysler 340 chambers are machined .060" for piston-to-head clearance with early high-compression 340 engines.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
63cc	171cc	2.02"/1.60"	ED60779*

PERFORMER RPM CHRYSLER 340

65cc 171cc 2.02"/1.60" ED60179*

Note: The special valvetrain in the 1970 340 T/A is not compatible with these cylinder heads.



Performer RPM Chrysler 440

Designed for 1961-79 Chrysler 361-440 c.i.d. Wedge engines. Flow 290 cfm on the intake and 217 cfm on the exhaust at .600" lift. Angled spark plugs for superior combustion. #60189/#60149 heads have combustion chambers that are machined .100" for clearance with quench dome style pistons.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
84cc	210cc	2.14"/1.81"	ED60929*

88cc 210cc 2.14"/1.81" ED60189*

Note: Some headers will not clear spark plugs



SB Chrysler, Victor, CNC, In-line 16°

Complete with Hydraulic Roller or Flat Tappet Springs

These heads are for use on 1967-1991, 318-360 c.i.d. Chrysler LA engines. They feature fully CNC intake, exhaust ports, combustion chamber and have an intake port volume of 225cc. These heads are an in-line valve design incorporating a 16° valve angle (stock is 18°) for improved air flow and increased power levels over heavily ported stock versions. They also feature the Chrysler W5 bolt pattern and have raised exhaust ports. The intake port has also been raised approximately 3/4" and the flange has also been extended to accommodate a stock (race) intake manifold such as our Super Victor #2815. Finally, a 5.56" overall length valve (+0.600" from stock) and raised rocker cover permit larger port cross-sections than in the stock head. Four versions are available; bare, bare with valves, complete (for hydraulic/flat tappet cams and solid roller cams) and Pro Port Raw. End-seal spacers are provided.

ED61709	Bare
ED61719	Bare, with valves
ED61729	Complete, solid roller
ED61739	Complete, hydraulic roller

Chrysler 440 Edelbrock E-Street Cylinder Heads

This E-Street cylinder head is ideal for entry-level street performance. 1961-79 Chrysler 361-440 c.i.d. Wedge engines operating in the idle to 5,500 rpm range. The 75cc combustion chamber allows this head to be used with stock pistons, retaining the 9.5:1 compression. The modern combustion chamber design also improves the combustion process and the larger than stock intake and exhaust ports move more air through your engine. These features improve the engine's efficiency, resulting in more horsepower and torque. Manufactured in the USA, by Edelbrock, these heads feature A356 aluminum castings that are heat treated to T-6 spec for superior casting strength and quality. Additional qualities include hardened spring cups for long-term wear protection and Heli-Coil® threaded inserts in the rocker shaft bosses for increased strength; these are the details that most low-cost competitors leave out of their heads. These cylinder heads are sold in complete pairs.



Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete Pair
84cc	210cc	2.14"/1.81"	ED5093

VICTOR BIG-BLOCK CHRYSLER HEAD

Featuring 280cc intake ports and 100cc exhaust ports, these race heads are designed to fit all B and RB Chrysler engines. Equipped with raised valve cover rails and dual quench 75cc combustion chambers, they fit existing for both high and low deck machined to match Max Wedge ports.



ED77929 Cylinder head for B/RB B/B Chrys (bare with valves)
ED7798 Valley cover for RB Big-Block Chrysler engines



VICTOR MAX WEDGE

• Intake ports are machined to match Max Wedge intake manifolds for B and RB competition big-block Chryslers
• Intake ports are raised .650", exhaust ports are raised .250" for improved flow
• The intake flange is extended .950" to eliminate the need for intake spacer plates
• Standard 15-degree valve angles with 290cc intake and 100cc exhaust ports
• Exhaust flange is extended .300" from stock (same as Mopar Stage 6) featuring dry exhaust bolt holes with HeliCoil® thread inserts
• Raised valve cover rails and dual quench 75cc combustion chambers
• Sold without springs or retainers; use recommended springs to match your cam
Chamber Size: 75cc Intake Port Size: 290cc
Valve Sizes (in/ex) : 2.200"/1.810"

Bare (single) ED77939
Valley cover for RB Big-Block Chrysler engines (413-440) ED7798



CHRYSLER HEMI VICTOR JR. CNC CYLINDER HEADS

Our new Victor Jr. Cylinder Heads are designed for high output 650+ HP Chrysler 426-572 HEMI engines. They feature fully CNC'd combustion chambers and CNC blended seats for optimal air flow performance. These cylinder heads also feature a revised exhaust valve angle to accommodate larger intake valves. They also feature brass tubes installed in exhaust pushrod holes to allow maximum clearance with minimal port intrusion.

VICTOR JR. CNC CHRYSLER 426-572 HEMI FEATURES:

• Victor Jr. CNC cylinder heads #61175 and #61179 are complete and ready to run right out of the box.
• Victor Jr. CNC cylinder heads #61169 are bare and supplied with reamed and semi-finished valve stem guides. They will require finishing on the valve stem guides and a valve job before installation.
• Victor Jr. CNC cylinder heads #61189 are shipped with reamed and machined valve stem guides, as well as a valve job to match the included intake and exhaust valves (valves not installed). Customer must supply their own valve springs, retainers, valve stem seals and valve locks.

Chamber Size (single)	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Bare W/Valve (single)	Complete
170cc (Equipped With Springs For Hydraulic Roller)	245cc	2.32"/1.94"	ED61169	ED61189	ED61175
170cc (Equipped With Springs For Hydraulic Flat Tappet)	245cc	2.32"/1.94"	ED61169	ED61189	ED61179



FORD SMALL BLOCK

Performer RPM 351C

Designed for 351C, 351M and 400M. Very streetable 190cc intake runners 2.05" intake and 1.60" exhaust valves "Compact charge" combustion chamber design Optimized spark plug location

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	190cc	2.05"/1.60"	ED61609*	ED61629*

Note: When bolting on to 289/302 engines using 7/16" bolts, use stepped head bolt washer kit ED9680.



Performer RPM Ford

Designed for non-emissions 289, 302, and 351-Windsor Ford engines. Maximum performance in the 1500-6500 rpm range for high performance street. 1.90" intake valves are for use with stock pistons. High-flow 2.02" intake valves are for use with pistons notched for valve clearance

PERFORMER RPM WITH 1.90" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	1.90"/1.60"	ED60229*

PERFORMER RPM WITH 2.02" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	2.02"/1.60"	ED60259*



E-Street S/B Ford

E-Street cylinder heads are an all new line of Edelbrock heads designed for entry-level street performance engines, ideal for operating in the idle to 5,500 rpm range. Every E-Street is assembled with manganese bronze valve guides, powder metal interlocking valve seats, stainless steel one-piece valves with hardened tips, 1.25" diameter valve springs, 3/8" screw-in studs and guide plates.

- Made in the USA
- Entry level street performance upgrade
- A356 aluminum treated to T-6 spec
- Larger than stock intake and exhaust ports for increased power
- Modern combustion chamber design for improved efficiency
- Helix-coil threaded inserts in the rocker stud
- Hardened valve spring cups for wear protection

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	1.90"/1.60"	ED5023
60cc	170cc	2.02"/1.60"	ED5025
60cc	205cc	2.08"/1.60"	ED5027
60cc	205cc	2.08"/1.60"	ED5028

(ED5028 uses Hyd Roller cam)



RPM Xtreme S/B Ford

The RPM Xtreme for small-block Ford is an all new design that is CNC ported where it counts to achieve optimal air-flow for maximum horsepower and torque in high performance street and light duty racing applications. The RPM Xtreme is treated to a fully CNC ported 59cc combustion chamber, and then CNC ported in the bowl area for a smooth transition into the valve seat. The intake runner entries and exhaust runner exits are partially CNC ported for improved air-flow.

- Made in the USA
- Lightweight 8mm valves & titanium retainers
- Conical valve springs
- 18° valve angle for maximum performance
- CNC combustion chambers
- Partially CNC ported

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
59cc	202cc	2.02"/1.57"	N/A	ED51259

Victor Ford

Designed for ultra high-performance and large displacement small-block Fords (high rpm 302s to 351 and larger Windsors) Extended intake flange works with Victor Series manifolds using end-seal spacers #7726. 240cc intake ports are raised .375" and measure 2.10" tall by 1.16" wide as-cast

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)
47cc	240cc	2.125"/1.625"(B)	ED77219*

End Seal Spacers (1 pair, required for Victor Ford cylinder heads) ED7726. Note: These heads have not been port-matched or bowl-blended and require professional head preparation.



Edelbrock/Glidden Victor CNC

Designed in conjunction with Billy Glidden, the combination of altered valve locations and Glidden chamber design produces maximum power in ultra high-performance S/B Fords. Fully CNC-ported by Chapman Racing. Capable of over 750 hp from 360-inches out of the box. Exhaust ports raised .630" for a straighter exit, require Edelbrock header flanges ED7722. Legal for NMRA Hot Street, Super Street Outlaw and Pro 5.0 classes

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
61cc	280cc	2.15"/1.56"(B)	ED61099*	N/A

VICTOR GLIDDEN AS-CAST

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
61cc	N/A	2.15"/1.56"(B)	ED77099*	N/A

End Seal Spacers (1 pair, required for Edelbrock/Glidden Victor CNC cylinder heads) ED7726. Note: Victor Edelbrock/Glidden As-Cast #77099 has no CNC-porting for custom applications.



Victor Jr. Ford

500+ hp potential out-of-the-box using stock valve train geometry. High-flowing 210cc intake ports and .130" raised 75cc exhaust ports. Available with 60cc or 70cc combustion chambers 70cc combustion chambers are ideal for turbocharged and supercharged applications CNC gasket-matched port entries/exits with blended valve bowls. Spark plug holes and valves are in the stock location. Valve cover rail raised .150". A relief in the head allows most roller lifters to be changed without removing heads

VICTOR JR. (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"(B)	ED77169*	N/A VICTOR JR. WITH VALVES ONLY

JR. WITH VALVES ONLY

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77179*

VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS(A)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77189*

VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77199*

VICTOR JR. 70CC (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	210cc	2.05"/1.60"(B)	ED77389*	N/A

VICTOR JR. 70CC MACHINED FOR FEL-PRO® LOC WIRE™ GASKET (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	210cc	2.05"/1.60"(B)	ED77399*	N/A

Note: (A) Check cam manufacturer's specs for compatibility with valve springs. (B) Recommended valve sizes.



PERFORMER RPM CLEVOR (190cc Intake Ports)

• Direct bolt-on for Windsor blocks including the 351W and 289-302, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines

• Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration • Match with Edelbrock Performer RPM E-Boss manifolds for optimum performance

PERFORMER RPM CLEVOR FOR FORD 289-351W BLOCKS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	190cc	2.05"/1.60"	ED61689	ED61699



PERFORMER RPM CLEVOR

Direct bolt-on for Windsor blocks including the 351W and 289-302, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines.

Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	190cc	2.05"/1.60"	ED61699

Note: Use intake gasket ED7265

FORD BIG BLOCK FE, 429/460

Performer RPM FE

Direct bolt-on heads for 1961-76 390-427-428 Fords 428 Cobra Jet-sized valves promote excellent flow for streetable power. ED60089 can be machined to accept 2.19" intake and 1.73" exhaust valves

PERFORMER RPM FE FOR 390-428 COBRA JET

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
72cc	-	-	ED60069*

Performer RPM FE for 427 Low-Riser/Medium-Riser

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
76cc	-	-	ED60079*

ROCKER SHAFT STUD KIT for all Edelbrock FE Cylinder Heads #6009

Note: 76cc heads have vertical bolt pattern only. 390 GT exhaust manifolds will not fit. See Cylinder Heads Specs for information. Rocker Shaft Stud Kit #6009 provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.

Performer RPM 460

Designed for 1968-87 429/460 Fords. Ideal for high-performance street, drag racing and marine applications. Over 500+ hp at 6500 rpm (+30 hp more than ported factory heads) and 525+ ft/lbs. of torque at 4500 rpm with the Performer RPM Total Power Package

Intake ports can be opened up to match Victor manifolds ED2965 and ED2966

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
95cc	292cc	2.19"/1.76"	ED60689*	ED60669*

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	292cc	2.19"/1.76"	ED60699*	ED60679*

Note: Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components. Requires the use of 3/8" diameter pushrods.



Performer RPM & Victor Jr. 460 CJ Cylinder Heads

Designed for 1968-87 429/460 Fords and the SVO 514

Machined profile Cobra Jet style intake port entries Victor Jr. heads are sold complete with titanium retainers and high-quality valve springs suitable for use with solid roller camshafts Match with Edelbrock Victor Series manifolds #2965 and #2966 for maximum power

PERFORMER RPM 460 CJ

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	310cc	2.19"/1.76"	ED61659*	ED61649*

VICTOR JR 460 CJ

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	310cc	2.19"/1.76"	N/A	ED61669*

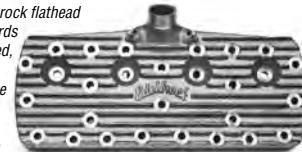


FORD FLATHEAD CYLINDER HEADS

Original design Edelbrock flathead cylinder heads for Fords and Mercurys. Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics. Made of A356 aluminum and T-6 tempered. 8.0:1 compression ratio on blocks with a 3/16" base relief (stock bore and stroke). Compression ratio increase is approximately 3/10 of a percent with each 1/8" stroke.

FORD FLATHEAD Pair of heads

ED1115	1949-53 FORD-MERCURY 24-STUD
ED1125	1948 & EARLIER FORD-MERCURY 24-STUD



HIGH LIFT/LARGE CHAMBER FORD FLATHEADS

• For late model (1949-1953)

8BA Ford Flatheads

• Features a new

"raised roof"

combustion

chamber design

that is CNC

machined from

our popular #1115 Flathead castings

• Supports high lift cams, and is perfect for reducing compression in supercharger applications or for those wanting to run on low octane fuel • Increased valve clearance and increased flow for more power

FORD FLATHEAD (74cc combustion chambers) Pair of heads

HIGH LIFT/LARGE CHAMBER 1949-53 FORD-

MERCURY 24-STUD CYLINDER HEADS

Notes: Flathead head copper gaskets for 1949-53 use Fel-Pro®

#1055 (right) and Fel-Pro® #1056 (left).



BLOCK LETTER LOGO FLATHEADS

• For early model (1938-1948)

Ford Flatheads

• Reproduction

of the original

Edelbrock

block letter

logo flathead

heads

• Same

features and

specs as our popular #1125 Flathead heads

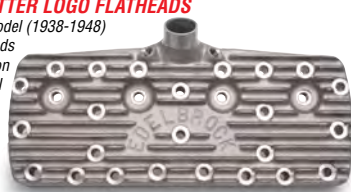
FORD FLATHEAD (65cc combustion chambers) Pair of heads

BLOCK LETTER LOGO 1938-48

FORD-MERCURY 24-STUD CYLINDER HEADS

Notes: Flathead head copper gaskets for 1939-48 use Victor #3036;

for 1939-48 use Fel-Pro® #7548.



PONTIAC Performer and Performer RPM Pontiac



Designed for 1965-79 389-455 c.i.d. Pontiac engines
Patterned after the 1969-70 Ram Air IV Pontiac cylinder head
#60579 heads are 50-state street legal for 1965-79 vehicles
87cc combustion chambers are designed to maximize performance
with low-octane fuel and streetable compression ratios such as 9.5:1
72cc version is for higher compression engines

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
87cc	215cc	2.11"/1.66"	ED60569	ED60579

HOLDEN VN-VT EFI HEAD Performer RPM 304-308-355-383

Performer RPM Holden VN-VT V8 heads are perfect for street performance, daily drivers, street rods and muscle cars where seat-of-the-pants performance is needed. These heads deliver great throttle response and power from 1500 to 6500 rpm. These heads feature the highest quality intake and exhaust valves and valve springs. ED61385 has 138 lbs. on the seat at 1.800" installed height and at 0.600" lift produces 326 lbs. Coil bind occurs at 0.660" lift, ED61389 has 120 lbs. on the seat at 1.800" installed height and at 0.550" lift produces 311 lbs. Coil bind occurs at 0.650" lift

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
62cc	195cc	2.02"/1.60"	ED61385
138lbs @ 1.880"			
62cc	195cc	2.02"/1.60"	ED61389
120lbs @ 1.880"			



HOLDEN 308 HI-PORT ALLOY HEADS

These Bennett ABH 308-3 Hi-Port heads offer unbelievable horsepower potential right out of the box. Airflow has been dramatically increased by raising the intake ports .600" yet they fit all production style pre-EFI intake manifolds with intake spacers for the manifold end seals.

- Cast from 356-T6 Aluminium
- 56cc Combustion chambers
- 1.940" & 1.600" Valves
- Inlet Ports raised .600"
- Accepts all Pre-EFI manifolds

Description
Bare Heads with Semi-Finished Inserts
Assembled Heads with As Cast Ports

Part No.
YTABH308-3
YTABHA308-3

HOLDEN 304 EFI STYLE ALLOY HEADS

These Yella Terra VN style aluminium cylinder heads are the first choice among serious engine builders seeking maximum power from any Holden V8 engine. They are a direct replacement for all VN-on Holden 304 engines and can be adapted to early 308 engines when used with VN style intake manifolds, exhaust headers and camshafts.

- Cast from 356-T6 Aluminium
- 59cc Combustion chambers
- 2.02" & 1.600" Valves
- Fits Early & Late Holden V8

Description
Bare Heads with Semi-Finished Inserts
Bare Heads with Injector Notches
Assembled Heads with As Cast Ports
Assembled Heads with Injector Notches

Part No.
YTABH5000-9
YTABH5000-9EFI
YTABHA5000-9
YTABHA5000-9EFI

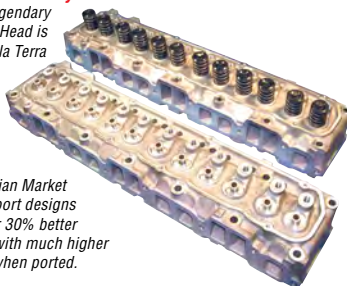
New Holden 6 Alloy Head

Yella Terra Legendary Alloy 12 Port Head is Back. The Yella Terra Alloy 12 port Head to suit the Holden Straight 6 has been reintroduced in the Australian Market with revised port designs that flow over 30% better than factory with much higher flow figures when ported.

- Excellent Flow Figures, 240 HP potential out of the box
- Average of .250" port wall thickness for custom porting
- Over 60% lighter than factory iron heads
- Flow Over 30% better than standard heads
- Both Standard Compression and Turbo Versions

Description
Standard Head, 56cc Chambers - Bare
Standard Head, 56cc Chambers - Complete
Turbo Head, 70cc Chambers - Bare
Turbo Head, 70cc Chambers - Complete

Part No.
YTACH 33L28
YTACHA 33L28
YTACH 33C25
YTACHA 33C25



MANIFOLDS



ATOMIC AIRFORCE MANIFOLD

When you're serious about power for your LS engine, call in the AirForce! The all-new MSD Atomic AirForce intake manifold delivers improved airflow and distribution to improve the performance of stock and modified engines. The unique bell-mouthed runner entrances maximize airflow and minimize shrouding - all while optimizing the available plenum volume for an unobstructed flow path over opposing runners. The polymer molded 2-piece design allows for easy access to the runners for porting.

Atomic AirForce accepts an OEM or 103mm throttle body as well as stock or aftermarket fuel rails* including MSD's Atomic LS EFI system. The intake bolts on and is supplied with new gaskets and hardware for a direct bolt-on package.

Description
LT1 Atomic Air Force Manifold (2004-15)
LS7 7.0L Atomic Air Force Manifold
LS2 6.0L Atomic Air Force Manifold

Part No
MSD2700
MSD2701
MSD2702

THROTTLE BODY ADAPTER
Converts atomic air force manifold
4-bolt throttle body to 3-bolt
throttle body
MSD2709



LS1, LS2 & LS6

CAR INTAKE MANIFOLD

Constructed from the same advanced polymer material as the LSX™ 92mm Intake Manifold, the LSXR™ offers a host of benefits over aluminium aftermarket intakes, including lighter weight, increased strength and improved heat dissipating characteristics. While the LSXR™ features a 102mm air inlet that is perfectly suited to the FAST™ Big Mouth 102mm Throttle Body™, it can also be used with stock or aftermarket 90mm or 92mm throttle bodies. Other features include integrated nitrous bungs and perfect bolt-on fitment that allows the use of factory accessories without modification or clearance concerns.

FAST146302



FAST LSX 92mm

Intake For LS1, LS2, LS6 In Black

The patented LSX™ 92mm Black Intake Manifold from FAST™ is the only three-piece Gen III (cathedral port) composite manifold proven to deliver increased performance without compromising bottom-end drivability or high RPM power. For both street and racing applications, the new black intake manifold is an easy bolt-on installation for GM Gen III (LS1, -2 & -6) engines and is designed to work with the FAST™ Big Mouth 92mm Throttle Body™. The new FAST™ LSX™ 92mm Black Intake Manifold maintains the performance gains achieved over stock intake manifolds with no loss in drivability or low RPM torque. It can be ported by the customer for even more flow. As requested by previous LSX™ customers, the intake features the added benefits of corrosion-free stainless steel assembly bolts, an improved throttle body sealing flange and o-ring gasket and threaded insert throttle body mounts that provide increased durability.

Features & Benefits:

"Black" Gen III intake manifold with 92mm throttle body intake opening & added refinements
Incorporates high-quality polymer materials, which resist "heat sink" effect of aluminum

Maximizes potential of other popular engine performance upgrades such as cylinder heads
Part No: FAST 54039B



LSXR 102mm Intake Manifold - L92, LS3, LS7

FAST engineers teamed up with airflow specialists at RHS to develop a polymer intake manifold for rectangular port L92/LS3/LS7 engines. Using a stock LS3 engine with a Big Mouth 102mm Throttle Body produced gains of 30+ horsepower and 25+ ft/lbs of torque at the flywheel over the stock intake. The LSXR 102mm Intake Manifold features a three-piece modular design that allows easy disassembly and porting. Extensive testing led to a runner design that is longer and less restrictive and gives the user the ability to remove individual runners from the manifold for modification.

Description
LSXR 102mm Intake Manifold - L92/LS3 Car
LSXR 102mm Intake Manifold - LS7
Big Mouth 102mm Throttle Body
Big Mouth 102mm Throttle Body w/ TPS
Throttle Position Sensor

Part No
FAST146102
FAST146202
FAST54102
FAST54103
FAST54020



LSXR 102mm LS3, L99 & L76

BLACK INTAKE MANIFOLD

Constructed from the same advanced polymer material as the original FAST LSX 92mm Intake Manifold, the LSXR offers a host of benefits over aluminium aftermarket intakes, including lighter weight, increased strength and improved heat dissipating characteristics. While the LSXR features a 102mm air inlet that is perfectly suited to the FAST Big Mouth 102mm Throttle Body. Other features include integrated nitrous bungs and perfect bolt-on fitment that allows the use of factory accessories without modification or clearance concerns.

FAST146102B



LSXRT™ 102MM MANIFOLD

Designed specifically for GM 4.8/5.3/6.0L cathedral port truck engines and cathedral port LS1, -2, -6 race applications where hood clearance is not a concern, the FAST™ LSXRT™ 102mm Intake Manifold follows the path chartered by the original FAST™ LSX™ Gen III Intake by featuring a modular design that allows for easy porting and disassembly and a runner design that yields an incredible 25 peak horsepower gain over the stock intake, on a stock 6.0L engine with a Big Mouth 102mm Throttle Body™. And similar to the LSXR™ 102mm Intake Manifold for cars, the LSXRT™ features the ability to remove individual runners for modification.

FAST146602

LSX High Flow

Billet Fuel Rails

The FAST High Flow Billet Fuel Rails feature a larger internal diameter that dampens the pulses and provides increased fuel volume, ensuring that your injectors never run dry. In addition, they yield better fuel distribution and ultimately greater horsepower. Featuring high strength billet, lightweight, red anodized aluminium construction, FAST LS1 fuel rails deliver performance in addition to a show car quality appearance. The FAST fuel rails are available in a component-matched kit, including black anodized #8 fittings and "super seal" o-rings or the fuel rails may be ordered without the hardware.

Description
LS1 Fuel Rail Kit w/ Fittings & Hardware
LS1 Fuel Rails w/o Fittings
LS2 Fuel Rail/Injector Adapter Kit
Fuel Line Conversion Kit ('98-'02 LS1 F-Bodies)
Fits LS1/LS6 Fast LSX Intake Manifold

Part No.
FAST54023
FAST54023HDW
FAST54026
FAST54028-KIT
FAST146035-KIT



LS1-LS2-LS6 Intake Port O-Rings

Rubber O-Ring style intake port gaskets for Chev & Holden LS1, LS2 and LS6 engines. Sold in sets of 8.

LS1-LS2-LS6 Intake Port O-Rings

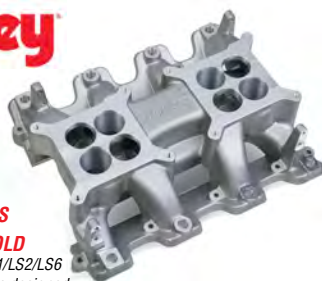
WI840200

LS1-LS2-LS6 DUAL PLANE MID-RISE EFI LS INTAKE MANIFOLD

- The Holley GM LS1/LS2/LS6 2x4V dual-plane was designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am and at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle-car era!
- The dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. The LS engine architecture does not utilize an intake mounted water neck or distributor so it's perfect for two Holley carburetors and this intake manifold design takes full advantage of that opportunity.
- Carbureted and EFI versions available
- Power band from 1500-7000 rpm
- Appropriate for any street/performance, muscle car, or street rod enthusiast
- Cast aluminum construction
- Intended for use on all GM LS Gen III engines equipped with LS1/LS2 style cathedral port cylinder heads
- Carb Flange Center-To-Center: 8-5/8"

Description
LS1-LS2 Cathedral Port EFI Manifold

Part No.
H0300-121



LS3/L92 & LS1/LS2/LS6 CARBURETTOR MID-RISE DUAL PLANE MANIFOLD

- Got an LS engine to get running? Nothing is easier than bolting on a carburetor. Holley's dual plane carbureted intake for GM's LS engines will help you get on the streets quick! Its dual plane design makes it perfect for low end torque, yet it still pulls all the way to 6,500 RPM! Our O-ring cylinder head mounting flange gaskets provide an OEM style seal and make installation a snap. Bolt one on today!
- 1500-6500 RPM power band
 - 4150 square bore carb mounting flange
 - Optimized runner layout and constant cross sectional area provide a broad torque curve
 - Minimum carb flange height means it fits in vehicles with minimal or no hood modifications
 - Great for carbureted or throttle body EFI street applications
 - Cast aluminum construction and efficient casting design for light weight, consistent wall thicknesses and improved casting quality
 - Weights 14.56 lbs.
 - Height (front) - 5.07" from front lifter valley cover to carb mounting flange
 - Height (rear) - 6.14" from rear lifter valley cover to carb mounting flange
 - Port size - 2.72" height x 1" wide LS1/LS2/LS6
 - Port size - 2.454" height x 1.09" wide LS3/L92
 - Mounting flange gasket type - O-ring
 - Includes Viton O-rings - Viton is a registered trademark of DuPont Performance Elastomers

Description		Part No
LS3/L92	Holley Mid-Rise Intake	H0300-129
LS1/LS2/LS6	Holley Mid-Rise Intake	H0300-130



LS3-L92 LS MODULAR "HI-RAM" CARBURETED & EFI MANIFOLD

- The Holley GM LS3/L92 Modular Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- Height (Carbureted or EFI, 2x4V Top Mount & Blank) - 11.08" to the lifter valley cover flange on engine block.
 - Base Plenum Top Mounting Flange Height - 8.42" to the lifter valley cover flange on engine block.
 - Port Size - 2.49" Height x 1.21" Wide
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²

Description
LS3-L92 2X4 4150 Carburettor Hi-Ram Manifold
LS3-L92 2X4 4150 EFI Hi-Ram Manifold
With Fuel Rails

Part No.
H0300-113
H0300-115



LS3/L92 EFI MANIFOLD MID-RISE DUAL PLANE

- The Holley GM 2x4 dual plane manifold is designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle car era!
- Power band from 1500-7000rpm
 - Perfect for any street/performance, muscle car or street rod enthusiast
 - Cast aluminum construction
 - Fits all GM LS Gen III or Gen IV engines equipped with LS3/L92 style rectangular port cylinder heads.
 - Dual plane design for equal distribution and great mid-range torque without compromising top-end power

Description	Part No
LS3/L92 EFI Manifold - 2x4 Mid-Rise Dual Plane	H0300-134
Fuel Rail Kit Suit H0300-134 Manifold	H0534-220



LS3/L92 & LS1/LS2/LS6 CARBURETTOR MID-RISE SINGLE PLANE MANIFOLD

- Carbureted Single plane intake manifold. Fits all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads & LS3/L92 style rectangular port heads.
- 2500-7000 RPM power band
 - 4150 Square bore flange (accepts up to 1.75" diameter throttle bores)
 - Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 2500-7000 RPM
 - Minimum carb flange height - fit in vehicles with minimum hood modifications
 - Cast aluminum construction - great manifold for centrifugal blower, turbocharged or NOS power adder applications
 - Efficient casting design - lightweight, consistent wall thicknesses, improved casting quality
 - Weight - 11.5 lbs.
 - Height (front) - 5.417" to the lifter valley cover flange at the engine block front flange
 - Port size - 2.659" height x .918" wide LS1/LS2/LS6
 - Port size - 2.50" height x 1.15" wide LS3/L92
 - Includes Viton O-ring intake to cylinder head gaskets - Viton is a registered trademark of DuPont Performance Elastomers

Description	Part No
LS3/L92 Holley Mid-Rise Intake	H0300-131
LS1/LS2/LS6 Holley Mid-Rise Intake	H0300-132



LS3/L92 & LS1/LS2/LS6 EFI 4BBL MID-RISE SINGLE PLANE MANIFOLD

- EFI 4bbl Single plane intake manifold. Fits all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads & LS3/L92 style rectangular port heads.
- 2500-7000 RPM power band
 - 4150 Square bore flange
 - Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 2500-7000 RPM
 - Minimum carb flange height - fit in vehicles with minimum hood modifications
 - Cast aluminum construction - great manifold for centrifugal blower, turbocharged or NOS mid power adder applications
 - Efficient casting design - lightweight, consistent wall thicknesses, improved casting quality
 - Weight - 11.5 lbs.
 - Height (front) - 5.417" to the lifter valley cover flange at the engine block front flange and bellhousing flange
 - Port size - 2.50" height x 1.15" wide LS1/LS2/LS6
 - Port size - 2.50" height x 1.15" wide LS3/L92
 - Includes Viton® O-ring intake to cylinder head gaskets - Viton® is a registered trademark of DuPont Performance Elastomers
 - This manifold will not work with factory fuel rails and requires the use of Holley Fuel Rail Kit 534-218

Description	Part No
LS3/L92 Holley Mid-Rise EFI 4bbl Intake	H0300-136
LS1/LS2/LS6 Holley Mid-Rise EFI 4bbl Intake	H0300-137
Fuel Rail Kit for H0300-136 Manifold	H0534-218



LS3/L92 CARBURETTED MANIFOLD MID-RISE DUAL PLANE

- The Holley GM 2x4 dual plane manifold is designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle car era!
- Power band from 1500-7000rpm
 - Perfect for any street/performance, muscle car or street rod enthusiast
 - Cast aluminium construction
 - Fits all GM LS Gen III or Gen IV engines equipped with LS3/L92 style rectangular port cylinder heads.
 - Dual plane design for equal distribution and great mid-range torque without compromising top-end power

Description	Part No
LS3/L92 Carburetted Manifold	H0300-133
2x4 Mid-Rise Dual Plane	

LS3/L92 DUAL CARBURETTOR HI-RAM INTAKE MANIFOLD

- The Holley GM LS3/L92 Modular Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- The base is designed to be modular in configuration to accept a wide range of carburetted and EFI tops and to be attractive to builders and fabricators as the foundation for custom induction systems.
 - Runner length and the tapered cross-section designed to perform well for a wide range of engine configurations
 - Cast aluminium construction.
 - Intended for use on N/A or forced induction engines in the 6.0 to 7.0+ liter range, max power at 7000-8000+RPM.
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Port Size - 2.49" Height x 1.21" Wide
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²
 - Base Plenum Top Mounting Flange Height - 8.42" to the lifter valley cover flange on engine block.
 - Height (Carburetted or EFI, 2x4V Top Mount & Blank) - 11.08" to the lifter valley cover flange on engine block.

Description	Part No
LS3/L92 Dual Carburettor 2 x 4500 cfm	H0300-112
Hi-Ram Intake Manifold	



LS3-L92 LS MODULAR "HI-RAM" CARBURETED & EFI BASE ONLY

- These parts should be used for the following applications: Racing/Performance/Street Rodder where
- hood restrictions are NOT a consideration.
 - Port Size - 2.49" Height x 1.21" Wide
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²

Description	Part No.
LS3-L92 Carburettor Hi-Ram Manifold Base	H0300-213
LS3-L92 EFI Hi-Ram Manifold Base With Fuel Rails	H0300-214

LS3-L92 LS MODULAR "HI-RAM" EFI MANIFOLD

The Holley GM LS3/L92 Modular

Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited.

Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!

- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Standard LS3 Molded O-Ring
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top to Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.50", As-Cast Runner Cross-Sectional Area – Tapered 4.25 in² to 2.77 in²

Description	Natural	Black Finish
LS3-L92 X1 102mm T/Body EFI Hi-Ram Manifold With Fuel Rails	H0300-117	H0300-117BK

LS1-LS2-LS6 LS MODULAR "HI-RAM" EFI MANIFOLD

The Holley GM LS1/LS2/LS6 Modular Hi-Ram Intake Manifold

is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS1/LS2/LS6 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!

- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Standard LS3 Molded O-Ring
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top to Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.58", As-Cast Runner Cross-Sectional Area – Tapered 4.25 in² to 2.53 in²

Description	Part No.
LS1-LS2-LS6 X1 92mm T/Body EFI Hi-Ram Manifold With Fuel Rails	H0300-122
LS1-LS2-LS6 X1 105mm T/Body EFI Hi-Ram Manifold With Fuel Rails	H0300-122BK

LS1-LS2-LS6 LS MODULAR MID-RISE EFI MANIFOLD

The Modular Mid-Rise intake utilizes the popular Holley LS1/LS2/LS6 cathedral port Mid-Rise 2 x 4 Intake Manifold along with a purpose built plenum base Adapter and a Holley 92MM EFI plenum top which converts it into a Mid-Rise EFI intake manifold. With a max overall height of only 10.44", the Mid-Rise Manifold is an excellent choice for street and performance street/strip applications with a powerband from 1,500-6,500 RPM and limited hood clearance. It's perfect for a blow-thru or turbocharged application.

- Provides great performance to 6500 rpm for street/strip performance applications while providing the look of a racing EFI intake manifold
- Unique modular design allows the combination of a traditional dual-plane layout with an EFI manifold plenum to produce great mid-range torque without compromising top end power
- Great for supercharged or turbocharged engines
- Power band from 1500-6500 rpm
- May require an aftermarket hood for some vehicle applications.
- Cast aluminum construction
- Intended for use on all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads (recalibration of the ECU may be required when using this intake manifold design with OE ECU).

Description	Part No.
LS1-LS2-LS6 X1 92mm T/Body EFI Mid Rise Manifold With Fuel Rails	H0300-126
LS1-LS2-LS6 X1 105mm T/Body EFI Mid Rise Manifold With Fuel Rails	H0300-127

LS3/L92 MODULAR MID-RISE EFI MANIFOLD

The Modular Mid-Rise intake utilizes the popular Holley LS3/L92 rectangle port Mid-Rise intake manifold along with a purpose built plenum base adapter and a Holley 105MM EFI plenum top which converts it into a Mid-Rise EFI intake manifold. With a max overall height of only 10.44", the Mid-Rise manifold is an excellent choice for street and performance street/strip applications with a powerband from 1,500-6,500 RPM and limited hood clearance. It's perfect for turbocharged, or naturally aspirated applications. This manifold is modular, and the plenum adapter (PN 300-231) will accept all of the popular Holley LS Hi-Ram plenum tops as a foundation for custom induction systems.

- 1500-6500RPM Power Band
- 105MM EFI Plenum
- Overall Height of 10.44 inches
- Mid-Rise manifold for excellent street/strip performance
- Fits GM LS3/L92 engines

Description	Part No.
LS3-L92 X1 105mm T/Body EFI Mid-Rise Manifold With Fuel Rails	H0300-128

LS1/LS2/LS6 SNIPER EFI FABRICATED HI-RAM INTAKE MANIFOLD

Holley is now offering budget friendly fabricated intake manifolds for LS, Small Block Chevy and Small Block Ford engines in carburetted and EFI versions!

- 3mm (1/8") thick T6061 Sheet Aluminium construction, more durable than competitive intakes
- 102mm bore Throttle Body Openings
- 100% TIG welded
- Available for EFI and Carburetted applications with custom Holley Sniper logo
- EFI Intakes include 3/8" Fuel rail kits (Sniper logo laser engraved)
- Runner lengths with tapered top on EFI intakes designed to increase velocity and more evenly distribute airflow to all 8 cylinders

Description	Part No
Hi-Ram Fabricated Intake Manifold LS1/LS2/LS6 102mm Throttle Body opening + Fuel Rail Kit - Black	H0820042



Aluminium Dual Plane Manifold

Non-EGR intake manifold for 1957-95 Chev Small Block engines. Includes special "angled plugs" to fit 1987-95 model engines with angled bolts.

Description	Part No.
Dual Plane SB Chev Manifold - Satin	RPCR1101
Dual Plane SB Chev Manifold - Polished	RPCR1102
Dual plane SBC manifold satin - square bore - 1955-86	RPCR1106
Dual plane SBC manifold vortec satin - square bore	RPCR1107
SBC Dual plane manifold vortec polished - square bore	RPCR1107POL
BBC Dual plane manifold satin finish	RPCR1108
Ford 302 Dual plane manifold polished finish polished	RPCR1109POL



BB FORD 429-460 BULLITT INTAKE MANIFOLD

AFR's BBF Bullitt Manifold is designed specifically to fit with our Bullitt Cylinder Heads. With improve port design and flow characteristics AFR's BBF Manifold allows you to get the most out of your Bullitt cylinder heads

Description	Part No
BB Ford 429-460 Single Plane Manifold, 4150 Carb	AFR4992
BB Ford 429-460 Single Plane Manifold, 4500 Carb	AFR4993
Intake Gaskets Suit Bullitt Manifolds	AFR6893



SBC Titan Manifolds

Launch into the future with AFR Titan SBC intake manifolds. Designed to fit and work well right out of the box, these remarkable composite intake manifolds provide a significant bump in power--15+ hp and torque! Plus, you gain the advantage of lighter weight and less tendency to heat soak--they're approximately 10 lbs. lighter and 30 degrees cooler than aluminium intakes! AFR's willingness to think outside the box has produced three Titan SBC models for carburetted applications. Their TXR manifold is their single-plane Race model, TXS is their single-plane strip model, and DPR is their dual-plane street/strip manifold. All feature AFR's innovative, modular 2-piece design, allowing you the unique ability to swap plenum spiders without spilling fluid or messing with your distributor. These intakes also feature cast-in nitrous bosses, dual distributor hold-downs, and rubber sealing gaskets for leak-free operation. For more power, more weight savings, and the advantage of AFR technology, invest in tomorrow's horsepower today with AFR Titan SBC intake manifolds.

AFR4801	AFR SBC Titan TRX Race Intake 5.5" CARBY HEIGHT
AFR4802	AFR SBC Titan XST street/strip intake 4.58" CARBY HEIGHT
AFR4804	AFR SBC Titan DPR street/strip Intake 4.72 CARBY HEIGHT



CHI MANIFOLDS

Working closely with some of the worlds finest engine builders has enabled us to design and manufacture manifolds that have the best horsepower and torque curves on the market today. This has been achieved through countless hours of testing and modifying a variety of different manifolds, which has helped us come up with a formula for optimising cross sectional area - velocity, and fuel atomisation characteristics. Manifolds are available to suit our 3V Cleveland cylinder heads on Cleveland and Windsor blocks (351 Windsor conversions, will require the use of our CHI water crossover - bypass housing)

FORD CLEVELAND (9.2" DECK)

CHI 185 Heads, Squarebore Carb	CHI-9.2-3V-185
CHI 208 Heads, Squarebore Carb	CHI-9.2-3V-208
CHI 218, 225 & 260, Squarebore Carb	CHI-9.2-3V-218
CHI 218, 225 & 260, Dominator Carb	CHI-9.2-3V-218D
Ford 4V Heads, Squarebore Carb	CHI-9.2-4V
Ford 4V Heads, Dominator Carb	CHI-9.2-4V-4500

FORD 302 WINDSOR (8.2" DECK)

CHI 185 Heads, Squarebore Carb	CHI-8.2-3V-185
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FORD 351 WINDSOR (9.5" DECK)

CHI 185 Heads, Squarebore Carb	CHI-9.5-3V-185
CHI 208 Heads, Squarebore Carb	CHI-9.5-3V-185
CHI 218, 225 & 260, Squarebore Carb	CHI-9.5-3V-218
CHI 218, 225 & 260, Dominator Carb	CHI-9.5-3V-218D

WATER CROSS OVER

Designed to simplify the installation of CHI and other Cleveland style cylinder heads to 351 Windsor Engines, the CHI water cross over provides a cross over point for the cylinder heads and houses the thermostat. With this innovative item you can build the ultimate 3V headed BOSS style Cleveland/Windsor hybrid engine.

Water Cross Over	CHI-WC302-351
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Edelbrock

Available in Four Finishes for the Look You Want, See Individual Manifold Listings for Part Numbers!

NEW ENDURASHINE™ FINISH

Bright silver chrome finish with powder coated durability. Resists discoloration from heat. Clear top coat enhances polished aluminium look for a great appearance. Three step Vacuum Metalizing Process: base coat, aluminium coat, and clear top coat to enhance abrasion and chemical resistance. Offers a bright, durable, maintenance-free polished aluminium look. 5-digit part numbers ending in "4" signify EnduraShine Finish

BLACK POWDERCOATED FINISH

Black powdercoated finish that features a finely textured surface which not only looks great but enhances durability too. 5-digit part numbers ending in "3" signify black powdercoated finish.

POLISHED FINISH

Buffed aluminium for a brilliant shine. Special order any manifold as polished. 5-digit part numbers ending in "1" signify polished finish

AS-CAST FINISH

Natural satin finish. The look of performance for decades.

BUICK

Buick/Rover 215 V8

PERFORMER ROVER

(idle-5500 rpm)

Designed for

Rover 3500cc

V8s (1968 & later)

and 1961-63 Buick and Oldsmobile aluminium 215 V8s. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

ED2198 Performer Rover (non-EGR)

Buick 400-455 V8

PERFORMER BUICK 455

(idle-5500 rpm)

Designed for street

400-430-455 c.i.d. Buick

V8s. #2146 is stock

replacement/street legal part for 400, 430 and 455 V8s; 1967-71; except stock equipped EGR. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

ED2146 Performer Buick 455 (non-EGR)

Buick 400-455 V8

BUICK B-4B

(idle-5500 rpm)

Back by popular demand,

#2515 is a

resurrection of the popular

B-4B manifold made in the

late 1960s for street 400-430

-455 c.i.d. Buick V8s. The only

change to the original design is the addition of our proven Performer-style carb pad that accepts either square-bore or spread-bore carbs, making this manifold an excellent choice for both restoration and performance-minded Buick fans.

ED2515 Buick B-4B Manifold (non-EGR)

CADILLAC

Cadillac 472-500 V8

PERFORMER CADILLAC

(idle-5500 rpm)

This Performer is

designed for 1968-76

Cadillac 472 and 500

cubic-inch engines. For

either square- or spread-

-bore carbs, #2115 is the

first intake designed specifically for high-performance Cadillacs using standard heads. Like all Edelbrock Performers, this manifold increases torque and horsepower from idle to 5500 rpm. The broad power band is ideal for high-performance street and engine swap applications. Specs on this non-EGR manifold include a carb pad height that's 3" taller than stock. Dropped divider wall evens air/fuel ratio throughout the rpm range. Stock air conditioning compressor will not fit.

ED2115 Performer Cadillac (non-EGR)

CHEVROLET SMALL BLOCK

Chevrolet 90° V6

PERFORMER 90° V6

(idle-5500 rpm)

Designed for street 1985-95

200-229-262 c.i.d. (3.8 and

4.3L) Chevy V6s. Will not

accept stock automotive carbs

or 262 T.B.I. unit. Dual bolt

pattern waterneck fits both automotive and marine applications. Produced 18 more horsepower than an older manifold design on 4.3L marine engine.

ED2111 Performer 90° V6 (non-EGR)

ED3785 Performer 60° V6 2.8L

Chevrolet 262-400

Small-Block V8

PERFORMER EPS (idle-5500

rpm)

Designed for 1986 and

earlier 262-400 cubic-inch

Chevys, the Performer

EPS dual-plane manifold is

optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. This small-block Chevy manifold has a runner design that's "tuned" for peak torque around 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. Dyno tests showed gains of 5 hp and 9 ft/lbs of torque over the Edelbrock Performer manifold #2101 on a 350 Chevy.

ED2701 Performer EPS (non-EGR)

ED27014 Performer EPS with EnduraShine finish (non-EGR)

ED27034 Performer EPS and Oil Fill Tube with

EnduraShine finish (non-EGR)

PERFORMER EPS VORTEC (idle-5500 rpm)

Available for small-block

Chevys with Vortec or Edelbrock

E-Tec cylinder heads, the

Performer EPS dual-plane

manifold is optimized to

deliver superior performance.

The runner design is "tuned"

for peak torque around 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. Dyno tests showed gains averaging 5+ ft/lbs. of torque from 3000 to 4500 rpm for more performance where you need it most. Match with a dependable Edelbrock square-bore carburetor for maximum performance gains. Will not fit under stock Corvette hood.

ED2716 Performer EPS Vortec (non-EGR)

ED27164 Performer EPS Vortec with

EnduraShine finish (non-EGR)

PERFORMER VORTEC

(idle-5500 rpm)

Based on the popular and powerful Edelbrock #2101, this dual-plane intake is designed for the street rod, industrial and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the new Edelbrock E-Tec aluminium heads. Manifold has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. No provision for exhaust heated chokes. Accepts both square-bore and spread-bore carbs and late model waterneck, alternator, HEI and air conditioning brackets. Will not fit under stock Corvette hood. Available with standard finish, polished or with new EnduraShine or PermaStar finish for a look you've got to see to believe, see Optional Finishes. For high performance engines operating from 1500-6500 rpm, see the Performer RPM Vortec manifold.

ED2116 Performer Vortec (non-EGR)

ED21164 Performer Vortec with EnduraShine Finish

(non-EGR)

ED21163 Performer Vortec Black (non-EGR)

PERFORMER - '86 & EARLIER

(idle-5500 rpm)

Designed for street 1955-86

262-400 c.i.d. small-block Chevys.

Performers accept late-model

choke, waterneck,

air-conditioning, alternator

and H.E.I. Has provisions to add oil fill tube. Not for 1987 and

later cast iron or Chevy Bowtie heads. Will fit 1987 and later stock aluminium heads. Available with standard finish or polished.

ED2101 Performer (non-EGR)

ED21011 Polished Performer #2101 (non-EGR)

PERFORMER - FOR 1987-95

CAST IRON CYLINDER

HEADS (idle-5500 rpm)

Designed for street 262-

400 c.i.d. Chevy V8s that

have heads with canted

center bolt holes.

Both accept late-model waterneck, air-conditioning, alternator, H.E.I. and have rear water crossovers. #2104 accepts exhaust-heated chokes. For 1987-95 stock aluminium heads use #2101. Will not fit Chevrolet Bowtie or LT1 heads.

ED2104 Performer (non-EGR)

PERFORMER AIR-GAP

(idle-5500 rpm)

Designed for 1955-86

262-400 c.i.d. small-block

Chevys, the Performer

Air-Gap features the

air-gap design for the

ultimate street performance in the idle to 5500 rpm range. This design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. High-velocity runners deliver excellent throttle response throughout the power band. The great looks of the Performer Air-Gap along with the solid idle to 5500 rpm performance makes this an ideal choice for street rods and street machines. Performer Air-Gap #2604 is for 1987-95 cast iron heads with canted center bolt holes. No provision for exhaust heated chokes or exhaust crossover. Fits spread-bore or square-bore carburetors.

Available with standard finish or polished.

ED2601 Performer Air-Gap (non-EGR)

ED26011 Polished Performer Air-Gap (non-EGR)

ED2604 Performer Air-Gap for 1987-95 cast iron heads (non-EGR)

PERFORMER RPM

(1500-6500 rpm)

Designed for 1955-86 262-

400 c.i.d. Chevy V8s for

maximum power and a

broad torque curve for

high-performance

street/marine. Provides power like a single-plane and throttle

response like a dual-plane. Has provisions to add oil fill tube. No

provisions for exhaust heated or stock-style choke. Accepts

late-model waterneck, air-conditioning, alternator and H.E.I. Will

fit cast iron Chevrolet Bowtie heads, but will not fit 1987 and later

cast iron heads. Will not fit under stock Corvette hood.

ED71013 Performer RPM (black)

ED71011 Polished Performer RPM (non-EGR)

ED71014 Performer RPM with EnduraShine Finish (non-EGR)

PERFORMER RPM Q-JET

(1500-6500 rpm)

Designed for 1955-86

262-400 c.i.d. Chevy

V8s for spread-bore

(Q-Jet) or square-

bore carbs. Delivers

maximum power and a broad torque curve for high-performance

street. Carb pad will accept square-bore carbs without adapters.

Performer RPM Q-Jet has same provisions as #7101 (see above).

ED7104 Performer RPM Q-Jet (non-EGR)

PERFORMER RPM VORTEC

(1500-6500 rpm)

This single four-barrel

intake is designed for the

street rod, marine and

engine swap market

utilizing 262-400 c.i.d.

Chevy V8s with 1996

and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminium

heads. An external water bypass boss is machined into the front of

the water crossover for use on 1996 and later Vortec production

engines. Manifold accepts square-bore carbs only.

ED7116 Performer RPM Vortec

ED71163 Performer RPM Vortec black

ED71164 Performer RPM Vortec w/ EnduraShine finish

RPM AIR-GAP (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d.

Chevrolet V8s, the award-

winning RPM

Includes rear water

outlets, two distributor

clamp locations and

nitrous bosses. Accepts

all 1976 and later

alternator and A/C brackets

for the street. The heater outlet boss is angled for proper fit over the

valve cover. The temp sensor boss clears all waternecks. For square-

bore carburetors only. No provision for exhaust-heated chokes and

no exhaust crossover. Not for 1987 and later cast iron heads and will

not fit under stock Corvette hood.

ED7501 RPM Air-Gap (non-EGR)

ED75013 RPM Air-Gap NASCAR Edition (non-EGR)(Black Finish)

ED75014 RPM Air-Gap with EnduraShine Finish (non-EGR)

TORKER II (2500-6500 rpm)

Designed for 1955-86 high-

performance street 262-400 c.i.d.

small-block Chevys. Accepts

late-model waterneck, air-

conditioning, alternator and

H.E.I. Will fit Corvette and '87 and

later stock heads. Will not fit '87 and later cast iron heads and will not

cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy

vehicles (trucks, vans etc.); use Performer EPS #2701.

ED 5001 Torker II (non-EGR)

RPM AIR-GAP VORTEC

(1500-6500 rpm)

This single

four-barrel intake is

designed for

262-400 c.i.d. Chevy

V8s with 1996 and

later Vortec (L31) cast iron or the new Edelbrock E-Tec aluminium

heads. An external water bypass boss is machined into the front of

the water crossover for use on 1996 and later Vortec

production engines. Includes rear water outlets, nitrous bosses,

a temp sensor boss that clears all waternecks, two distributor

clamp locations and a heater outlet boss that's angled for proper

fit over the valve cover. Accepts 1976 and later alternator and

air-conditioning brackets for street installations. For square-bore

carbs. No provision for exhaust-heated chokes and no exhaust

crossover. Will not fit under stock Corvette hood. Available with

standard finish, polished or with PermaStar or new EnduraShine

finish for a look you've got to see to believe, see Optional Finishes.

ED7516 RPM Air-Gap Vortec (non-EGR)

ED75163 RPM Air-Gap Vortec black

ED75164 RPM Air-Gap Vortec with EnduraShine finish (non-EGR)

RPM AIR-GAP DUAL-QUAD (1500-6500 rpm)

Designed for 1955-86 S/B

Chevys, this intake stands

1-5/8" taller than the low-

profile C-26 intake and offers

performance improvements

in the 1500-6500 rpm range.

The large runners

feature our unique Air-Gap design that separates the runners from

the hot engine valley for a cooler, denser charge. Also available as a

complete carb and manifold kit, see page 15. Will not fit under stock

Corvette hood.

ED7525 RPM Air-Gap Dual-Quad (non-EGR)

RPM AIR-GAP DUAL-QUAD VORTEC (1500-6500 rpm)

Designed for 262-400 c.i.d. S/B Chevys with 1996 and later Vortec cast iron or Edelbrock E-Tec heads, this intake stands 1-5/8" taller than the low-profile C-26 dual-quad intake and offers performance improvements in the 1500-6500 rpm range. The larger runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge.

ED75264 RPM Air-Gap Dual-Quad Vortec with EnduraShine™ finish (non-EGR)

C-26 DUAL-QUAD (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d. S/B Chevys, this dual-quad is low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. Stock alternator brackets do not fit. C-26 Dual-Quad manifold #5426 is designed for Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminium heads. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Carb center to carb center: 6-7/16". Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power.

ED5425 C-26 Manifold (non-EGR)
ED54251 Polished C-26 Manifold (non-EGR)

STREET TUNNEL RAM (3500-7500 rpm)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8s operating below 7500 rpm where low-end torque is not a prime factor. Great for engines with slightly modified heads. Applicable to street machines, street rods, pro street and marine. Will not fit 1987 and later cast iron heads. Use with Torker-Plus camshaft kit #5002 for low-end torque or Performer RPM camshaft kit #7102 for more top-end power.

ED7071 Throttle Linkage for sideways mounted carbs
ED6999 Gasket (included with base and top)

C-357-B THREE-DEUCE (idle-5500 rpm)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, this manifold has a balanced 180° firing order port runner arrangement. It contains an exhaust gas heat riser and offers excellent performance potential. Front oil filler tube boss included. Carb center-to-center: 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. ED5418 & ED5419 accept Oil Fill Tube and Breather ED4803

ED5419 C-357-B Manifold (non-EGR)
ED5418 C-357-B Manifold for 3-bolt Carbs (non-EGR)

TORKER II (2500-6500 rpm)

Designed for 1955-86 high-performance street 262-400 c.i.d. small-block Chevys. Manifold accepts late-model waterneck, air-conditioning, alternator and H.E.I. Will fit Corve. and 1987 and later stock aluminum heads. Will not fit 1987 and later cast iron heads and will not cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy vehicles (trucks, vans etc.); use Performer EPS #2701.

ED5001 Torker II (non-EGR)

HIGH-FLO T.P.I. SYSTEM - BASEPLATE & RUNNERS (idle-5500 rpm)

Designed for 1985-91 305/350 c.i.d. S/B Chevys with Tuned Port Injection. With stock heads, the High-Flo System makes an 18-20 hp gain over stock. Requires no changes to stock computer. #3890/#3892 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1985-88. #3891/#3893 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1989-92. Not for LT1 Corvettes.

ED3890 High-Flo T.P.I. System (1985-88 engines)
ED3891 High-Flo T.P.I. System (1989-92 engines)
ED3892 High-Flo T.P.I. System (1985-88 with aftermarket heads, includes #3861)
ED3893 High-Flo T.P.I. System (1989-92 with aftermarket heads, includes #3861)

VICTOR JR. (3500-8000 rpm)

For high-performance street to drag/circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low-profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1205.

ED2975 Victor Jr.
ED29751 Polished Victor Jr.
ED29754 Victor Jr. with EnduraShine Finish
ED2900 Victor Jr. Port Matched
ED2999 Victor Jr. Tall (1" taller)

VICTOR JR. HIGH-PORT (4000-8000 rpm)

Ideal for bracket race and 9:1 compression, 390 cfm carb oval track applications, this manifold provides excellent mid-range to top-end power for engines with raised-port 23" heads such as Pontiac #10045434, #10033867 and Chevrolet Raised Runner Bowtie heads #10051101. Runners have a 2.80 square-inch cross-section. Relief for center water outlets included.

ED2967 Victor Jr. High-Port

SUPER VICTOR CNC (3500-8000 rpm)

This special version of the Super Victor was developed for competition high rpm or large displacement small-blocks. It is CNC machined in all critical areas... plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. See Super Victor #2925 for application information.

ED2825 Super Victor CNC

SUPER VICTOR 4500 (ED2970 & ED2971)

Designed for small-block Chevys with 4500 Series carburetors and 23" heads, the Super Victor #2970 is for standard port locations and #2971 is for raised port heads. They have a large runner cross-sectional area (3.2 square inches) and highly efficient cloverleaf plenum design. In dyno tests on a 358-inch small-block, #2970 made 10 horsepower more than the best competitor's manifold!

ED2925 Super Victor for 23" Heads
ED29254 Super Victor for 23" Heads with EnduraShine Finish
ED2913 Super Victor for Vortec Heads
ED29135 Super Victor EFI for E-Tec/Vortec Heads
ED2970 Super Victor 4500 for 23" Heads

VICTOR HIGH-PORT (4500-8500 rpm)

Ideal for bracket race and high rpm circle track applications, this manifold is designed for raised-port 23" heads such as Pontiac ED10045434, ED10033867 and Chevrolet Raised Runner Bowtie heads ED10051101. The deep plenum design is beneficial for restrictor plate applications. Runners have a 3.0 square-inch cross-section. Relief for center water outlets included.

ED2968 Victor High-Port

VICTOR E (4500-8500 rpm)

Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to the small port heads used in NHRA Super Stock classes. 1" or 2" spacers can be used for performance tuning. The large plenum and runner volume of this manifold is also ideal for alcohol-fueled applications. Victor EFI also available with electronic fuel injector bosses, see Street & Competition EFI Manifolds.

ED2978 Victor E
ED29785 Victor EFI

VICTOR 18" 2.9 (5000-8500 rpm)

Designed for use on 9.5:1 compression engines with 390 cfm carbs and GM or Edelbrock 18" heads. Runners have a 2.9 square-inch cross-section. Manifold height from the end seal to the carb pad is 7.03". Victor 18" 2.9 Spider #2955 has the same plenum and runners as #2950 in a two-piece design. #2955 can be used with Edelbrock base plate #2992.

ED2950 Victor 18" 2.9
ED2955 Victor 18" 2.9 Spider
ED2992 Victor 18" Base (base of 2-piece manifold)

VICTOR 18" 3.2 (5000-8500 rpm)

The Victor 18" #2959 features intake runners with a large cross-section area of 3.2 square inches for max high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18" heads. This intake is a one-piece manifold with the same runner and plenum design as the two-piece #2958 Spider used in circle track applications. It is ideal for the Hav-A-Tampa Series, or for any racer desiring the performance of the #2958 in a one-piece manifold. The Spider is part of a two-piece design and can be used with Edelbrock base plate #2992.

ED2959 Victor 18" 3.2
ED2958 Victor 18" 3.2 Spider (top of 2-piece manifold)
ED2992 Victor 18" Base (base of 2-piece manifold)

VICTOR 18" HIGH-PORT (4500-8500 rpm)

Designed for engines using Edelbrock or GM 18" High-Port heads (#10134363 and #10134364), #2995 runners have a 2.85 square-inch cross-section. Features 1/2" female pipe bosses over rear water outlets to allow for customization of cooling system and dual distributor clamp locations for ease of timing adjustment.

ED2995 Victor 18" High-Torque

VICTOR RAM (6500-10,000 rpm)

This tunnel ram manifold for standard 23" S/B Chevy heads features include effective methods for the control of high velocity mixture flow, especially at engine speeds above 8500 rpm. Removable top mounts various carburetors. Suited to drag race engines operating at 6500-10,000 rpm and race boat engines above 7000 rpm. Does not fit raised port cylinder heads or 1987 and later cast iron heads.

ED7070 Victor Ram (base only)

TOP FOR VICTOR RAM (ED7070)

ED7073 Victor Ram - 2 standard-flange, sideways (top only)
ED7071 Throttle Linkage (sideways)
ED6988 Top Gasket (included with top)

GLIDDEN VICTOR SPIDER (5000-8500 rpm)

Intended for 375 c.i. and up high output drag race engines, this manifold was developed in conjunction with noted drag racer Billy Glidden and is specifically designed to complement the flow characteristics of fully ported 18" and 15" cylinder heads. It features a 4500 series carb flange, and the dividers are pulled back to increase plenum size and shorten the runners for improved high rpm performance. The runners are wider at the plenum, producing approximately 3.6 square inches area at the opening.

ED2858 Glidden Victor Spider-Type Manifold (for 15" & 18" heads)
ED2992 Victor 18" Base (base of 2-piece manifold)

VICTOR GLIDDEN 18" CHEVY (5000-8500 rpm)

Designed in conjunction with noted drag racer Billy Glidden, Victor Glidden #2859 is for all-out nitrous-assisted drag race applications. It features intake runners with a large cross-section area of 3.2 square-inches for maximum high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18" heads. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

ED2859 Victor Glidden (for 18" Chevy with 4500 Series carburetor)

PRO-FLO XT MANIFOLDS FOR S/B CHEVY, LS SERIES CHEVY, B/B CHEVY, B/B CHRYSLER & S/B FORD

The Pro-Flo XT intakes are engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque throughout the rpm range (1500-6500 rpm). A new front mount 90mm throttle body feeds the intake all the air it needs for maximum performance. Aesthetics were also a major consideration in the design, offering enthusiasts custom looks and choice of as-cast aluminum or black powder coated finish with contrast machining.

- Universal fuel injection intakes are designed for use with virtually any fuel injection system
- Fuel injector bosses are machined to properly position the fuel injector for optimum performance
- Matching fuel rail kits are offered to provide a complete bolt-on EFI intake package

For 262-400 Small-Block Chevy
Pro-Flo XT for 1986 & earlier S/B Chevy
Pro-Flo XT for S/B Chevy with
E-Tec/Vortec heads
Pro-Flo XT Fuel Rail Kit for S/B Chevy –
Compatible with Standard or Pico injectors

As-Cast
ED7137

ED7138

ED3627

For LS Series Chevy
25 hp gain over a stock LS6 manifold*
Pro-Flo XT for LS Series Gen III Chevy
Pro-Flo XT Fuel Rail Kit for LS Series Chevy –
Compatible with Standard or Pico injectors
Pro-Flo XT for LS2 Series Gen III Chevy

As-Cast
ED7139

ED3629

ED7140

For 396-502 Big-Block Chevy Oval Port
25 hp gain over a single plane EFI manifold*
Pro-Flo XT for B/B Chevy Oval Port
Pro-Flo XT Fuel Rail Kit for B/B Chevy –
Compatible with Standard or Pico injectors

As-Cast
ED7135

ED3657

For 440 Wedge Chrysler
20 hp gain over a single plane EFI manifold*
Pro-Flo XT for B/B Chrysler 440 Wedge
Pro-Flo XT Fuel Rail Kit for B/B Chrysler

As-Cast
ED7144

ED3644

For 289-302 Small-Block Ford
Pro-Flo XT for 289-302 S/B Ford
Pro-Flo XT Fuel Rail Kit for S/B Ford

As-Cast
ED7128

ED3621

Black
ED71373

ED71383

Black
ED71393

ED71403

Black
ED71353

ED71443

Black
ED71283

VICTOR JR. L76/L92 (3500-7500 rpm)

For LS Gen IV with L92 Cylinder Heads
Designed for Gen IV LS engines equipped with L92 cylinder heads, this manifold is for EFI or carburetted racing applications operating between 3500-7500 rpm and uses a standard square-bore carb flange that is compatible with both Edelbrock EFI intake elbows or four-barrel throttle bodies. EFI manifold ED28455 has additional bosses and machining that allow for the use of fuel injectors when combined with the ED3638 fuel rail kit (sold separately).

ED28457 Victor Jr. Gen IV carburetted manifold for L92 heads



VICTOR JR. LS1 (3500-7500 rpm)

For Chevrolet LS1 V8 Carburetted Applications. With an operating range of 3500-7500 rpm, this high-rise single plane intake is capable of supporting up to 600 hp. Like our Performer RPM LS1 intake, the Victor Jr. LS1 accepts a square bore carburetor and comes with an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. This module also offers a choice of several built-in timing curves, each tailored for engine displacement, cam profiles, and fuel grades. Includes a throttle bracket designed to work with 700R-4, 200R-4 and Turbo 350 transmissions. Most applications will require hood modification.

ED2908 Victor Jr. LS1 Carburetted Intake Manifold and Timing Control Module

ED29087 Victor Jr. LS1 Carburetted Intake Manifold ONLY

ED29085 Victor Jr. LS1 Competition EFI Intake Manifold ONLY

ED290876 Victor Jr. LS1 Carburetted Intake Manifold with rails



For Chevrolet LS1 V8 This powerful new manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L). It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 rpm. This manifold made 410 hp and 418 ft/lbs. of torque in dyno tests with our matching cam #2215 and Performer Series carb #1413. The Performer RPM LS1 includes a wiring harness and unique electronic Timing Control Module made by MSD® which works with OE sensors to fire the coil-on-plug ignition system and offers a choice of six timing curves.

ED7118 Performer RPM LS1 Manifold & Timing Control Module

ED71187 Performer RPM LS1 Manifold ONLY (non-EGR)

LS1/LS6 Valley Plate

This as cast aluminium plate is intended for use on 1997-2004 GM LS1/LS6 engines and similar GM Gen III engines that have been converted from EFI to carburetted set ups. The plate includes a breather boss that will need to be drilled and tapped by those retaining the stock LS6 breather configuration or for LS1 users looking to convert to a LS6 style. Note: will not work with LS2, LS7, LSX or any other GM GEN IV engines.

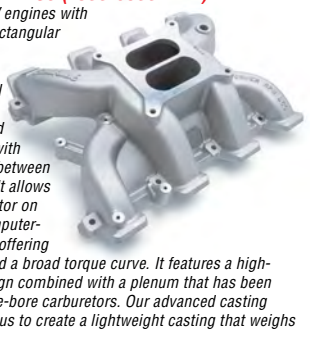
ED7788 LS SERIES VALLEY PLATE

PERFORMER RPM LS3 (1500-6500 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Performer RPM LS3 manifold is ideal for anybody looking to build a carburetted LS3 or LS2 engine with an operating range between 1,500 - 6,500 rpm. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve. It features a high-rise dual-plane design combined with a plenum that has been optimized for square-bore carburetors. Our advanced casting techniques allowed us to create a lightweight casting that weighs in at 14 lbs.

Performer RPM LS3 includes a provision for mounting an MSD Ignition Timing Control Module #6012, including passages for routing the coil wire harness, for a clean look. A special throttle and trans bracket that works with 700R-4, 200-4R and Turbo 350 transmissions is also included, making this an easy retro-fit into any muscle car, street rod or marine application.

ED71197 Performer RPM LS3 Intake Manifold Carburetted



SUPER VICTOR LS3 (3500-7500 RPM)

Designed for Gen IV LS engines equipped with LS3 cylinder heads, these new Super Victor intake manifolds are ideal for anyone building a 700+ HP carburetted or EFI large displacement racing engine operating between 3,500 - 7,500 rpm.

These new Super Victor intake manifolds are designed with 24% larger runners than our Victor Jr. #28457 along with a larger 4500 style plenum. The large plenum makes these intake manifolds ideal for nitrous and forced induction applications. They also feature tapered runners for increased flow at high rpm. Available with a 4150 or 4500 series carburetor flange. The Super Victor 4500 series manifolds can accommodate bores up to 2.25". Super Victor #28215 and #28265 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

ED2821 Carburetted Manifold for 4500 Series Carbs

ED28215 EFI Manifold for 4500 Style Throttle Bodies

ED2826 Carburetted Manifold for 4150 Series Carbs

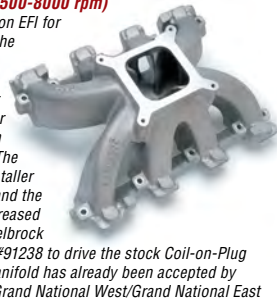
ED28265 EFI Manifold for 4150 Style Throttle Bodies

SUPER VICTOR LS1 (3500-8000 rpm)

Carburetted or Competition EFI for GM Gen III Building on the success of the Victor Jr. LS1 manifold, the Super Victor LS1 offers greater air flow potential for ever bigger power gains from these modern engines. The carb mount pad is 1.12" taller than the Victor Jr. LS1, and the port exits have been increased to 1.08" x 2.74". Use Edelbrock Timing Control Module #91238 to drive the stock Coil-on-Plug ignition system. This manifold has already been accepted by NASCAR for use in the Grand National West/Grand National East series. Super Victor EFI LS1 manifold #28095 is for high-output competition EFI systems and features precisely positioned and machined injector bosses for excellent fuel spray patterns and maximum power. Universal 4-Barrel Throttle Bodies, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your competition EFI system.

ED28097 Super Victor LS1 manifold (for use with carburetor)

ED28095 Super Victor LS1 EFI manifold



CROSS-RAM LS3 (1500-7000 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1,500 - 7,000 rpm. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90mm GM LS3 throttle bodies. The unique cross-ram dual-plenum design is ideal for twin turbo applications. When matched with high flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. Dyno testing resulted with gains of 27 horsepower and 28 ft-lbs. of torque over a popular aftermarket manifold.

ED7141

ED71413

ED3654

ED7271

Cross-Ram LS3 Manifold – RED
Cross-Ram LS3 Manifold – Black
Fuel Rail kit
Base & Plenum Gaskets



RPM AIR-GAP DUAL-QUAD LS1 (1500-6500 rpm)

Now, hot rodders can have the late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the new RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. Also available, complete carb and manifold kits.

ED7518 RPM Air-Gap Dual-Quad LS1 for Gen III (non-EGR)

CHEVROLET 348/409 W-SERIES V8 PERFORMER RPM W-SERIES MANIFOLD FOR 348/409 CHEVY

These Performer RPM intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W-Series" big-block engines. Two version are available; one for small-port cast iron heads and the other for factory large port or with our Performer RPM "W-Series" heads #60809 or #60819. They both deliver improved performance in the mid to high rpm range when combined with Edelbrock carburetor's. Both also feature a front mounted oil fill tube for those who want the nostalgic look of our Classic series valve covers with no breathers. Tube (not installed) and matching push-in breather with PCV baffle cap included. For square-bore carburetor's only.

Performer RPM for Chevrolet 348/409

ED7159 "W-Series" Big-Block, Large Port

PERFORMER RPM DUAL-QUAD (1500-6500 rpm)

These new Performer RPM Dual-Quad intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our new Performer RPM W-series heads #60809 or #60819. These manifolds deliver performance improvements in the 1500-6500rpm range with Edelbrock Performer Series or Thunder Series AVS dual-quad carburetors, and they accept our dual-quad accessories including fuel lines, throttle linkage, and air cleaners. Includes Oil Fill Tube (not installed) and matching push-in Breather. The Oil Fill Tube and Breather are also available separately as ED4803. Both intakes have grommet-style PCV provision in back of manifold (baffle included).

ED5409 Performer RPM Dual-Quad Large Port (non-EGR)

ED5409A Performer RPM Dual-Quad Large Port with EnduraShine Finish (non-EGR)

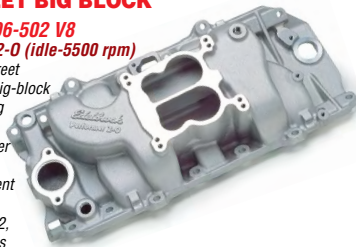


CHEVROLET BIG BLOCK

Chevrolet 396-502 V8 PERFORMER 2-O (idle-5500 rpm)

Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. #2161 is stock replacement /street legal part for 396, 402, 427 and 454 V8s with OEM 4-bbl. carb.; 1965-72 (1973 non-CA) passenger cars and 1966-83 trucks, Suburbans and heavy vehicles; except stock equipped EGR. #3761 is stock replacement/street legal part for 454 V8s with OEM 4-bbl. carb., 1972-89. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8s. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads. Available with standard finish, polished or with new EnduraShine or PermaStar® Chrome Finish for a look you've got to see to believe, see Optional Finishes.

ED2161 Performer 2-O (non-EGR)
ED21614 Performer 2-O with EnduraShine Finish (non-EGR)



PERFORMER RPM 2-O (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). This manifold offers the latest technology in dual-plane high rise design and builds outstanding horsepower while maintaining good torque and driveability. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Will not fit under stock hood of Corvette, 1965-67 Chevelle, or 1967-81 Camaro.

ED7161 Performer RPM 2-O (non-EGR)
ED71614 Performer RPM 2-O (non-EGR) w/ EnduraShine finish
ED71611 Polished Performer RPM 2-O (non-EGR)



PERFORMER RPM 2-R (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular-port cylinder heads. This manifold offers the latest technology in dual-plane high-rise design. It offers maximum horsepower with a broad torque curve for great street high-performance. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro.

ED7163 Performer RPM 2-R (non-EGR)

RPM AIR-GAP 2-O (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier), the new RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square bore carburetors only. No provision for exhaust heated chokes and no exhaust crossover. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro. Available with standard finish, polished or with PermaStar® Chrome Finish or new EnduraShine finish for a look you've got to see to believe, see Optional Finishes.

ED7561 RPM Air-Gap 2-O (non-EGR)
ED75614 RPM Air-Gap 2-O with EnduraShine finish (non-EGR)



RPM AIR-GAP 2-R (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular port heads, the new RPM Air-Gap incorporates the race-winning technology that's been used on our Victor Series intakes. The open air space separates the runners from the hot engine oil, and as a result, the air/fuel mixture stays cooler for a denser charge and more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square-bore carburetors only. No provision for exhaust heated chokes and no exhaust crossover. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro.

ED7562 RPM Air-Gap 2-R (non-EGR)
ED75624 RPM Air-Gap 2-R (non-EGR) w/ EnduraShine finish



STREET TUNNEL RAM 2-O (3500-7500 rpm)

Designed for use on 396-502 c.i.d. big-block Chevy V8s with large oval-port heads (1975 and earlier). Ideal for applications such as pro-street or marine where low-end torque is not a prime factor. Use with Performer RPM cam/kit #7162 for maximum top-end power.

ED7115 Street Tunnel Ram 2-O (base and top)
ED6989 Top Gasket (included with base and top)
ED7162 Performer RPM Camshaft/lifters/lube Kit (high-HP)



C-66-O DUAL-QUAD (1500-6000 rpm) C-66-R DUAL-QUAD (1500-6000 rpm)

Designed for 396-502 c.i.d. Chevys, tests confirmed smooth, consistent part-throttle operation with a 25 hp gain over Torker II and a torque gain of 30 ft/lbs. over Performer. Will not fit tall-deck truck blocks. Includes metering rods to calibrate Edelbrock carbs. Carb center to carb center is 6-7/16". Use with Performer-Plus cam/kit ED2162 for low-end torque or Torker-Plus cam/kit ED5062 for top-end power.

ED5420 C-66-O Manifold for 1975 & earlier large, oval-port heads (non-EGR)
ED5421 C-66-R Manifold for rectangular-port heads (non-EGR)
ED54211 Polished C-66-R Manifold for rectangular-port heads (non-EGR)

RPM AIR-GAP DUAL-QUAD LS (1500-6500 rpm) RPM AIR-GAP DUAL-QUAD LS (1500-6500 rpm)

Get late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the new RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518/#75184 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock LS1 Coil-on-Plug ignition system. The #75187 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD Performance).

Also available, complete carb and manifold kits. Carb center-to-center measurement is 6-7/16"

ED7518 RPM Air-Gap Dual-Quad LS1 for Gen III (non-EGR)
ED75184 RPM Air-Gap Dual-Quad LS1 with EnduraShine finish for GM Gen III (non-EGR)
ED75187 RPM Air-Gap Dual-Quad LS1/LS2 manifold only (No Electronics)

RPM AIR-GAP DUAL-QUAD-O (1500-6500 rpm) RPM AIR-GAP DUAL-QUAD-R (1500-6500 rpm)

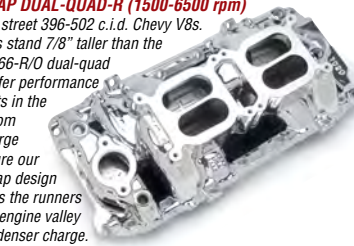
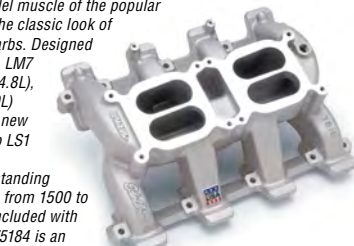
Designed for street 396-502 c.i.d. Chevy V8s. These intakes stand 7/8" taller than the lowprofile C-66-R/O dual-quad intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. In dyno tests on a Z2 with intake #7522, heads #77489 and #2261 hydraulic roller camshaft, we made 602 hp, 15 hp more than the Performer RPM manifold #7163. Oval-port intake is also available as a complete manifold and carb kit.

ED7520 RPM Air-Gap Dual-Quad for 1975 & earlier oval port (non-EGR)
ED75204 RPM Air-Gap Dual-Quad for 1975 & earlier oval port with EnduraShine finish (non-EGR)
ED7522 RPM Air-Gap Dual-Quad rectangular port (non-EGR)
ED75224 RPM Air-Gap Dual-Quad rectangular port with EnduraShine finish (non-EGR)

TORKER II 2-O (2500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). Will fit under stock hood of Corvette without modification. Manifold not equipped with EGR. Will not fit "tall block" V8 engines. Must use manual or electric choke carburetor.

ED5061 Torker II 2-O (non-EGR)



VICTOR 454-R & VICTOR 454-TD (3500-8000 rpm) VICTOR 454-O (3000-7500 rpm)

The Victor 454 Series (R, TD and O) for big-blocks offer superior performance for drag racing and marine. Victor 454-R is for rectangular-port heads and 454-TD fits the same heads when a tall-deck block is used. Victor 454-O is for engines with large oval-port heads (1975 & earlier). They accept 4500 Series carbs or standard-flange double-pumpers with our adapter #8716. For maximum hp with 4500 Series carbs, use 1" spacer #8717. Victor 454-TD uses standard deck height distributor. #2907 and #2911 will fit Edelbrock Victor race heads #77609, #77659 and Victor Jr. #60409. Also available with fuel injector bosses, see Street & Competition EFI Manifolds.

ED2907 Victor 454-R
ED2909 Victor 454-O
ED2911 Victor 454-TD



VICTOR 454-R CNC (3500-8000 rpm)

This special version of the Victor 454-R for big-block Chevys is CNC-machined for Edelbrock by Reher-Morrison Racing Engines. The same air-flow technology that goes into winning RMRE Super Series engines is now available to you right out of the box. Although gains will vary depending on the application, typical performance improvements are 15 horsepower over as-cast manifolds. Victor 454-R CNC manifold is an ideal manifold for racing engines from 454 up to 555 cubic inches.

ED2807 Victor 454-R CNC

SUPER VICTOR BBC LARGE OVAL PORT

Designed to match Edelbrock/Musi heads (3500-8500 rpm) This new manifold for big-block Chevy is a variation of our Super Victor BBC manifold #2927 with a 3/4" radius in the ports, producing a port exit compatible with current large oval port heads such as the Edelbrock/Musi Victor 24° CNC head #61409. It shares the performance attributes of the original #2927, but can be ported to fit a wider variety of cylinder head shapes and locations, making it especially suitable for use with custom CNC ported heads on engines with high air flow requirements.

ED 29270 Super Victor Oval Port (with 3/4" radius filled-corner runners)



VICTOR JR. 454-R (3500-7500 rpm)

Designed for competition 396-502 big-block Chevys. #2902 fits rectangular-port heads and #2904 fits large oval-port heads (1975 & earlier). These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carb. Features include extended runner dividers, smaller plenum chambers and unique runner design for better 60 foot times and max power from 3000 to 7500 rpm. These manifolds are especially suited to 502 c.i.d. and smaller competition engines. Testing has proven these manifolds superior to our competitors. Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609, #77659, Victor Jr. #60409 and Victor 24° #77409, #77459. Victor EFI also available with electronic fuel injector bosses, see Street & Competition EFI Manifolds.

ED2902 Victor Jr. 454-R
ED2904 Victor Jr. 454-O

SUPER VICTOR BBC (3500-8500 rpm)

This single-plane manifold was designed for Chevy big-blocks with rectangular port cylinder heads. It is ideal for 500+ cubic-inches or any big-block drag race engine with high air flow requirements. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard length distributors. Also available with fuel injection bosses, see Chevrolet, Ford, and Pontiac Street & Competition EFI manifolds.

ED2927 Super Victor BBC
ED29275 Super Victor BBC EFI
ED2916 Super Victor BBC Tall-Deck
ED29165 Super Victor BBC EFI Tall-Deck

VICTOR RAM 2-R (4500-8500 rpm)

Designed for 396-502 c.i.d. Chevy V8s using rectangular-port heads. Suitable for boat and auto racing. Operates from 4000-7000 rpm with the standard-flange top and above 7000 rpm with the dual 4500 top. The same base works with all tops. Will fit Edelbrock Victor series race heads ED77409, ED77459, ED77609 and ED77659.

ED7075 Victor Ram 2-R (base only)
Tops for Victor Ram 2-R
ED7078 Two, In-Line, Standard-Flange Carbs (top only, includes gasket ED6989)
ED2694 Sideways Mounting Carb Adapters (pair)



FORD SMALL BLOCK

PERFORMER 289 (idle-5500 rpm)

Ford 260-289-302 V8
Designed for street 260-289-302 c.i.d. Ford V8s without EGR. #2121 is stock replacement/street legal part for 289 and 302 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 302 or 255 c.i.d. V8s. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000. Available with standard finish, polished or EnduraShine finish for a look you've got to see to believe, see Optional Finishes.

ED2121 Performer 289 (non-EGR)
ED21213 Performer Black 289 (non-EGR)
ED21214 Performer 289 with EnduraShine Finish (non-EGR)



Small Block Ford Vintage Manifold & Carburetor Kits Ford 260-289-302 V8

Edelbrock Vintage Manifold and Carb kits offer you the core components you need to install a vintage Edelbrock multiple carburetor and intake manifold setup on your Flathead or small-block Chevy - All in one box. They include an Edelbrock dual or triple deuce intake manifold with two or three of our new Edelbrock 94 carburetors. To make the installation simple, these kits include our straight throttle linkage #1032 for Flatheads and triple-deuce kits include our exclusive progressive throttle linkage #1033 originally designed by Vic Edelbrock Sr. back in the late 1950's for small-block Chevy. All kits also include high-quality Edelbrock gaskets, carb studs and all of the necessary hardware for a hassle free installation. Complete your installation with the new Edelbrock Mini Fuel Distribution Block Kit #1281. The Edelbrock Mini Fuel Distribution Block Kit provides everything you would need to supply fuel to your intake manifold and carb setup. It features our high quality polished aluminum mini fuel block, classic black neoprene hose, fittings and installation hardware. Together with our Manifold and Carb Kits, you get bolt-on Edelbrock performance and classic looks.

ED5412 PERFORMER 289 TRIPLE-DEUCE

PERFORMER RPM 302 (1500-6500 rpm)

Designed for street 289-302 c.i.d. Ford V8s. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. #7121 is stock replacement/street legal part for Shelby Mustangs with 289 c.i.d. V8 with OEM 4V carb; 1965-66. No provisions for exhaust heated choke. Available with standard finish or polished. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000. Available with standard finish or polished, see Optional Finishes.

ED7121 Performer RPM 302 (non-EGR)
ED7123 Performer RPM 302 (non-EGR) BLACK

RPM AIR-GAP 302 (1500-6500 rpm)

The First Dual-Plane Manifold Design for High-Performance Street with our Proven, Race-Winning Air-Gap Feature. Designed for street 289-302 c.i.d. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000

ED7521 RPM Air-Gap 302 (non-EGR)

ED75213 RPM Air-Gap NASCAR Edition (non-EGR)

ED75214 RPM Air-Gap 302 with EnduraShine finish (non-EGR)

F-28 DUAL-QUAD (1500-6500 rpm)

Designed for 289-302 c.i.d. Ford V8s. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Chrome oval air cleaner #1235 or Elite oval air cleaner #4235 tops the package. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power.

ED5435 F-28 Manifold (non-EGR)
ED54351 Polished F-28 Manifold (non-EGR)

RPM AIR-GAP DUAL-QUAD (1500-6500 rpm)

Designed for 289-302 small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp.

ED75354 RPM Air-Gap Dual-Quad manifold for S/B Ford 289-302 with EnduraShine finish (non-EGR)

PERFORMER RPM E-BOSS 302 (1500-6500 rpm)

With the new Performer RPM E-Boss 302 manifold #7129, you can build a mock Boss engine by using a standard 302 block and Edelbrock Performer RPM Cleveland cylinder heads. For high-performance street and competition, our dual-plane design makes outstanding power from 1500 to 6500 rpm. The Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. Features include 8.2" deck height, Windsor end rails, water neck and distributor clearance plus front and rear water bosses. Match with an Edelbrock Performer or Thunder Series AVS carburetor.

ED7129 Performer RPM E-Boss 302 Ford manifold

TORKER II 302 (2500-6500 rpm)

Designed for street 289/302 c.i.d. Ford V8s. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i.d. Ford V8 engines. Not for heavy vehicles. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED5021 Torker II 302 (non-EGR)

VICTOR JR. 302 (3500-8000 rpm)

Designed for Ford 289/302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock heads #60259, #77169 and #77219 or equivalent. The Victor Jr. #2921 has no rear water crossover. Port exit size at cylinder head is 1.90" x 1.08" with enough extra material to open it up to 2.10" x 1.25".

ED2921 Victor Jr. 302

SUPER VICTOR 8.2 (4500-9000 rpm)

Designed for high-rpm and competition 289/302 engines with aftermarket Windsor-style racing cylinder heads such as the Edelbrock Victor heads #77219 or Victor Jr. heads #77169, this new Super Victor 8.2 is for engines with an 8.2" deck height. Excellent for large displacement drag racing engines, this single-plane race manifold delivers big power gains from 4500 to 8500 rpm and includes nitrous and rear cooling water bosses. The square-bore carburetor pad stands .750" taller than the Edelbrock Victor Jr. #2921. Victor EFI also available, see Street & Competition EFI Manifolds.

ED2928 Super Victor 8.2
ED29285 Super Victor EFI for 8.2

SUPER VICTOR 8.7 (5000-9000 rpm)

Super Victor 8.7 is designed for high-rpm or competition Windsor Ford V8s with an 8.7" deck height SVO block. Ideal for use in drag racing applications operating between 5000 and 9000 rpm, the new Super Victor #2934 has an "extra tall line of sight" runner layout for maximum flow. Designed for square-bore carbs, this single-plane manifold includes nitrous, rear cooling and throttle linkage bosses. Average runner cross sectional area is 3.1 square inches and port openings are sized to match Fel Pro #1262 gaskets.

ED2934 Super Victor 8.7

FORD MUSTANG 5.0L EFI V8 VICTOR 5.0 (4000-7500 rpm)

Designed for 5.0L-based competition EFI engines, the Victor 5.0 EFI aluminium intake manifold is for non-emission, racing applications. Intended for engines modified to produce 400 to 540+ horsepower, this intake manifold features a race-proven design with shorter, larger runners for power to 7500 rpm. Runners are 11.5" long and 50% larger in area than Performer 5.0 #3821 runners. The base features an air-gap design to isolate the manifold from hot oil in the valley, and will accept stock or stock replacement fuel rails. The upper manifold will clear tall valve covers and large fuel pressure regulators. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powdercoated. Designed to work with Edelbrock cylinder heads, see Victor Jr. or Victor cylinder heads. Edelbrock 75mm throttle body is recommended for most applications with no EGR spacer. Larger injectors will be needed depending upon power levels. 1994-95 Mustangs require conversion to '87-93 inlet systems. Manifold includes throttle cable bracket.

ED2945 Victor 5.0

PERFORMER 5.0 RPM II (1500-6500 rpm)

The Performer 5.0 RPM II manifold for 1986-95 5.0L Mustangs has shown significant gains in horsepower over existing designs in the 1500 to 6500 rpm range, and is ideally suited for street and strip applications. This manifold consists of a V-shaped crossover with an increasing cross sectional area, which passes over to eight large tapered runners. The upper manifold is powder-coated light titanium gray. Our 70mm throttle body is recommended. 1994-95 Mustangs require Throttle Body Adapter #3835 and Adapter Kit #8025 (see Throttle Body Adapters), and Strut Tower Brace #5225. May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended. 50-state street legal for 1986-95 Ford Mustangs with 5.0L V8.

ED7123 Performer RPM 5.0 II (complete, base and upper)
ED71233 Performer RPM 5.0 II with black powdercoated finish (EGR, complete, base and upper)
ED7233 Gasket set base and upper

PERFORMER 5.0 (idle-5500 rpm)

Designed for 1986-95 Ford Mustangs with 5.0L V8, the Performer 5.0 EFI aluminum intake manifold represents the standard for hot 5.0L performance. The modular design incorporates modern air flow technology and CAD programming for maximum power gains - up to 37 horsepower at 5500 rpm - with no loss of low speed torque. Stock replacement and 50-state street legal for 1986-95 5.0L engines, the features of the new Performer 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; and base manifold is CNC port matched to upper manifold for maximum performance. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powder-coated. Combining the new Performer 5.0 intake manifold with other Power Package parts gives you even more power across the entire rpm range. 1994-95 Mustangs require Throttle Body Adapter ED3835 and Strut Tower Brace ED5225.

ED3821 Performer 5.0 (EGR)

ED3820 Performer 5.0 Base Only

ED3832 Performer 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets)

SPACER KITS FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

These fibre laminate spacers for Edelbrock 5.0L/5.8L manifolds provide heat insulation between our upper and lower manifolds for a cooler charge and more power. They also raise the upper manifold 1/2" for increased valve cover clearance. Kits include everything you need for your 5.0L/5.8L.

ED8727 Kit for Edelbrock manifolds ED3821 & ED7126
ED8728 Kit for Edelbrock manifolds ED2945 & ED3887
ED8729 Kit for Edelbrock manifold

FORD 351 WINDSOR V8 PERFORMER 351-W (idle-5500 rpm)

Designed for street 351 c.i.d. Ford Windsor V8s. #2181 is stock replacement/street legal part for 351-W V8s with OEM carburetor; 1969-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 351. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED2181 Performer 351-W (non-EGR)
ED21813 Performer Black 351-W (non-EGR)
ED3783 Performer 351-W 4v (EGR)

PERFORMER RPM 351-W (1500-6500 rpm)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock Performer RPM cylinder heads, modified OEM cylinder heads or equivalent. The dual-plane design offers good throttle response with excellent top-end power for the street. No provisions for choke or rear water crossover. Will fit 1964-1/2 to 1970 Mustangs. Will not fit under stock hood of 1974-78 or 1979-95 Mustangs. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED7181 Performer RPM 351-W (non-EGR)

RPM AIR-GAP 351-W (1500-6500 rpm)

Designed for street and high performance 351-400+ c.i.d. 351-W Ford V8s, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351-W based engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED7581 RPM Air-Gap 351-W
ED75814 RPM Air-Gap 351-W w/ EnduraShine finish

FORD 351 WINDSOR V8 TORKER II 351-W (2500-6500 rpm)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock heads, OEM 12- or 16-bolt heads or equivalent. Will not fit "Boss 351" Cleveland. Manifold not equipped with EGR. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED5081 Torker II 351-W (non-EGR)



VICTOR JR. 351-W (3500-7500 rpm)

Designed for competition 351 Windsor Ford V8s from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Two versions available: #2980 fits SVO blocks with a 9.20" deck height and #2981 fits standard 351-W blocks with a 9.50" deck height. Ideal for both oval track and drag racing engines operating between 3500 and 7500 rpm. Runners have a 2.70 square-inch cross sectional area.

ED2980 Victor Jr. 351-W (9.2" deck)
ED2981 Victor Jr. 351-W (9.5" deck)



SUPER VICTOR 9.2 (4500-8500 rpm)

Designed for high-rpm, large displacement and competition 351-Windsor Fords, the Super Victor 9.2 is for engines with an 9.2" deck height. Ideal for drag racing or oval track engines operating from 4500 to 8500 rpm, this single-plane intake is engineered for square-bore carbs and includes rear cooling and nitrous bosses. Runners have a 3.10 square-inch cross sectional area. Carb pad is .34" taller than Edelbrock Victor Jr. #2980. Match this race-winning manifold with Edelbrock heads #77219 or Victor Jr. heads #77169.

ED2929 Super Victor 9.2 (9.2" deck)



SUPER VICTOR 351-W (4500-8500 rpm)

Designed for high rpm or large displacement competition 351 Windsor Ford V8s with a deck height of 9.5" which are used in drag racing or oval track engines operating between 4500 and 8500 rpm. Super Victor #2924 can be used with ported factory cast iron heads, however aftermarket aluminum heads are recommended, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra high-horsepower. Runners have a 3.20 square-inch cross sectional area. Also available with fuel injector bosses, see Street & Competition EFI Manifolds.

ED2924 Super Victor 351-W (9.5" deck)
ED29245 Super Victor EFI for 351-W (9.5" deck)



PERFORMER RPM E-BOSS 351 (1500-6500 rpm)

Build a mock Boss 351 engine with a standard 351W block and Edelbrock Performer RPM Cleveland heads #61699 using the new Performer RPM E-Boss 351 manifold #7183. Makes outstanding power from 1500 to 6500 rpm and the Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. It features 9.5" deck height, Windsor end rails, water neck and distributor hole clearance, front and rear water bosses with a standard square bore carburetor pad. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

ED7183 Performer RPM E-Boss 351 (non-EGR)



RPM AIR-GAP DUAL-QUAD 351W (1500-6500 rpm)

Designed for 351W small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp. Also available as a complete manifold and carb kit.

ED7585 RPM Air-Gap Dual-Quad (non-EGR)



GLIDDEN VICTOR 351W (5000-9000 rpm)

Developed in conjunction with Billy Glidden, this manifold features a 4500 series carb pad, it is intended for high rpm and large displacement Windsor headed small-block Fords with a 9.5" deck height. The runner area has been enlarged to 3.6 square inches and the plenum has been increased to produce more high rpm power. The front water cross-over has been eliminated, but water fittings have been provided on the intake flange for external plumbing of a thermostat if desired. The carburetor pad height on this new manifold is only 0.250" taller than the 2924, making it ideal for single-carb all-out drag racing vehicles.

ED2828 Glidden Victor 351W for 4500 series carb (9.5" deck)



FORD 351-M/400 V8 PERFORMER 400 EGR (idle-5500 rpm)

Designed for 351-M/400 Fords in one of the three following configurations: 1) OEM 2V carb and EGR system with supplied 2V EGR spacer; 2) 4V EGR system with either an Edelbrock #8053 4V EGR spacer, or an Edelbrock #8017 and Ford #E4ZZ9A-589E 4V EGR spacer; 3) For off-highway use, non-EGR 4V system with an Edelbrock #8714 adapter. Performer 400 EGR manifold #3771 is a stock replacement/street legal part for 351-M/400 2V V8s; 1974-80.

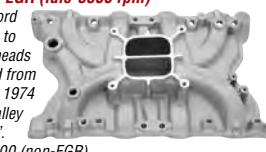
ED3771 Performer 400 EGR (2V or 4V carburetor)



PERFORMER 400 NON-EGR (idle-5500 rpm)

Designed for 400 c.i.d. Ford V8s produced from 1971 to 1982 with 2V Cleveland heads and 351-M V8s produced from 1975 to 1982. Will not fit 1974 and earlier 351-C V8s. Valley width measures 8-17/32".

ED2171 Performer 400 (non-EGR)
ED21713 Performer Black 400 (non-EGR)



FORD 351 CLEVELAND V8

PERFORMER 351-4V & 351-2V (idle-5500 rpm)

Performer 351-4V is designed for street 351-C and Boss 351 Fords that came stock with 4V carb and heads. Performer 351-2V is designed for street 351-C and accepts 4V carb, however it's designed to improve the performance of engines that came stock with 2V carb and heads. Neither manifold will fit Boss 302 or accept stock Motorcraft spread-bore carb. Valley width measures 6-31/32".

ED2665 Performer 351-4V (non-EGR)
ED2750 Performer 351-2V (non-EGR)



RPM AIR-GAP 351-C (1500-6500 rpm)

The RPM Air-Gap 351 Cleveland manifold features an open space that separates the runners from the hot engine oil resulting in a cooler, denser charge. The RPM Air-Gap manifold for 351 Cleveland engines is designed to complement Edelbrock's new 351-C Performer RPM cylinder heads, and also works well with 2V cast iron Cleveland heads.

ED7564 RPM Air-Gap 351-C
ED75641 RPM Air-Gap 351-C Polished
ED75644 RPM Air-Gap 351-C Endurashine



TORKER 351 (3000-7000 rpm)

Designed for street 351 c.i.d. Ford V8s with 4V Cleveland or Boss 351 heads. Will not fit under hood of Ford Pantera with stock air cleaner. Will not fit 351 with 2V heads.

ED2760 Torker 351 (non-EGR)



S/B FORD V8 COMPETITION MANIFOLDS VICTOR 351-Y (5500-9000 rpm)

Designed for raised port aluminium C3 SVO (Yates) cylinder heads used on SVO Ford engines with low-block deck height (9.200"). Victor 351Y-2 #2938 is for Ford engines used in the NASCAR Nextel Cup, Busch, and Craftsman Truck Series. Lighter than previous manifolds for these applications, it produces more high rpm horsepower in non-restricted applications. #2961 has 3.2 square-inch runners for those who require larger runners. Intake flange machining is required for higher compression engines and slotted bolt holes are provided for ease of installation. Both #2938 and #2961 are NASCAR approved for the 2005 race season. #2961 and #2938 are spider-only type manifolds which require a separate lifter valley cover made by R.D.I., phone number (704) 892-8688. No waterneck provisions in manifold.

ED2991 Victor 351-Y



VICTOR 351-Y FOR 4500 SERIES (5000-8500+ rpm)

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminium C3 SVO (Yates) cylinder heads, ED2863 fits 9.2" deck heights. ED2865 is for 9.2" S/B Fords with Yates SC-1 heads. Victor Glidden 351-Y #2863 has 3.2 square-inch runners. #2865 has 4.0 square-inch runners and is intended for 400 cubic-inch and larger high output drag race engines. Both are perfect for all-out nitrous-assisted drag race applications. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

ED2863 Victor 351-Y for 9.2" with C3 heads and 4500 Series carb
ED2865 Victor 351-Y for 9.2" with SC-1 heads and 4500 Series carb
ED2864 Spacer Plate & Bolt Kit for #2865 on 9.5" deck

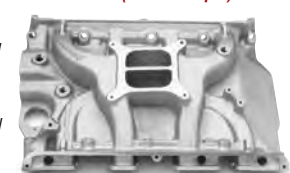


FORD BIG BLOCK

Ford 332-428 V8 PERFORMER 390 (idle-5500 rpm)

Designed for street 332-352-360-390-406-410-427-428 c.i.d. Ford V8s with medium- or low-rise cylinder heads. #2105 is stock replacement/street legal part for 332, 352, 360, 390, 406, 410, 427 and 428 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i.d. and 391 c.i.d. Ford truck V8s.

ED2105 Performer 390 (non-EGR)
ED21053 Performer 390 Black (non-EGR)



Ford 332-428 V8 PERFORMER RPM FE (1500-6500 rpm)

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8s with standard 390-428 c.i.d., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low and mid-range acceleration while optimized runner paths make exceptional top-end hp. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage.

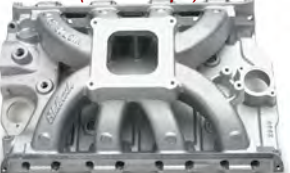
ED7105 Performer RPM FE (non-EGR)



Ford 332-428 V8 VICTOR FE (4000-8000 rpm)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines. The singleplane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford high-riser manifold EDC4AE-9424-G to fit under 427 Cobra heads. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather boss is included with an unmachined nitrous bosses and front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with our FE Heads.

ED2936 Victor FE (for Square-Bore Carbs)
ED2937 Victor FE (for 4500 Series Carbs)
ED29375 Victor FE EFI (for 4500 Series Carbs)



Ford 429/460 V8 PERFORMER 460 (idle-5500 rpm)

Designed for street 429/460 c.i.d. Ford V8s. #2166 is stock replacement/street legal part for 429 & 460 V8s with OEM 4-bbl carburetor with electric choke; 1968-72 (1973 non-CA); except stock equipped EGR. #3766 is stock replacement/street legal part for 460 V8s with OEM 4V carburetor with electric choke; 1979-87. Will not fit 429 Cobra-Jets or 1966-68 462 Lincolns and will not accept stock spread-bore carb. Will not fit 1988 and later models. #3766 cannot use #8714 to block-off EGR. Must use stock EGR plate.

ED2166 Performer 460 (non-EGR)



Ford 429/460 V8 PERFORMER RPM 460 (1500-6500 rpm)

Designed for high-performance street 429-460 Ford V8s with standard or Cobra-Jet cylinder heads. Latest technology in dual-plane design results in excellent low- and mid-range torque and outstanding horsepower on appropriately equipped engines. Will accept square-bore or spread-bore carburetors. Will not fit 1988 and later models. Note: Early Cobra-Jets came with Quadrajets.

ED7166 Performer RPM 460 (non-EGR)



Ford 429/460 V8 RPM AIR-GAP 460 (1500-6500 rpm)

Designed for street and high performance 429-460+ c.i.d. Ford V8s with standard or Cobra Jet heads, the RPM Air-Gap 460 incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. It also features a larger cross sectional area (3.3 square inches) and a taller carb flange than Performer RPM 460 manifold #7166 for even more power in high performance and large displacement engines. The carb mount flange accepts both square-bore and spread-bore carbs for Cobra Jet applications. Will not fit 1988 and later models. Note: Early Cobra-Jets came with Quadrajets. **ED7566** RPM Air-Gap 460



Ford 429/460 V8 TORKER II 460 (2500-6500 rpm)

Designed for 429/460 c.i.d. Ford V8s used in marine and high performance applications. Manifold not equipped with EGR. Will fit 429 Cobra-Jets. Manifold will not accept stock Motorcraft spread-bore carburetor. Will not fit 1988 and later models. **ED5066** Torker II 460 (non-EGR)



Ford 429/460 V8 VICTOR 460 (3500-8000 rpm)

Designed for Ford 429/460 competition engines using Cobra-Jet cast iron, SVO Cobra-Jet aluminum (M-6049-A429), or the Edelbrock 460 CJ aluminum heads. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 8000 rpm. Standard 429/460 cast iron heads will require port matching of the head to fit manifold. Our 1" Cloverleaf Spacer #8718 provides maximum performance with #2965 where hood clearance is not a problem. Port exit size at head is 2.16" x 1.88" with enough extra material to open it up to the cast iron Cobra-Jet heads. Will not fit late-model production heads (1988 & later).



ED2966 Victor 460 (for 850 cfm carburetors)
ED2965 Victor 460 (for 4500 Series carburetors)
ED8718 Cloverleaf 1" Spacer
(for maximum performance with #2965)

RPM AIR-GAP DUAL-QUAD MANIFOLD FOR BIG-BLOCK FE FORD

Give your FE powered street rod dual-quad power and nostalgic looks with the new Edelbrock RPM Air-Gap Dual-Quad intake manifold. Designed for 1960-later high-performance street 390-406-410-427-428 c.i.d. Ford FE engines with low/medium rise or Edelbrock Performer RPM FE heads #60059 or #60069. The manifold carb pad is setup to fit Edelbrock carburetors only, will not work with other square flange carburetors. In Dyno tests on a 390 with Performer RPM heads #60069, Performer RPM camshaft #7106 and Thunder Series AVS carburetor #1804, it made 421 hp and 428 ft./lbs. torque. Will not fit 427 Ford Hi-riser and Tunnel port engines. Has provision for a breather flange at rear. Match with Edelbrock gasket #7224 for the perfect seal. RPM Air-Gap Dual-Quad Manifold for Big-Block FE Ford. **ED7505**



FORD FLAT HEAD MANIFOLDS

Designed for Ford and Mercury engines made from 1938 to 1948. **ED1100** Flathead Manifold (includes generator bracket ED1145)
ED11001 Polished Flathead Manifold (includes bracket ED1145)
Generator Brackets
ED1144 1940-41 Generator Bracket (straight)
ED1145 1942-48 Generator Bracket (offset)

1938-53 Ford/Mercury Flathead V8 SUPER DUAL MANIFOLD

Designed for Ford and Mercury engines made from 1938 to 1948. **ED1100** Flathead Manifold (includes generator bracket ED1145)
ED11001 Polished Flathead Manifold (includes bracket ED1145)
Generator Brackets
ED1144 1940-41 Generator Bracket (straight)
ED1145 1942-48 Generator Bracket (offset)

1949-53 Ford/Mercury Flathead V8 FORD FLATHEAD 4-BARREL MANIFOLDS

These manifolds allow the use of square-bore carbs such as Edelbrock Performer Series 500 cfm carb ED1403 or ED1404 on the Ford Flathead engine. They are reproductions of the vintage Edelbrock ED452 two-piece manifold with a new carb adapter flange designed for modern 4-barrel carburetors. **ED1107** Ford Flathead 4-Barrel Manifold for 1949-53 V8

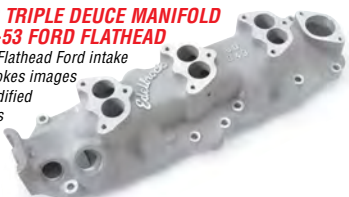
TRIPLE DEUCE MANIFOLD

This reproduction of the vintage Edelbrock manifold #SU 359 allows the use of three 2-barrel carburetors on a 1938-1948 Ford Flathead engine. It accepts either Stromberg 3-bolt (97 type) or Holley 3-bolt carburetors. **ED1108** Triple Deuce manifold



FLATHEAD TRIPLE DEUCE MANIFOLD FOR 1949-53 FORD FLATHEAD

This vintage Flathead Ford intake manifold invokes images of highly modified deuce coupes running flat-out on both the salt flats of Bonneville and the bustling streets of southern California. Designed to be matched with three two-barrel carburetors, this manifold is compatible with the Stromberg, Holley and Demon three-bolt carbs, to complete the nostalgic look. This manifold uses the late model flathead design with front mounted oil fill and road draft provisions and can also be adapted to work with the 1938-48 Flathead engines. **ED1109** 1949-53 Ford Flathead Triple Deuce Manifold



FLATHEAD SLINGSHOT MANIFOLD FOR 1938-48 FORD FLATHEAD

The original Slingshot manifold was the first product ever offered by Vic Edelbrock Sr. and marked a milestone in the beginnings of the automotive aftermarket industry. Edelbrock has decided to re-release this legendary manifold; giving a new generation a chance to own this historic benchmark. Using a pair of two barrel carburetors mounted in a "Y" configuration, this manifold unlocked the potential of Ford's versatile flathead platform for thousands of enthusiasts across the country. The Slingshot manifold is designed for use with 1938-48 style Flatheads, some late model blocks can be modified to work with these heads. It works with standard three bolt Stromberg, Holley and Demon carburetors and allows for the use of a period correct generator mounted in the stock location. **ED1103** Flathead Slingshot Manifold



CHRYSLER SMALL BLOCK

Chrysler 318/360 V8 PERFORMER 318/360 (idle-5500 rpm)
Designed for street 318-340-360 c.i.d. Chrysler V8s. #2176 is stock replacement/street legal part for above V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3776 is stock replacement/street legal part for same V8s with OEM 4-bbl. carb.; 1972-87. These manifolds are not for use on marine engines used in salt water. Will not fit 1992 and later Magnum engines. **ED2176** Performer 318/360 (non-EGR)
ED3776 Performer Black 318/360 (EGR)



Chrysler 318/360 V8 PERFORMER RPM 340/360 (1500-6500 rpm)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. Latest technology in dual-plane design results in both excellent low-rpm torque and outstanding high-rpm horsepower. Recommended for high-performance street, strip and fresh water marine applications. Accepts early-style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. **ED7176** Performer RPM 360 (non-EGR)



Chrysler 318/360 V8 TORKER II 340/360 (2500-6500 rpm)
Designed for high performance street 340-360 c.i.d. Chrysler V8s. Manifold not equipped with EGR. Can be used on 318 c.i.d. if 340-360 c.i.d. cylinder heads are used. Not for heavy vehicles. Will not fit 1992 and later Magnum engines. **ED5076** Torker II 340/360 (non-EGR)

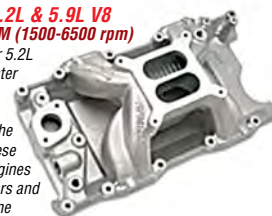
Chrysler 318/360 V8 RPM AIR-GAP 340/360 (1500-6500 rpm)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Accepts early-style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. **ED7576** RPM Air-Gap 340/360 (non-EGR)
ED75764 RPM Air-Gap 340/360 (non-EGR) w/ EnduraShine finish
ED75763 RPM Air-Gap 340/360 BLACK



Chrysler Magnum 5.2L & 5.9L V8 RPM AIR-GAP MAGNUM (1500-6500 rpm)

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum V8s, the RPM Air-Gap manifold allows the use of a carburetor on these originally fuel-injected engines for use in early muscle cars and street rods. This dual-plane manifold design incorporates the same race-winning Air-Gap technology that's been used on our Victor Series competition intakes for years for outstanding performance in the 1500 to 6500 rpm range. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Match with Performer RPM cylinder heads for maximum performance. **ED7577** RPM Air-Gap Magnum (non-EGR)



Chrysler 318/360 V8 VICTOR 340 (3500-8000 rpm)

Victor 340 is designed for 340-360 c.i.d. Chryslers using standard rectangular-port heads. For oval track and drag race engines operating from 3500-8000 rpm. Can be used on 318 c.i.d. engines with 340-360 heads. Will not fit 1992 and later Magnum engines. **ED2915** Victor 340 (non-EGR)



Chrysler 318/360 V8 VICTOR W-2 (3500-8000 rpm)

Designed for 340-360 c.i.d. Chrysler V8 engines using the Chrysler W-2 oval-port cylinder heads (Chrysler #P4120664). For oval track and drag race engines operating in the 3500 to 8000 rpm range. Can be used on 318 c.i.d. engines if W-2 oval-port cylinder heads are used. **ED2920** Victor W-2 (non-EGR)



SUPER VICTOR S/B CHRYSLER (3500-8000 rpm)

Designed for small-block Chrysler engines with conventional rectangular port heads like Edelbrock Performer RPM cylinder heads, this single-plane Air-Gap style manifold operates from 3500 to 8000 rpm. Testing has shown substantial mid range gains over the current designs. The runners have been cast in such a way to insure enough metal thickness to allow for gasket matching and porting. Accepts 1975 and earlier waterneck only. Also available with electronic fuel injector bosses. **ED2815** Super Victor Small-Block Chrysler (non-EGR)
ED28155 Super Victor Small-Block Chrysler EFI (non-EGR)



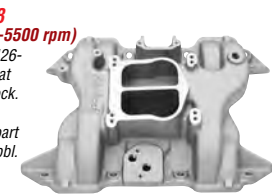
CHRYSLER BIG BLOCK

Chrysler 361-400 V8 PERFORMER 383 (idle-5500 rpm)
Designed for street 361-383-400 c.i.d. Chrysler V8s that measure 7.75" across block. For EGR, #2186 is stock replacement/street legal part for 400 V8s with OEM 4-bbl. carb.; 1972-78. For non-EGR, #2186 is stock replacement/street legal part for 361-383-400 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. May be used with OEM or aftermarket carbs. **ED2186** Performer 383 (EGR/non-EGR)



Chrysler 413-440 V8 PERFORMER 440 (idle-5500 rpm)

Designed for street 413-426-440 c.i.d. Chrysler V8s that measure 8.75" across block. For EGR, #2191 is stock replacement/street legal part for 440 V8s with OEM 4-bbl. carb.; 1972-79. For non-EGR, #2191 is stock replacement/street legal part for 413, 426 (Wedge), 440 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit 1962-64 Max Wedge heads. **ED2191** Performer 440 (EGR/non-EGR)



Chrysler 361-400 V8 PERFORMER RPM 383 (1500-6500 rpm)

Designed for 361-383-400 c.i.d. Chryslers. Dual-plane design results in excellent low-end torque and high-rpm power. High flow runner design will handle the popular stroker combinations. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

ED7186 Performer RPM 383 (non-EGR)



Chrysler 413-440 V8 PERFORMER RPM 440 (1500-6500 rpm)

Designed for 413-426-440 c.i.d. Chrysler V8s. Dual-plane design results in excellent low-rpm torque and outstanding high-rpm hp. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

ED7193 Performer RPM 440 (non-EGR)



Chrysler 413-440 V8 CH-6B CHRYSLER 6-PACK (2500-6500 rpm)

Designed for 440 c.i.d. Chrysler engines with 3x2-bbl. carbs, also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8s with OEM 3x2-bbl. carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P04529056. Will not fit 1962-64 Max Wedge heads.

ED2475 CH-6B (non-EGR)



Chrysler 361-400 V8 TORKER 383 (2500-6500 rpm)

Designed for 361-383-400 Chrysler V8s that measure 7.75" across block. Great for street high-performance engines operating between 2500 and 6500 rpm where low-end torque is not a requirement.

ED3010 Torker 383 (non-EGR)



Chrysler 413-440 V8 TORKER II 440 (2500-6500 rpm)

Designed for street 413-426-440 c.i.d. Chrysler V8s. They measure 8.75" across block. Manifold not equipped with EGR. Will not fit 1962-64 Max Wedge heads.

ED5091 Torker II 440 (non-EGR)



Chrysler 413-440 V8 VICTOR 440 (3500-7500 rpm)

For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 rpm. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Edelbrock Performer RPM Chrysler 440 aluminium cylinder heads #60189 or #60929 for maximum performance. Will not fit 1962-64 Max Wedge heads.

ED2954 Victor 440 (non-EGR)

ED29545 Victor 440 EFI (non-EGR)



PERFORMER RPM OLDS 350 (1500-6500 rpm)

Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra material above the runner for use with cast iron 455 heads and Edelbrock Performer RPM heads #60519. Has clearance for HEI distributor. Carb pad accepts square-bore carbs without adapters.

ED7111 Performer RPM Olds 350 (non-EGR)



OLDSMOBILE 400-455 V8

PERFORMER OLDS 455 (idle-5500 rpm)

Designed for street 400-425-455 c.i.d. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs and boats. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

ED2151 Performer Olds 455 (non-EGR)



PONTIAC 326-455 V8 PERFORMER PONTIAC (idle-5500 rpm)

Designed for 1965-79 Pontiac 326-455 c.i.d. V8s (except Ram Air V and 265/301 V8s). Provides great throttle response for performance you can feel. #2156 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3756 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1973-79 with EGR.

ED2156 Performer Pontiac (non-EGR)

ED3756 Performer Pontiac (EGR)



PERFORMER RPM PONTIAC (1500-6500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V). Will not fit 265/301 V8s. Provides maximum high-rpm power while maintaining good throttle response for street. Recommended for high-performance street, strip and marine. Has clearance for HEI distributor. Will not fit under Trans Am Shaker hood without modifications.

ED7156 Performer RPM Pontiac (non-EGR)

ED37561 Performer Polished Pontiac (EGR)



PONTIAC P-65 DUAL-QUAD (idle-5500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V), this manifold is a direct reproduction of the original Edelbrock Pontiac P-65 manifold delivering classic Edelbrock performance from off-idle to 5500 rpm. Bosses at the rear of the manifold accommodate brake booster, accessory bracket and throttle linkage. The flanges match the ports on the Edelbrock Performer RPM Pontiac heads for proven performance. Use with Performer-Plus cam #2157 for low-end torque or Torker-Plus cam #5057 for top-end power. Not for HEI distributors. Carb center to carb center: 6-7/16".

ED8088 Dual-Quad Braided Fuel Line Kit

ED8091 Dual-Quad Braided Fuel Line Kit with Endura finish

ED7094 Dual-Quad Progressive Throttle Linkage Kit



VICTOR PONTIAC (3500-7500 rpm)

Two versions of the Victor Pontiac are available for 389-455 competition engines. #2957 accepts standard flange carburetors and #2956 is for 4500 Series carbs. Both manifolds are ideal drag racing marine any application requiring maximum power up to 7500 rpm. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminium heads for maximum power. Port exit size at head is 2.10" x 1.08" with enough material to open it up to larger port openings. Victor EFI also available with electronic fuel injector bosses.

ED8718 Cloverleaf 1" Spacer (for maximum performance with #2956)



HOLDEN 253-308 PERFORMER 253-308 (idle-5500 rpm)

For street 253-308 Holden V8s. Patented runner design with 180deg. firing order greatly improves torque over a range from idle to 5500 RPM. Fits Red/Blue/Black Motors. May have to drill out centre bolt holes depending on application.

ED2194 Performer 253-308 (non-EGR)

ED21944 Performer Endura Shine 253-308 (non-EGR)



Torker 253-308 (2500-6500 rpm)

Recommended for street high performance up to HQ with pre-pollution heads, and race vehicles only. Fits Red motor Cylinder Heads only, will NOT fit on Blue/Black motor heads. Single plane design utilising modern air flow technology. Provides good low RPM response plus increasing performance above 5000 RPM range

ED2790 Performer 253-308 (non-EGR)



HOLDEN V8 VN-VT VICTOR JR INTAKE MANIFOLD (3500-7500 RPM)

The Edelbrock Victor Jr. Holden is for use with competition 355+ c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN cylinder heads. The Victor Jr. Holden is a single-plane design that is tuned for maximum air flow from 3500 to 7500 rpm. It features a taller design with long tapered runners for a broad operating rpm range. Will fit both stock 1988-1998 EFI style cylinder heads and the Edelbrock Holden VN RPM cylinder heads. It also features a 4150 flange for use with square-bore carburetors and throttle bodies. Includes extra material for porters to modify for use with 4500 series applications. The water outlet is machined for use with a small-black Chevy waterneck.

ED2894 Holden V8 VN-VT Heads, Non EFI

ED28945 Holden V8 VN-VT Heads, With EFI



Holden VN-VT V8 Manifold

RPM AIR-GAP (1500-6500 RPM) Designed for street and high performance 304-308-355-383 c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN-VT cylinder heads. This RPM Air-Gap manifold is a dual-plane design that is tuned for excellent throttle response from 1500 to 6500 rpm. This manifold has been designed to fit both stock 1988-1998 EFI style heads and the Edelbrock Holden VN-VT Performer RPM cylinder heads.

ED7594 RPM Air Gap 304-383 With EFI

ED75945 RPM Air Gap 304-383 Non EFI

ED3504 Fuel Rail Kit for #ED75945 (Anodized Black Finish)

ROVER 3500cc V8 PERFORMER ROVER (idle-5500 rpm)

Designed for Rover 3500cc V8s (1968 and later). Manifold also fits 1961-63 Buick and Oldsmobile aluminium 215 c.i.d. V8s. Will not work with stock Stromberg carburetors.

ED2198 Performer Rover (non-EGR)



DUAL PLANE HOLDEN V8 MANIFOLD

Harrop's cast aluminium 4 barrel dual plane manifold is used on early Holden 304 & 308 engines with VN style heads or to convert a later EFI engine to run a carburettor or 4 barrel EFI. The low profile dual plane design will fit most standard engine bays with no modifications to the bonnet.

• Operating range from 1500 to 5500 rpm • Fits Spreadbore or Squarebore Carburettor • Bosses for EFI injectors or N20 nozzles • EFI Model Drilled for Injectors • 120mm overall height at front

Description

Harrop Dual Plane - Carb

Harrop Dual Plane - EFI

Part No.
HA99-MFDP
HA99-MFDP-INJ

SINGLE PLANE HOLDEN V8 MANIFOLD

Harrop's cast aluminium 4 barrel single plane manifold is used on early Holden 304 & 308 engines with VN style heads or to convert a later EFI engine to run a carburettor or 4 barrel EFI. The high rise single plane design will not fit most standard engine bays without modifications to the bonnet.

• Operating range from 4500 to 6500 rpm • Fits Squarebore Carburettor Only • Bosses for EFI injectors or N20 nozzles • EFI Model Drilled for Injectors • 180mm overall height at front

Description

Harrop Single Plane - Carb

Harrop Single Plane - EFI

Part No.
HA99-MFSP
HA99-MFSP-INJ





CHEVROLET SMALL BLOCK

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
SB Chev Pre-1987 - Polished
SB Chev Pre-1987 - Everbright

Part No.
WM8150
WM8150P
WM8150C

STEALTH - VORTEC

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street /strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Vortec

Description

SB Chev Vortec - Satin
SB Chev Vortec - Polished
SB Chev Vortec - Everbright

Part No.
WM8151
WM8151P
WM8151C

STEALTH AIR STRIKE

The Weiland "Stealth Air Strike" features the same high rise, dual plane design as the "Stealth" with the added benefit of isolated runners to reduce intake charge heating. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
SB Chev Pre-1987 - Polished
SB Chev Pre-1987 - Everbright

Part No.
WM8501
WM8501P
WM8501C

STEALTH AIR STRIKE - VORTEC

The Weiland "Stealth Air Strike" features the same high rise, dual plane design as the "Stealth" with the added benefit of isolated runners to reduce intake charge heating. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Vortec - Satin
SB Chev Vortec - Polished
SB Chev Vortec - Everbright

Part No.
WM8502
WM8502P
WM8502C

X-CELERATOR

The Weiland X-Celerator is a low profile single plane design that provides excellent power and torque in the 1500 to 6000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-6000 RPM power band
- Single plane, open plenum design
- Includes removable plenum divider plate
- 4.38" Tall at Front
- Fits Chev Small Block Pre-1987
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7546

TEAM-G

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-7200 RPM power band
- 3.63" Tall at Front
- Single plane design with open plenum
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin

Part No.
WM7530

TEAM-G - 3/4" Taller Plenum

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-7800 RPM power band
- Fits Chev Small Block Pre-1987
- Single plane design with open plenum
- 4.38" Tall at Front
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7532

TEAM-G - 2" Taller Plenum

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-8200 RPM power band
- Fits Chev Small Block Pre-1987
- Single plane design with open plenum
- 5.63" Tall at Front
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7531

Action Plus

The Weiland "Action Plus" features a Low rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Idle-1500 Power Band
- No EGR Provision
- Low Rise
- Dual Plane
- Square Flange Carburettor Mounting

Description

SB Chev Pre-1986 - Satin
SB Chev Pre-1986 - Everbright

Part No.
WM8120
WM8120C

Action Plus - Vortec

The Weiland "Action Plus" features a Low rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Idle-1500 Power Band
- No EGR Provision
- Low Rise
- Dual Plane
- Square Flange Carburettor Mounting

Description

SB Chev 1996 & Later - Satin
SB Chev 1996 & Later - Everbright

Part No.
WM8121
WM8121C

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removable top that allows inline or sideways mounting of two squarebore carburetors and a special D-shaped port runner design that optimises airflow throughout the RPM range.

- 2800-8000 RPM power band
- 2 x 4 carburettor setup
- Square flange carburettor mounting
- Large plenum chamber
- GM HEI will not clear
- 9.06" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
Top to Base Gaskets

Part No.
WM1984
WM8984

CHEV & HOLDEN LS1 & LS6

AIR-RAM

The Weiland Air Ram intake manifold was developed in conjunction with the late John Lingenfelter and was the first aluminum intake on the market for the LS series of motors. The unique cast aluminum construction of the manifold makes it ideally suited for use with blower and turbo applications and provides the necessary material for custom nitrous system installations. Manifolds are available in satin, polished or Everbright coated.

- Fits LS-1 and LS-6 cylinder heads
- Produces gains of up to 25hp over stock plastic intakes
- Fully CNC machined for a perfect fit
- Comes with provisions for EGR (block-off plate is available)
- Utilizes stock fuel rails, crossover lines and throttle body

Description

Chev/Holden LS1 & LS6 - Satin
Chev/Holden LS1 & LS6 - Polished
Chev/Holden LS1 & LS6 - Everbright
EGR Block Off Plate - Satin
EGR Block Off Plate - Polished
Replacement Gasket Set

Part No.
WM300-111
WM300-111P
WM300-111C
WM9001
WM9001P
HO108-117

STREET WARRIOR

Designed in conjunction with Starr Technologies of Australia, the Street Warrior incorporates Formula 1 style trumpet shaped inlets on each runner and a consistent cross sectional area to enhance the flow through the port. This delivers unbelievable increases in horsepower and Torque from 2000 to 6200 RPM and gains of 30+ horsepower and 30+ lb/ft of torque over the popular LS6 intake.

- One piece composite construction
- Accepts all OEM sensors, lines and fuel comonomery
- Open plenum chamber with no support poles to disturb airflow
- Fits LS-1 and LS-6 cylinder heads
- Accepts LS-2 style 90mm throttle bodies
- Accepts stock LS1/LS6 throttle bodies with included adaptor

Description

Chev/Holden LS1 & LS6 - Black

Part No.
WM5000

CHEVROLET BIG BLOCK

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in satin finish or the new Everbright high lustre coating.

- 1500-6500 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.75" Tall at Front
- Fits Chev Big Block Oval Port

Description

Chev Big Block, Oval Port - Satin
Chev Big Block, Oval Port - Everbright

Part No.
WM8019
WM8019C

STEALTH - RECTANGULAR PORT

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in satin finish only.

- 1500-6800 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.75" Tall at Front
- Fits Chev Big Block Rectangular Port

Description

Chev Big Block, Rectangular Port - Satin

Part No.
WM8018

TEAM-G

Team G manifolds are perfect for aggressive street machines and Comp & Super class big block powerplants. Dyno proven to produce more horsepower and torque as a result of superior cylinder to cylinder distribution which ensures safe, consistent air/fuel ratios for your engine.

- 3500-8000 RPM power band
- Open plenum/single plane design
- 4150 carburettor mounting flange
- 5.96" Tall at Front
- Fits Chev Big Block Rectangular Port

Description

Chev Big Block, Rectangular Port - Satin

Part No.
WM7622

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removable top that allows inline or sideways mounting of two squarebore carburetors and a special D-shaped port runner design that optimises airflow throughout the RPM range.

- 2500-7800 RPM power band
- 2 x 4 carburettor setup
- Square flange carburettor mounting
- Large plenum chamber
- GM HEI will not clear
- 10.12" Tall at Front

Description

Chev Big Block, Oval Port - Satin
Chev Big Block, Rectangular Port - Satin

Part No.
WM1981
WM1985

MANIFOLD SPACER KITS

These intake manifold spacer kits allow the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. NOTE: Due to the increased manifold height, use of an aftermarket distributor is necessary. Spacer plates are .375" thick.

Description

Chev Big Block, Oval Port
Chev Big Block, Rectangular Port

Part No.
WM8206
WM8204

CHRYSLER SMALL BLOCK

ACTION PLUS

The Weiland Action Plus features a high rise dual plane design that builds maximum torque for street performance engines. The dual carburettor mounting pad accepts squarebore and spreadbore carburetors but will require an adaptor to seal properly on some squarebore carburetors.

- High rise/dual plane design
- Idle-6000 RPM power band
- Spread bore and square bore carburettor mounting flange
- 4.88" Tall at Front
- Fits Chrysler 318 (Late), 340 & 360 V8

Description

Chrysler Small Block - Satin

Part No.
WM8007

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- High rise, dual plane design • Idle-6800 RPM power band
- Square flange carburettor mounting • 4.88" Tall at Front
- Fits Chrysler 318 (Late), 340 & 360 V8

Description

Chrysler Small Block - Satin

Part No.
WM8022

Street Warrior

Most of the intakes on the market were developed 20+ years ago when typical engines were 396-427 cubic inches. Not so anymore.

With the popularity of larger engines, stroker combinations and more efficient cylinder head and cam designs came the need for intake Manifolds to support these combinations.

- Dual pattern carb flange • Idle to 5,500 RPM band
- Low rise dual plane • Fits Big Block Oval Port

Description

Chev Big Block, Oval Port - Satin

Part No.
WM8123

CHRYSLER HEMI 331-392

HI-RISE

The Weiland Hi Rise is a single plane, dual 4 barrel manifold for the early Hemi 331, 354 & 392 Hemi engines. This manifold requires OE style or Edelbrock carburetors as the 7.5" carb centerline is to small to fit Holley carbs. Does not fit 426 Hemi engines.

- Single plane design • 2000-6800 RPM power band
- Square flange carburettor mounting • 3.00" Tall at Front
- Fits Chrysler Hemi 331, 354 & 392

Description

Chrysler Hemi 331-392 - Satin

Part No.
WM7263

FORD 289-302 WINDSOR ACTION PLUS

The Weiland Action Plus features a low profile dual plane design that builds maximum torque for street performance engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Low rise, dual plane design • Idle-5500 RPM power band
- Square flange carburettor mounting • 3.82" Tall at Front
- Exhaust crossover for improved street drivability
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Ford 289-302 Windsor - Polished

Ford 289-302 Windsor - Everbright

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish or the new "Everbright" high lustre coating.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 4.35" Tall at Front
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Ford 289-302 Windsor - Everbright

Part No.
WM8020
WM8020C

X-CELERATOR

The Weiland X-CELERator is a low profile single plane design that provides excellent power and torque in the 1500 to 7000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-7000 RPM power band • Low profile single plane design
- Square flange carburettor mounting • 3.75" Tall at Front
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Part No.
WM7515

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 2500-8000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 8.81" Tall at Front

Description

Ford 289-302 Windsor - Satin

Top to Base Gaskets

Part No.
WM1988
WM8984

FORD 351 WINDSOR

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 4.37" Tall at Front
- Fits Ford 351 Windsor

Description

Ford 351 Windsor - Satin

Ford 351 Windsor - Everbright

FORD 302-351 CLEVELAND X-CELERATOR

The Weiland X-CELERator is a low profile single plane design that provides excellent power and torque in the 1500 to 7000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-7000 RPM power band • Low profile single plane design
- Square flange carburettor mounting • 4.00" Tall at Front
- Fits Ford 302-351 Cleveland

Description

Ford Cleveland, 2V heads - Satin

Ford Cleveland, 4V heads - Satin

Part No.
WM8023
WM8023C

Part No.
WM7516
WM7517

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 3200-9000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 8.81" Tall at Front • Fits Ford 351 Cleveland 4V

Description

Ford Cleveland, 4V heads - Satin

Top to Base Gaskets

Part No.
WM1994
WM8994

FORD BIG BLOCK 429-460

STEALTH

The Weiland "Stealth" features a High rise dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 5.25" Tall at Front
- Fits Ford 429-460 big block

Description

Ford 429-460 Big Block - Satin

Part No.
WM8012

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 2800-9000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 9.93" Tall at Front • Fits Ford 429-460 big block

Description

Ford 429-460 Big Block - Satin

Part No.
WM1993

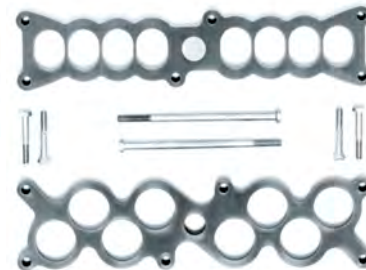
MANIFOLD SPACERS



INTAKE MANIFOLD SPACER PLATES

These precision machined aluminium spacers mount between the intake manifold and cylinder head and allow you to bolt on conventional, short deck intake manifolds on GM's Chevy tall deck truck blocks, or any Big Block Chevy-style aftermarket block which is .400" taller than stock.

Intake Manifold Spacers, Fits Tall Deck BBC MO65090



EFI Manifold Spacers

Ford 5.0L EFI manifold spacers fit between the upper and lower manifolds for extra clearance with aftermarket valve covers and to help dissipate heat and significantly increase performance. CNC machined in the USA from phenolic material. Includes longer bolts.

Description

Stock 5.0L Manifold - 1/2" Thick

GT-40 Manifold - 1/2" Thick

GT-40 Manifold - 1" Thick

Replacement Gasket to suit FMM-9486-A53

Part No.

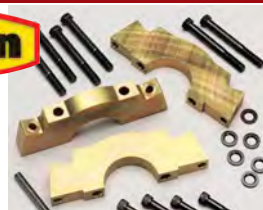
FMM-9486-A51

FMM-9486-A52

FMM-9486-A53

FMM-9486-A50

MAIN CAPS



MILODON

4-BOLT MAIN CAPS

Milodon main caps are precision machined from high strength ductile material which has the proper balance of strength yet is not too rigid to allow transfer of increased shock loads to the crank and bearings. Only .030" of material removal is required for installation, which will allow 100% cleanup on a damaged block. If the block has square main registers, it will only need a standard align bore to finish the job. Milling the mains is only necessary if the main cap registers are not square.

- Angled outer bolts increase strength
- Supplied with all necessary hardware
- Drill fixture included for outer bolts

Application

Chev 350 Small Block	Angled Bolts
Chev 350 Small Block	Straight Bolts
Chev 400 Small Block	Angled Bolts
Chev 396-454 Big Block	Angled Bolts
Chrysler 360 Small Block	Angled Bolts
Ford 351 Windsor	Angled Bolts
Ford 351 Cleveland	Angled Bolts
Ford 429-460 Big Block	Angled Bolts
Holden 253-308 V8	Angled Bolts

Part No.

MI11160

MI11165

MI11180

MI11200

MI11310

MI11420

MI11440

MI11450

MI11570

Holden V8 Main Caps

High quality billet steel main caps for Holden V8 engines. Made in the USA by Pro-gram Engineering. The centre caps are 4 bolt with a choice of splayed or straight outer bolts and are sold in sets of three. The front and rear caps are 2 bolt and are sold individually.

Description

Holden V8 4 Bolt Centre Main Caps - Straight	Part No
Holden V8 4 Bolt Centre Main Caps - Splayed	RPMWH308C4B
Holden V8 2 Bolt Front Main Cap	RPMWH308CFA
Holden V8 2 Bolt Rear Main Cap	RPMWH308F
	RPMWH308R



PRO-GRAM BILLET LS SERIES MAIN CAPS

High quality billet steel main caps for GM LS Series V8 engines.

Made in the USA by Pro-gram Engineering.

Description

LS Series Main Caps (Set of 5)

Part No

RPMWL51



PRO-GRAM BILLET TOYOTA 2JZ-GTE MAIN CAPS

High quality billet steel main caps for Toyota 2JZ-GTE.

Made in the USA by Pro-gram Engineering.

Description

Toyota 2JZ-GTE Billet Main Caps (Set of 7)

Part No

RPMW2JZ-GTE

BLOCK & CRANK ACCESSORIES

Rear Seal Adaptor Gasket

Replacement Gasket Suit SB
Chev Vortec 86-On 1-Piece
Rear Seal Adaptor
GM12555771



Rear Seal Adaptor

Rear Seal Adaptor Suit
SB Chev Vortec 86-On
1-Piece Main
GM14088557

MOROSO REAR SEAL ADAPTERS - CHEV SMALL BLOCK

These rear main seal adaptors convert a 1986-on Small Block Chev to accept the early style, 2 piece rear main seal allowing the use of early style crankshafts in the later style block. They are available for use with either the new style oil pan (1986 and newer blocks with one-piece rear seal), or the old style oil pan (pre-1980 blocks with driver-side dipstick)

- Manufactured from billet aluminum
- Includes fasteners

Description

Early Crank to Late Block with Late Pan
Early Crank to Late Block with Early Pan

Part No.
MO38315
MO38415

REAR SEAL ADAPTER - CHEV BIG BLOCK

Enables the use of early style Mark IV 2-piece rear seal crankshafts in the Mark V & VI 1-piece rear seal blocks.

- Includes fasteners • Must use late style oil pan.

Description

Chev Big Block Crankshaft Adapter



Part No.
EAC-EAG500

ROLLER PILOT BEARING

This high speed bearing is designed as a direct replacement in all Chevrolet V8's and 90° V6's and requires no modification to either crank or input shafts. Packed with high temperature grease for proper lubrication under extreme high heat conditions. Suitable for all high performance applications including drag, oval track/road race and street. 1.093" O.D. x .591" I.D. x .72" Depth.

Roller Pilot Bearing, Chevrolet V8 and 90° V6 MO41100



CRANKSHAFT KEYS

All are 3/16" wide Sold individually.

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG984
Chev SB & BB	1.375" x 0.400"	MG983
Chrysler SB & BB	1.375" x 0.400"	MG983
Ford FE Big Block	0.750" x 0.300"	MG984
Holden 179-202	0.750" x 0.300"	MG984

CRANKSHAFT KEYS - 2" OFFSET

Offset 2" to simplify camshaft degreasing. Colour coded Silver

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG987
Chev SB & BB	1.375" x 0.400"	MG985
Chrysler SB & BB	1.375" x 0.400"	MG985
Ford FE Big Block	0.750" x 0.300"	MG987
Holden 179-202	0.750" x 0.300"	MG987

CRANKSHAFT KEYS - 4" OFFSET

Offset 4" to simplify camshaft degreasing. Colour Coded Copper

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG988
Chev SB & BB	1.375" x 0.400"	MG986
Chrysler SB & BB	1.375" x 0.400"	MG986
Ford FE Big Block	0.750" x 0.300"	MG988
Holden 179-202	0.750" x 0.300"	MG988

CYLINDER HEAD DOWELS

These hard-to-find dowel pins are precision machined then case hardened for accurate alignment in engine assembly. Packaged two per set.

Application	Length x Depth	Part No.
Chev Small Block	0.313" x 0.625"	MG4375
Chev Big Block	0.640" x 0.500"	MG4377



MOROSO OFFSET CYLINDER HEAD DOWELS

Offset cylinder head dowels reposition the cylinder heads upwards on the block (toward the lifter valley), moving valves away from cylinder wall for improved intake flow. Supplied in packs of 4.

Description	Part No.
Chev Small Block .015" offset	MO37920
Chev Small Block .030" offset	MO37930
Chev Big Block .030" offset	MO37900
Chrysler Small Block .015" offset	MO37920
Chrysler Small Block .030" offset	MO37930
Chrysler Big Block .030" offset	MO37900

Engine Finishing Kits

COMP Cams engine finishing kits include those often missing parts like woodruff keys, cylinder head alignment dowels, cam bolts, cam eccentrics (SB Ford) and timing cover & oil pump dowel pins that are so crucial to properly assembling your engine. Available for Small and Big Block Chevrolet and Ford Small Block engines, the COMP Cams engine finishing kits make engine assembly easy and feature new parts replacing those commonly worn or lost pieces.

Description

Part No.	Description
GM LS Engine Plug Kit	CO251
Chevrolet 265-400 Engine Finishing Kit	CO233
Chevrolet 396-454 Engine Finishing Kit	CO234
Ford 5.0L, 302, 351W Engine Finishing Kit	CO235



DART BLOCK REPLACEMENT

ACCESSORIES SMALL PARTS KIT

• Dart Block Parts Kits Include The Same Quality Components, We Use In Our Performance Engine Blocks.

• Each Kit Includes Coated Cam Bearings, Freeze Plugs And Dowel Pin.

Part No.	Description
DA32000001	Dart Small Block Little M™ Block Parts Kit
DA32000002	Dart Big Block "Big M" Block Parts Kit
DA32000003	Dart Small Block Ford Block Parts Kit (No Dowel Pins)
DA32000013	Dart Small Block Chevy SHP Block Parts Kit
DA32000016	Dart LS Next Iron Block Parts Kit
DA32000017	Dart LS Next Aluminium Block Parts Kit
DA32000018	Dart LS Next SHP Iron Block Parts Kit



CRANKSHAFT KEYS

All are 3/16" Wide Sold in packs of 2

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	PI839009
Chev SB & BB	1.375" x 0.400"	PI839010
Chrysler SB & BB	1.375" x 0.400"	PI839010
Ford 302 Windsor	1.375" x 0.300"	PI839048
Ford 351 Windsor	1.750" x 0.225"	PI839011
Ford 351 Cleveland	1.750" x 0.225"	PI839011
Ford SB 289-302, BB 429-460	1.750" x .366"	PI839012

CYLINDER HEAD DOWELS

Sold in packs of 4

Application	Diam. x Length	Part No.
Ford 429-460	0.750" x 0.450"	PI839002
Ford 289-400	0.675" x 0.450"	PI839003
Chev Small Block	0.313" x 0.500"	PI839004
Chev Big Block	0.650" x 0.500"	PI839005
LS1 1997-2005	0.511" x 0.590"	PIS-1115
LS6 2001-2007	0.590" x 0.590"	PIS-1116

BELLOUSING DOWELS

Extra long bellhousing dowels suitable for most GM V6 and V8 engines. Sold in pairs.

Application	Diam. x Length	Part No.
Most GM V6 & V8	0.625" x 1.625"	PI839032

CLUTCH PILOT BEARINGS

Clutch pilot bearings for Chev and Holden V8 crankshafts. Available in the low friction roller type or the heavy duty solid bronze bush.

Description

GM V8 Roller Clutch Pilot Bearing
GM V8 Bronze Clutch Pilot Bushing

Part No.
PI873008
PI873001

WELCH PLUG KITS

Complete engine block welch plug and gallery plug kits include brass welch plugs and steel oil gallery plugs but do not include cylinder head plugs.

Application	Part No.
Chev Small Block 283-350	PIPE-100-BR
Chev Small Block 400	PIPE-101-BR
CHEV Big Block MK 5-6	PI830019
Chev Big Block 396-454	PIPE-102-BR
Chev LS Series Brass	PIPE-496-B
Chev LS Series Steel	PIPE-496
Chrysler Small Block 273-360	PIPE-113-BR
Chrysler Big Block 383-440	PIPE-114-BR
Ford Cleveland 302-351	PIPE-109-BR
Ford Windsor 221-351	PIPE-108-BR
Ford Big Block 429-460	PIPE-125-BR
Ford FE Big Block 332-428	PIPE-110-BR
Holden V8 253-304-308	5RWPK-308

REAR CAM PLUGS

Zinc coated steel cam plugs. Sold individually.

Application	Size	Part No.
Chev Small Block	2-7/64"	PIEPS-78
Chev Big Block	2-7/32"	PIEPS-154
Chrysler 383-440	2-9/64"	PIEPC-84
Ford Cleveland	2-17/64"	PIEPS-175
Ford Windsor	2-5/32"	PIEPS-71
Ford 429-460	2-1/2"	PIEPC-132
Ford 332-428 FE	2-3/8"	PIEPC-92

OIL GALLERY PLUGS

Steel pipe plugs with NPT threads. Sold individually.

Thread	Diameter	Part No.
1/8" NPT	0.405"	PIPP-638
1/4" NPT	0.540"	PIPP-567
3/8" NPT	0.675"	PIPP-554
1/2" NPT	0.840"	PIPP-568

FUEL PUMP PLATES

Fuel pump block off and mounting plates for Chev V8 engines.

Description

Fuel Pump Mount Plate - Chev SB
Fuel Pump Block Off - Chev SB
Fuel Pump Block Off - Chev BB

Part No.
PI839050
PI839033
PI839034

MAIN STUD GIRDLES



ALLOY MAIN STUD GIRDLE

With a superior strength-to-weight ratio 6061 T6 aluminum is more expensive than steel but much more effective at dampening harmonics, which is the leading cause of main cap walk and block failure. The lightweight 3/4" thick Main Stud Girdle evenly distributes load and dampens harmonics by bolting the main cap studs together to create a super strong rectangular cage. The brace nearly doubles the main web support area in the engine. The added strength and rigidity assists to eliminate main cap "walk" or movement. Securing the loose end of the main studs provides stability unequalled even by a 4-bolt main block. Additionally, a production 2 bolt block strengthened with a main stud girdle is an economical alternative to an expensive 4-bolt aftermarket block or steel cap conversion.

PT-347MSG	Main stud girdle Windsor 302 (Use ARP Studs AR154-5408)
PT-355MSG	Main stud girdle Holden V8 (Use ARP Studs AR134-5401)
PT-393MSG	Main stud girdle 351C (Use ARP Studs AR154-5403)

Main Stud Girdles

FORD 289-302W MAIN CAP GIRDLE

The Moroso main cap girdle is manufactured from 1/2" thick steel and is profiled to fit over engine main caps without the need for spacers. It works with any standard Melling M68 or M68HV oil pump and is supplied with all necessary hardware.

Main Cap Girdle, 289 -302W MO22928



ROTATING ASSEMBLIES



SCAT ROTATING ASSEMBLYS - 9000 SERIES

The Scat 9000 series rotating assembly kits are a perfect foundation for a tough street engine. They include a Scat cast crank, Scat forged I-beam or H-beam rods and forged pistons.

CHEV BIG BLOCK

These kits fit standard deck Chev big blocks. Part numbers 91360 and 91610 suit early blocks with the 2-piece rear main seal and 91650 suits late model blocks with the 1-piece rear main seal.

Part No	CID	Bore x Stroke	Piston	118cc	124cc
SC1-91360-1	489	4.280" x 4.25"	Flat	9.00:1	8.60:1
SC1-91610-1	489	4.280" x 4.25"	Dome	10.2:1	9.70:1

FORD 289-302 WINDSOR

These kits fit Ford 289-302 Windsor engines. They use 5.4" rods and are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-94170-1	347	4.030" x 3.40"	Flat	11.0:1	9.60:1

FORD 351 WINDSOR

These kits fit Ford 351 Windsor engines with the stock 3.00" mains. They are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-94260-1	393	4.030" x 3.85"	Dish	11.3:1	10.4:1
SC1-94310-1	408	4.030" x 4.00"	Flat	12.6:1	10.7:1
SC1-94360-1	408	4.030" x 4.00"	Dish	10.7:1	9.40:1

FORD 351 CLEVELAND

These kits fit Ford 351 Cleveland engines and aftermarket Windsor style blocks with the Cleveland deck and mains. They are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	64cc	70cc
SC1-94272-1	408	4.030" x 4.00"	Dish	9.80:1	9.40:1

FORD 429-460

These kits fit Ford 429 & 460 big blocks. They include 6.70" H-beam rods and are designed for external balance.

Part No	CID	Bore x Stroke	Piston	72cc	84cc
SC1-95010-1	545	4.390" x 4.50"	Flat	11.5:1	10.4:1
SC1-95105-1	545	4.390" x 4.50"	Flat	13.7:1	12.2:1
SC1-95120-1	557	4.440" x 4.50"	Flat	10.3:1	9.00:1

FORD 239 FLATHEAD

These kits are for Ford V8 flatheads with the 239 main size. They include H-beam rods and are designed for internal balance.

Part No	CID	Bore x Stroke	Piston	64cc
SC1-94600B1	274	3.125" x 4.000"	Flat	9.4:1

FORD 239 FLATHEAD LATE BLOCK - 1949-1953

Part No	CID	Bore x Stroke	Piston	74cc
SC1-94613B1	274	3.125" x 4.000"	Dome 0.187cc	9.4:1
SC1-94614B1	286	3.125" x 4.125"	Dome 0.187cc	9.7:1

SCAT ROTATING ASSEMBLYS - 4000 SERIES

The Scat 4000 series rotating assembly kits are a perfect foundation for a tough street or race engine. They include a Scat 4340 forged crank, Scat forged H-beam rods and forged pistons.

CHEV LS1, LS6 & LSX - 24 Tooth Reluctor

These kits suit LS1, LS2 & LS6 engines with the 24 tooth reluctor. They include crank, rods, pistons, rings and bearings.

Part No	CID	Bore x Stroke	Piston	66cc	72cc
SC1-41902	408	4.030" x 4.00"	Flat	12.0:1	11.2:1
SC1-41903	427	4.125" x 4.00"	Dish	9.60:1	9.10:1

CHEV LS2 & LSX - 58 Tooth Reluctor

These kits suit 2005-on LS2 engines with the 58 tooth reluctor. They include crank, rods, pistons, rings and bearings.

Part No	CID	Bore x Stroke	Piston	64cc	70cc
SC1-44204B1	408	4.030" x 4.000"	Flat -3.3cc	11.4:1	11.2:1
SC1-44205B1	408	4.030" x 4.000"	Dish -10cc	10.6:1	10.4:1

CHEV BIG BLOCK

These kits fit standard deck Chev big blocks. Part numbers 42360 and 42375 suit early blocks with the 2-piece rear main seal and 42500 suits late model blocks with the 1-piece rear main seal.

Part No	CID	Bore x Stroke	Piston	118cc	124cc
SC1-42500-1	540	4.500" x 4.25"	Flat	9.80:1	9.40:1

FORD 289-302 WINDSOR

These kits fit Ford 289-302 Windsor engines. They use 5.4" rods and are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-45405-1	347	4.030" x 3.40"	Dome	12.9:1	11.1:1

CRANKSHAFTS



BRIAN CROWER ROTATING ASSEMBLIES

Rather than piece together your bottom end with a variety of mismatched parts, order a BC stroker kit that not only increases your overall displacement for more horsepower and torque, but also delivers strength and reliability using only the highest quality parts.

- Complete Balanced Assemblies • Includes Rings & Bearings
- BC Forged H-Beam or Billet I-Beam Conrods
- BC 4340 Billet or Forged Crankshaft
- CP Forged Pistons • Choice of Bore Size and Dish Volume

Application	Stroke	Rods	Part No.
Honda B16A	84.5mm	H-beam BC625+	BC0018
Honda B18C	84.5mm	H-beam Sportsman	BC0019
Honda H22	100mm	H-beam BC625+	BC0038
Honda H22	100mm	H-beam Sportsman	BC0039
Honda K24*	102mm	H-beamLight Weight	BC0048
Honda K24*	102mm	H-beam	BC0049
Honda F20C, F22C	97mm	H-beam Sportsman	BC0069
Mitsubishi 4G63	102mm	H-beam BC625+	BC0108
Mitsubishi 4G63	102mm	H-beam Sportsman	BC0109
Nissan SR20DET 2.35L	91mm	I-beam ARP2000 Bolts	BC0207
Nissan SR20DET 2.35L	91mm	H-beam BC625+	BC0208
Nissan SR20DET 2.35L	91mm	H-beam Sportsman	BC0209
Nissan VQ35DE	92mm	H-beam Sportsman	BC0229
Toyota 2JZGTE	94mm	H-beam Carrillo	BC0308
Toyota 2JZGTE	94mm	H-beam BC625+	BC0309
Toyota 3SGTE	91mm	H-beam BC625+	BC0353
Toyota 3SGTE	91mm	H-beam Sportsman	BC0354
Toyota 4AGE	83mm	H-beam BC625+	BC0360
Toyota 4AGE	83mm	H-beam Sportsman	BC0361
Subaru WRX EJ20	79mm	H-beam BC625+	BC0608
Subaru WRX EJ20	79mm	H-beam Sportsman	BC0609
Subaru WRX EJ25	83mm	H-beam BC625+	BC0628
Subaru WRX EJ25	83mm	H-beam Sportsman	BC0629
Nissan RB26DETT 2.63L	73.7mm	H-beam BC625+	BC0235
Nissan RB26DETT 2.63L	73.7mm	H-beam Sportsman	BC0236
Nissan RB26DETT 2.9L	79mm	H-beam BC625+	BC0238
Nissan RB26DETT 2.9L	79mm	H-beam Sportsman	BC0239
Nissan RB30DET 3.21L	90mm	H-beam 7/16" Bolts	BC0233
Nissan SR20DET 2.35L	86mm	I-beam ARP2000 Bolts	BC0207

Note: * Honda K24 Block With K20 Head



Hi-Performance 308-355 c.i. Stroker Crankshaft

Product Code: HA99-CRKV55CHE

To suit 308 with Holden balancer and flywheel and Chev rods, Rope rear seal.

Features: Rope rear seal. 2.100" diameter X 1.900" journals - 3.48" (88.4mm) stroke. Recommended 6500rpm with 10:1 compression ratio
Mass: 23kg

Hi-Performance 308-355 c.i. Stroker Crankshaft

Product Code: HA99-CRK2008

To suit 308 with Holden rods, balancer and flywheel, Rope rear seal.

Features: Rope rear seal. 2.125" diameter X 1.770" journals - 3.48" (88.4mm) stroke. Recommended 6500rpm with 10:1 compression ratio
Mass: 23kg



COMPSTAR

Imported Forged Crankshafts, Machined in USA

Compstar components are forged and semi-finished at various offshore locations. Unlike similar offerings by other companies, all Compstar components are finished and inspected at Callies' manufacturing facility. Compstar utilizes precision gauging and material evaluation equipment that is routinely ISO 17025 certified for consistent accountability. This investment in perfection allows Compstar to maintain proper geometry and quality control, while monitoring both metallurgy and design.

LS1/LS2

Compstar LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors.

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH317-CS-24
3.625"	58 Tooth OEM	CAAPH317-CS-58
3.625"	24 Tooth Billet	CAAPH317-CS-24B
3.625"	58 Tooth Billet	CAAPH317-CS-58B
4.000"	24 Tooth OEM	CAAP031N-CS-24
4.000"	58 Tooth OEM	CAAP031N-CS-58
4.000"	24 Tooth Billet	CAAP031N-CS-24B
4.000"	58 Tooth Billet	CAAP031N-CS-58B
4.125"	24 Tooth OEM	CAAPU31T-CS-24
4.125"	58 Tooth OEM	CAAPU31T-CS-58
4.125"	24 Tooth Billet	CAAPU31T-CS-24B
4.125"	58 Tooth Billet	CAAPU31T-CS-58B

LS7

4.000"	2.100"	2.559	CAAW0317-CS-24
4.000"	2.100"	2.559	CAAW0317-CS-58

S/B CHEV

3.480"	2.100"	350	CASAF113-CM
3.480"	2.000"	350	CASAF143-CM
3.480"	2.100"	400	CASAF213-CM
3.500"	2.100"	350	CASAG113-CM
3.500"	2.000"	350	CASAG143-CM
3.562"	2.100"	350	CASAG113-CM
3.625"	2.100"	350	CASAH113-CS
3.625"	2.100"	400	CASAH213-CS
3.750"	2.100"	350	CASAJ113-CS
3.750"	2.100"	400	CASAJ213-CS
3.800"	2.100"	350	CASAK113-CS
3.800"	2.100"	400	CASAK213-CS
3.875"	2.100"	350	CASAM113-CS
3.875"	2.100"	400	CASAM213-CS
4.000"	2.100"	350	CASAO113-CS
4.000"	2.100"	400	CASAO213-CS

S/B CHEV 1 PICE REAR MAIN SEAL

3.750"	2.100"	350	CACAJ113-CS
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S/B CHEV COMET (LIGHT WEIGHT)

3.335"	2.000"	350	CASAX143-CC
3.480"	2.100"	350	CASAF113-CC
3.480"	2.000"	350	CASAF143-CC
3.480"	1.888"	350	CASAF193-CC
3.500"	2.100"	350	CASAG113-CC
3.500"	2.000"	350	CASAG143-CC
3.500"	1.888"	350	CASAG193-CC
3.562"	2.000"	350	CASAG143-CC
3.625"	2.100"	350	CASAH113-CC
3.625"	2.000"	350	CASAH143-CC
3.750"	2.100"	350	CASAJ113-CC
3.750"	2.000"	350	CASAJ143-CC
3.875"	2.100"	350	CASAM113-CC
4.000"	2.100"	350	CASAO113-CC
4.000"	2.100"	400	CASAO213-CC

B/B CHEV

4.000"	2.200"	2.750	CABBQ425-CS
4.375"	2.200"	2.750	CABBQ425-CS
4.250"	2.200"	2.750	CABBQ425-CS
4.500"	2.200"	2.750	CABBQ425-CS

B/B CHEV 1 PICE REAR MAIN SEAL

4.000"	2.200"	2.750	CAIBO425-CS
4.250"	2.200"	2.750	CAIBP425-CS

S/B FORD

3.400"	2.123"	302	CAUJW08M-CS
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COMPSTAR SPORT SERIES

Intended for High RPM, High Output engines all Sport Series crankshafts are finished with the same care and detail as the entire line of Compstar crankshafts. All Sport Series cranks are sold balanced and ready for assembly. Sport Series crankshafts by Compstar feature the best metallurgy and heat treatment on the market today.

SUBARU EJ20 BILLET CRANKS

Stroke	Pins	Mains	Part Number
75mm	52mm	60mm	CA8136KTH-CS
79mm	52mm	60mm	CA8134KTH-CS
83mm	52mm	60mm	CA8140KTH-CS

MITSUBISHI 4G63 (7-Bolt) FORGED CRANKS

Stroke	Pins	Mains	Part Number
88mm	45mm	57mm	CAX234JOL-CS
100mm	45mm	57mm	CAX235JOL-CS

MITSUBISHI 4G63 (7-Bolt) BILLET CRANKS

Stroke	Pins	Mains	Part Number
94mm	45mm	57mm	CAX227J0H-CS
102mm	45mm	57mm	CAX237J0H-CS

MITSUBISHI 4B11T (7-Bolt) BILLET CRANKS

Stroke	Pins	Mains	Part Number
94mm	52mm	52mm	CAXX27J0H-CS

MAGNUM XL

Callies has once again established a new standard for lightweight crankshafts. Magnum XL lightening profiles result in crankshafts having extremely high strength to weight ratios. Material is carefully removed from non-stressed areas of each shaft to eliminate parasitic weight. The Callies Magnum XL profile is effective at minimizing windage within the crankcase atmosphere. Oil control is improved by not relying on counterweight undercutting to eliminate weight. All Magnum XL crankshafts feature the Callies Ultra-Case nitride treatment. This heat treatment method produces a deep case that enhances strength while creating an extremely hard load bearing wear surface. The Ultra-Case process generates a layer of hardened steel deep enough to maintain its integrity even after a .010 regrind. Each main and rod journal is drilled for weight reduction and throttle response improvement.

By Special Order



MAGNUM

100% USA Made Lightweight Forged Crankshafts

Callies' design team has optimized material distribution throughout this crankshaft to produce a component that is strong yet easy to balance. Callies Magnum Mass Correct counterweights have been strategically placed to reduce imbalance forces over the entire length of the shaft. The result is a crankshaft that exhibits superior bearing life and minimal wear. Our Dual Arc leading edges create a unique counterweight that is beneficial in the reduction of disruptive crankcase windage. This profile characteristic is of greatest value in high RPM, large displacement engines. A typical 4.500 stroke BBC shaft will have a finished weight of 69 lbs. All rod journals are drilled with generously radiused lightening holes. Each counterweight features Callies' (Dual Arc) windage reducing leading edge.

MAGNUM S/B CHEV

3.335"	2.100"	350	CASAX11A-MG
3.335"	2.000"	350	CASAX14A-MG
3.335"	1.888"	350	CASAX19A-MG
3.400"	2.000"	350	CASAW11A-MG
3.480"	2.100"	350	CASAF11A-MG
3.480"	2.000"	350	CASAF14A-MG
3.480"	1.888"	350	CASAF19A-MG
3.500"	2.100"	350	CASAG11A-MG
3.500"	2.000"	350	CASAG14A-MG
3.500"	1.888"	350	CASAG19A-MG
3.550"	2.100"	350	CASAT11A-MG
3.550"	2.000"	350	CASAT14A-MG
3.625"	2.100"	350	CASAH11A-MG
3.625"	2.000"	350	CASAH14A-MG
3.625"	1.888"	350	CASAH19A-MG
3.750"	2.100"	350	CASAJ11A-MG
3.750"	2.000"	350	CASAJ14A-MG
3.750"	2.100"	400	CASAJ21A-MG
3.750"	2.000"	400	CASAJ24A-MG
3.800"	2.100"	350	CASAK11A-MG
3.800"	2.000"	400	CASAK14A-MG
3.800"	2.100"	400	CASAK21A-MG
3.875"	2.100"	350	CASAM11A-MG
3.875"	2.000"	350	CASAM14A-MG
3.875"	2.100"	400	CASAM21A-MG
4.000"	2.100"	350	CASAO11A-MG
4.000"	2.000"	350	CASAO14A-MG
4.000"	2.100"	400	CASAO21A-MG
4.000"	2.000"	400	CASAO24A-MG
4.125"	2.100"	400	CASAU21A-MG
4.250"	2.100"	400	CASAF21A-MG

S/B CHEV WITH B/B CHEV SNOUT

3.750"	2.100"	350	CASMJ11A-MG
3.750"	2.100"	400	CASMJ21A-MG
3.875"	2.000"	350	CASMM14A-MG
3.875"	2.100"	400	CASMM21A-MG
3.875"	2.000"	400	CASMM24A-MG
4.000"	2.100"	350	CASMO11A-MG
4.000"	2.000"	350	CASMO14A-MG
4.000"	1.888"	350	CASMO19A-MG
4.000"	2.100"	400	CASMO21A-MG
4.000"	2.000"	400	CASMO24A-MG
4.125"	2.100"	400	CASMU21A-MG
4.250"	2.100"	400	CASMP21A-MG

MAGNUM B/B CHEV

3.750"	2.200"	2.750	CABBJ42B-MG
4.000"	2.200"	2.750	CABBO42B-MG
4.125"	2.200"	2.750	CABBU42B-MG
4.250"	2.200"	2.750	CABBP42B-MG
4.375"	2.200"	2.750	CABBB42B-MG
4.500"	2.200"	2.750	CABBO42B-MG
4.625"	2.200"	2.750	CABBR42B-MG
4.750"	2.200"	2.750	CABBS42B-MG
4.875"	2.200"	2.750	CABBI42B-MG
5.000"	2.200"	2.750	CABBV42B-MG

MAGNUM LS1, LS2, LS3, LS6

Magnum LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors.

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH31T-MG-24
3.625"	58 Tooth OEM	CAAPH31T-MG-58
3.625"	24 Tooth Billet	CAAPH31T-MG-24B
3.625"	58 Tooth Billet	CAAPH31T-MG-58B
4.000"	24 Tooth OEM	CAAP031T-MG-24
4.000"	58 Tooth OEM	CAAP031T-MG-58
4.000"	24 Tooth Billet	CAAP031T-MG-24B
4.000"	58 Tooth Billet	CAAP031T-MG-58B
4.125"	24 Tooth OEM	CAAPU31T-MG-24
4.125"	58 Tooth OEM	CAAPU31T-MG-58
4.125"	24 Tooth Billet	CAAPU31T-MG-24B
4.125"	58 Tooth Billet	CAAPU31T-MG-58B
4.250"	24 Tooth OEM	CA5PP31T-MG-24
4.250"	58 Tooth OEM	CA5PP31T-MG-58
4.250"	24 Tooth Billet	CA5PP31T-MG-24B
4.250"	58 Tooth Billet	CA5PP31T-MG-58B

MAGNUM S/B FORD

3.250 "	2.100"	302	CAUJE01V-MG
3.400 "	2.100"	302	CAUJW01V-MG
3.400 "	2.123"	302	CAUJW08V-MG
3.500 "	2.123"	302	CAEDG01V-MG
4.000"	2.100"	2.750"	CAEF071U-CS

MAGNUM FORD CLEVELAND

3.500 "	2.100"	351C	CAEF671V-MG
3.625 "	2.100"	351C	CAEFH71V-MG
3.750 "	2.100"	351C	CAEFJ71V-MG
3.850 "	2.100"	351C	CAEFZ71V-MG-3850
3.900 "	2.100"	351C	CAEFC71V-MG
4.000 "	2.100"	351C	CAEF071V-MG
4.100 "	2.100"	351C	CAEFZ71V-MG
4.125 "	2.100"	351C	CAEFU71V-MG
4.250 "	2.100"	351C	CAEFP71V-MG

MAGNUM BB FORD 429-460

4.300"	2.100"	3.00"	CA994-H29-MG
4.500"	2.100"	3.00"	CA99Q-H29-MG
4.750"	2.100"	3.00"	CA99SH29-MG

MAGNUM S/B CHRYSLER MOPAR

3.310 "	2.100"	340	CAPS9A1X-MG
3.580 "	2.100"	340	CAPS%A1X-MG
3.790 "	2.100"	340	CAPSNA1X-MG
3.800 "	2.100"	340	CAPSA1X-MG
4.000 "	2.100"	340	CAPSDA1X-MG
4.125 "	2.100"	340	CAPSUA1X-MG

LS RELUCTOR INSTALLATION TOOL

The Goodson reluctor installation tool is required to properly index and install the reluctor on LS crankshafts. Works with OEM and aftermarket billet reluctors.

Description	Part Number
Reluctor	
Installation Tool	CARRJ-350



BILLET LS RELUCTORS

These billet LS crank reluctors replace the inconsistent factory reluctors which are prone to slipping on the crank.

Description	Part Number
24 Tooth Billet Reluctor	CA12559353-1
58 Tooth Billet Reluctor	CA12586768-1

DRAGONSLAYER

100% USA Made Forged Crankshafts

DragonSlayer crankshafts are made in the U.S.A. for American Racers.

The DragonSlayer is rapidly setting the standard by which other Sportsman crankshafts are measured. Each DragonSlayer features the Callies Ultra-Case nitride treatment. This heat treatment method produces a deep case that enhances strength while creating an extremely hard load bearing wear surface. The Ultra-Case process generates a layer of hardened steel deep enough to maintain its integrity even after a .010 regrind. Roundness and taper are held to less than .0003 on all rod and main journal diameters. Our final polishing procedures produce excellent load carrying surfaces that ensure extended bearing life and trouble free operation. Callies heat treat expertise combined with our high purity premium 4340 forging produce strength of unparalleled value.



LS1, LS2, LS3, LS6

Dragonlayer LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH31T-DS-24
3.625"	58 Tooth OEM	CAAPH31T-DS-58
3.625"	24 Tooth Billet	CAAPH31T-DS-24B
3.625"	58 Tooth Billet	CAAPH31T-DS-58B
4.000"	24 Tooth OEM	CAAP031T-DS-24
4.000"	58 Tooth OEM	CAAP031T-DS-58
4.000"	24 Tooth Billet	CAAP031T-DS-24B
4.000"	58 Tooth Billet	CAAP031T-DS-58B
4.125"	24 Tooth OEM	CAAPU31T-DS-24
4.125"	58 Tooth OEM	CAAPU31T-DS-58
4.125"	24 Tooth Billet	CAAPU31T-DS-24B
4.125"	58 Tooth Billet	CAAPU31T-DS-58B

LS7

4.100 "	2.100"	2.559	CAAW0317V-DS-24
4.100 "	2.100"	2.559	CAAW0317V-CS-58



EAGLE CAST CRANKSHAFTS

ESP Cast Steel Crankshafts offer an excellent alternative to reworking a factory cast crankshaft. Manufactured with 0.092" radius on all journals, rear seal and snout for added strength while still using OE style bearings. Our cranks feature lightening holes in every rod throw. Each crankshaft is inspected for dimension, size, and stroke accuracy. Perfect for applications up to 500 HP.

CHEV SMALL BLOCK 350

These cranks fit Chev small blocks with 350 mains. They are for early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number MO38315.

- 2 piece rear main seal
- 3.480" stroke is internal balance
- 3.750" stroke is external balance
- Approx. weight is 50 lbs

Stroke	Rod	Part No.
3.480"	5.700"	EAG103503480
3.750"	5.700"	EAG103503750

CHEV SMALL BLOCK 350 (LATE 1 PIECE SEAL)

These cast cranks fit Chev small blocks with 350 mains. They are for late model blocks with the 1 piece rear main seal.

Stroke	Rod	Part No.
3.480"	5.700"	EAG103523480
3.750"	5.850"	EAG10350375057L

CHEV SMALL BLOCK 400

This crank fits Chev small blocks with 400 mains. It is externally balanced to factory spec for use with the standard balancer and flywheel.

- External balance to factory spec
- Approx. weight is 50 lbs

Stroke	Rod	Part No.
3.750"	5.700"	EA104003750
3.800"	6.000"	EA440038006000

CHRYSLER SMALL BLOCK 340

This cast crankshaft fits Chrysler 340 small blocks and is used to build 408 cid stroker motors.

- Internal balance •

Stroke	Rod	Part No.
4.000"	6.123"	EA103404000

CHRYSLER SMALL BLOCK 360

This crankshaft fits Chrysler 360 small blocks and is used to build 408 cid stroker motors.

- Internal balance
- Approx. weight is 56 lbs

Stroke	Rod	Part No.
4.000"	6.123"	EA103604000

FORD 302 WINDSOR

These crankshafts fit Ford 302 Windsor engines. They are externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Will not work with AOD or AODE converter.
- Approx. weight is 41 lbs.
- 2.100" rod journals, Ford width
- Must use Eagle 5.400" conrods

Stroke	Rod	Part No.
3.250"	5.400"	EA103023250
3.400"	5.400"	EA103023400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Will not work with AOD or AODE converter.
- Approx. weight is 53-57 lbs.
- 2.310" rod journals on 3.850" stroke
- 2.100" rod journals on 3.750" & 4.000"

Stroke	Rod	Part No.
3.750"	6.000"	EA103513750
3.850"	5.996"	EA103513850
4.000"	6.000"	EA103514000

FORD 351 CLEVELAND

This crank fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. It is externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Approx. weight is 51 lbs.
- Will not work with AOD or AODE converter.
- 2.100" rod journals • SVO Snout
- Use ROC3110 timing set for Cleveland

Stroke	Rod	Part No.
3.850"	6.000"	EA103523850
Stroke	Rod	Part No.
3.850	6.000	EA435638506000
4.000	6.000	EA435640006000

EAGLE 4340 FORGED CRANKSHAFTS

ESP Forged 4340 Steel Crankshafts feature a non-twist forging and undergo a multistage heat treatment process as well as stress relieving, shot peening, and nitriding. They are magnafluxed and sonic tested to insure quality. We micro polish each journal to a 3 or better R.A. and a radius of 0.125" is used to increase strength, so chamfered bearings must be used. All rod throws feature lightening holes to reduce weight.

CHEV SMALL BLOCK 350

These cranks fit Chev small blocks with 350 mains. They are for early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number GM10051118.

- 2 piece rear main seal
- Internal balance
- Approx. weight is 52-55 Lbs.

Stroke	Rod	Part No.
3.250"	5.700"	EA435032505700
3.480"	5.700"	EA435034805700
3.480"	6.000"	EA435034806000
3.750"	5.700"	EA435037505700
3.750"	6.000"	EA435037506000
4.000"	6.000"	EA435040006000
4.125"	6.000"	EA435041256000

CHEV SMALL BLOCK 350 (LATE 1 PIECE SEAL)

These cranks fit Chev small blocks with 350 mains. They are for late model blocks with the 1 piece rear main seal

Stroke	Rod	Part No.
3.750"	5.700"	EA435337505700
3.800"	5.700"	EA435338005700

CHEV SMALL BLOCK 400

These cranks fit Chev small blocks with 400 mains. They are internally balanced so you must use a 350 style balancer and flywheel.

- 2 piece rear main seal
- Internal balance
- Approx. weight is 53-57 Lbs.

Stroke	Rod	Part No.
3.750"	5.700"	EA440037505700
4.000"	5.700"	EA440040005700
4.000"	6.000"	EA440040006000
4.125"	6.000"	EA440041256000

CHEV LS1, LS2 & LS6 - to 2005

These cranks are for early LS engines with the 24 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Internal balance.
- Short Snout
- 24 tooth reluctor.
- Approx. weight is 54lbs.

Stroke	Rod	Part No.
4.000"	6.125"	EA434640006100
4.100"	6.125"	EA434641006100
4.125"	6.125"	EA434641256100
4.250"	6.560"	EA434642506560

CHEV LS2 - 2005 on

These cranks are for later LS2 engines with the 58 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Internal balance.
- Short Snout
- 58 tooth reluctor.
- Approx. weight is 54lbs.

Stroke	Rod	Part No.
4.000"	6.125"	EA434740006100
4.100"	6.125"	EA434741006100
4.125"	6.125"	EA434741256100
4.250"	6.560"	EA434742506560

CHEV LS7 & LSX

These cranks are for LS7 engines and LSX engines based on aftermarket blocks with the 58 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Internal balance.
- Long Snout
- 58 tooth reluctor.

Stroke	Rod	Part No.
4.000"	6.125"	EA442740006100
4.100"	6.125"	EA442741006100
4.125"	6.125"	EA442741256100
4.250"	6.460"	EA442742506560

CHEV BIG BLOCK

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500. • Internal balance • Centre c/weight on 4.250" stroke & larger • 2 piece rear main seal • Cross Drilled & Chamfered oil holes • Approx. weight is 70-78 lbs

Stroke	Rod	Part No.
3.766"	6.135"	EA439637666135
4.000"	6.135"	EA445440026135
4.250"	6.385"	EA445442526385
4.375"	6.385"	EA445443756385
4.500"	6.535"	EA445445006535
4.750"	6.660"	EA450247506600

CHEV BIG BLOCK - Standard Oiling

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500. • 2 piece rear main seal • Internal balance • Centre c/weight on 4.250" stroke • Standard oiling • Approx. weight is 70-78 lbs

Stroke	Rod	Part No.
4.000"	6.135"	EA445440036135
4.250"	6.385"	EA445442536385
4.375"	6.385"	EA445443766385
4.500"	6.535"	EA445445016535

CHRYSLER 340

These cranks fit Chrysler 273, 318 & 340 small block engines and can raise displacement to up to 416 cid.

• Internal balance • Chamfered oil holes • Approx. weight is 57-59lbs

Stroke	Rod	Part No.
3.310"	6.123"	EA434033106123
4.000"	6.123"	EA434040006123

CHRYSLER 360

These cranks fit the Chrysler 360 small block engine and can raise displacement up to 408 cid.

• Internal balance • Chamfered oil holes • Approx. weight is 59-60lbs

Stroke	Rod	Part No.
3.580"	6.123"	EA436035806123
4.000"	6.123"	EA436040006123

CHRYSLER B-BLOCK 361, 383 & 400

These crankshafts fit the short deck Chrysler "B" big block. They have 2.375" rod journals for use with standard style rods and bearings.

• Internal balance. • Approx. weight is 69-71 Lbs.

Stroke	Rod	Flange	Part No.
4.150"	6.760"	6 Bolt	EA440041506760
4.150"	6.760"	8 Bolt	EA440241506760

CHRYSLER RB-BLOCK 413, 426 & 440

These crankshafts fit the tall deck Chrysler "RB" big block. They have 2.375" rod journals on strokes up to 4.150" and 2.200" on 4.250" and up.

• Internal balance. • Approx. weight is 69-71 Lbs..

• Chev BB Rod Journals on 4.250" & Larger

Stroke	Rod	Flange	Part No.
3.750"	6.760"	6 Bolt	EA444037506760
3.750"	6.760"	8 Bolt	EA444237506760
4.150"	6.760"	6 Bolt	EA444041506760
4.150"	6.760"	8 Bolt	EA444241506760
4.250"	7.100"	8 Bolt	EA444242507100
4.375"	7.100"	8 Bolt	EA444243757100
4.500"	7.100"	8 Bolt	EA444245007100

MITSUBISHI 4G63

These crankshafts fit Mitsubishi 4G63 2.0L engines and will increase capacity to 2.2 or 2.3 litres with a 0.5mm overbore.

• Approx. weight is 37 Lbs. • 6 bolt flange suits 1989-92

• 7 bolt flange suits 1993-on

Stroke	Rod	Flange	Part No.
94mm	5.900"	6 Bolt	EA2037005900A6
100mm	5.900"	6 Bolt	EA2439375900A6
94mm	5.900"	7 Bolt	EA2037005900B7
100mm	5.900"	7 Bolt	EA2439375900B7

FORD 289-302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter. • Approx. weight is 46-47 Lbs. • 2.100" rod journals

Stroke	Rod	Part No.
3.000"	5.400"	EA430230015400
3.250"	5.400"	EA430232505400
3.400"	5.400"	EA430234005400
3.470"	5.400"	EA430234705400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter. • Approx. weight is 59 Lbs. • 2.100" rod journals

Stroke	Rod	Part No.
3.750"	6.200"	EA435137506200
4.000"	6.200"	EA435140006200
4.250"	6.200"	EA435142506300

FORD 351 SVO & CLEVELAND

These cranks fit 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter.

• Approx. weight is 59 Lbs. • 2.100" rod journals

• Use ROCS3110 timing set for Cleveland

• 4.250" stroke fits 9.5" deck only

Stroke	Rod	Part No.
3.750"	6.200"	EA435237506200
3.850"	6.200"	EA435238506200
4.000"	6.200"	EA435240006200



FORD CLEVELAND STROKER CRANK

These cranks feature a Cleveland style snout and uses STD Cleveland timing sets, not like other cranks that use the SVO snout and require a special timing set. Includes STD Cleveland main journals, with 2.100" Rod Journals (use Large Journal S/B Chev Conrds and bearings). Available in 2 strokes, 3.850" or 4.000".

• Stroke: 3.850" or 4.000" • Internal Balance • Rods: 2.100"

• Bob Weight: 1765g (+/- 2%) • Mains: 2.750"

• Snout: Cleveland Style

Description	Part No.
3.850" Stroke, 6.000" Rod	EA435638506000
4.000" Stroke, 6.000" Rod	EA435640006000

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrds.

Stroke	Length	Pin	Balance	Part No.
4.500"	6.700"	2.200"	Internal	EA446045002200



SCAT CHEV & HOLDEN CRANKSHAFTS

STOCK REPLACEMENT CAST CRANKS

Designed to replace stock cranks or for mildly built street engines, these cranks are balanced to factory specs and accept all stock components.

• Cheaper than a crank regrind!
• Precision ground and micro polished
• Designed and Engineered at Scat

Application	Part No.
Chev 350, 2-Piece Rear Seal	SC9-10442
Chev 350, 1-Piece Rear Seal	SC9-10526
Chev 383, 2-Piece Rear Seal	SC9-103750
Chev 454, 2-Piece Rear Seal	SC9-10454
Chev 454, 1-Piece Rear Seal	SC9-10454L

SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines • Aero-wing counterweights • Straight shot oil holes

• Lightening holes in all rod throws (except 3.480 stroke)

• Precision ground and micropolished,
• Made from SCAT's exclusive space-age 9000 material

HOLDEN V8 304-308

Fits 304-308 Holden V8 engines originally equipped with a rope rear main seal. Available to suit Holden or Chev conrds. Engines with Chev rods can use the commonly available Chev 383 stroker pistons. Can use Felpro neoprene conversion rear seal, part number FEBS40613.

Stroke	Length	Pin	Balance	Part No.
3.480"	5.627"	2.125"	Internal	SC930834805627
3.480"	5.700"	2.100"	Internal	SC930834805700

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.480"	5.700"	350	Internal	SC935034805700
3.750"	5.700"	350	External	SC935037505700
3.750"	6.000"	350	Internal	SC935037506000
3.500"	6.000"	400	Internal	SC940035006000
3.750"	5.700"	400	External	SC940037505700
3.750"	6.000"	400	Internal	SC940037506000

SMALL BLOCK CHEV - 1 PIECE REAR SEAL

Fits late model Chev small blocks with the 1 piece rear main seal.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	External	SC935037505700L
3.750"	6.000"	350	Internal	SC935037506000L

BIG BLOCK CHEV

These cranks fit Chev big blocks. Cranks with the 2 piece rear main seal can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.250"	6.135"	2-piece	External	SC945442506135
4.250"	6.385"	2-piece	Internal	SC945442506385
4.250"	6.135"	1-piece	External	SC945442506135L



4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower • Straight shot & chamfered oil holes, • Nitride hardened for superior wear resistance • Lightening holes in all rod throws • Large radius on all journals • Precision ground • Heat treated, shot peened • Inspected & micropolished at SCAT

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.480"	5.700"	350	Internal	SC435034805700
3.500"	5.700"	350	Internal	SC435035005700
3.562"	5.700"	350	Internal	SC435035625700
3.625"	5.700"	350	Internal	SC435036255700
3.750"	5.700"	350	Internal	SC435037505700
3.750"	6.000"	350	Internal	SC435037506000
3.875"	6.000"	350	Internal	SC435038756000
4.000"	6.000"	350	Internal	SC435040006000
3.500"	6.000"	400	Internal	SC440035006000
3.750"	5.700"	400	Internal	SC440037505700
3.750"	6.000"	400	Internal	SC440037506000
4.000"	6.000"	400	Internal	SC440040006000

SMALL BLOCK CHEV - 1 PIECE REAR SEAL

Fits late model Chev small blocks with the 1 piece rear main seal.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	External	SC435037505700L

CHEV LS1, LS2 & LS6 - 10 2005

Fits LS1, LS2 & LS6 engines up to early 2005 with the 24 tooth reluctor.

Stroke	Length	Pin	Balance	Part No.
3.622"	6.125"	2.100"	Internal	SC4LS13622612524
4.000"	6.125"	2.100"	Internal	SC4LS1400061252
4.125"	6.125"	2.100"	Internal	SC4LS1412561252
4.250"	6.125"	2.100"	Internal	SC4LS1425061252

CHEV LS2 - 2005 on

Fits LS2 engines from early 2005 with the 58 tooth reluctor.

Stroke	Length	Pin	Balance	Part No.
3.622"	6.125"	2.100"	Internal	SC4LS13622612558
4.000"	6.125"	2.100"	Internal	SC4LS1400061255
4.125"	6.125"	2.100"	Internal	SC4LS1412561255
4.250"	6.125"	2.100"	Internal	SC4LS1425061255

BIG BLOCK CHEV

These cranks fit Chev big blocks. Cranks with the 2 piece rear main seal can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.000"	6.135"	2-piece	External	SC445440006135
4.000"	6.385"	2-piece	Internal	SC445440006385
4.250"	6.135"	2-piece	External	SC445442506135
4.250"	6.135"	1-piece	External	SC445442506135L
4.250"	6.385"	2-piece	Internal	SC445442506385
4.500"	6.535"	2-piece	External	SC445445006535

4340 FORGED CRANKSHAFTS - LIGHTWEIGHT

Made from the same strong aircraft quality forging as our standard weight cranks, but with profiled counterweights for less weight.

Perfect for engines wanting quicker rpm's

• Profiled aero-wing counterweights • Straight shot & chamfered oil holes • Nitride hardened for superior wear resistance, • Lightening holes in all rod throws • Large radius on all journals, • CNC machined

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	Internal	SC4350375057002
3.750"	6.000"	350	Internal	SC4350375060002

BIG BLOCK CHEV

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.250"	6.385"	2-piece	Internal	SC4454425063852

SCAT CHRYSLER CRANKSHAFTS

SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines. • Aero-wing counterweights • Straight shot oil holes

• Lightening holes in all rod throws • Precision ground and micropolished,
• Made from SCAT's exclusive space-age 9000 material

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
3.580"	6.123"	340	Internal	SC9340358061232
4.000"	6.123"	340	Internal	SC9340400061232
3.580"	6.123"	360	Internal	SC9360358061232
4.000"	6.123"	360	Internal	SC9360400061232

4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower

• Straight shot & chamfered oil holes,
• Nitride hardened for superior wear resistance
• Lightening holes in all rod throws
• Large radius on all journals
• Precision ground
• Heat treated, shot peened
• Inspected & micropolished at SCAT

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
3.580"	6.123"	340	Internal	SC434035806123
4.000"	6.123"	340	Internal	SC434040006123
3.580"	6.123"	360	Internal	SC436035806123
4.000"	6.123"	360	Internal	SC436040006123

CHRYSLER BIG BLOCK

Fits Chrysler "B" and "RB" big block engines and accepts stock 440 style conrods.

Stroke	Rods	Flange	Balance	Part No.
3.750"	6.760"	8-Bolt	Internal	SC4440375067602
3.763"	6.760"	8-Bolt	Internal	SC4440376367602
4.150"	6.760"	8-Bolt	Internal	SC4440415067602
4.250"	6.760"	8-Bolt	Internal	SC4440425067602
4.500"	6.760"	8-Bolt	Internal	SC4440450067602

4340 FORGED CRANKSHAFTS - LIGHTWEIGHT

Made from the same strong aircraft quality forging as our standard weight cranks, but with profiled counterweights for less weight.

Perfect for engines wanting quicker rpm's

- Profiled aero-wing counterweights
- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance,
- Lightening holes in all rod throws
- Large radius on all journals,
- CNC machined

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
4.000"	6.123"	360	Internal	SC4360400061232

SCAT FORD CRANKSHAFTS SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines

- Aero-wing counterweights
- Straight shot oil holes
- Lightening holes in all rod throws
- Precision ground and micropolished,
- Made from SCAT's exclusive space-age 9000 material

FORD 302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.250"	5.400"	2.123"	External	SC9302325054002
3.400"	5.400"	2.123"	External	SC9302340054002

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.500"	5.955"	2.311"	External	SC9351W35005955
3.850"	5.955"	2.311"	External	SC935138595523
4.000"	6.000"	2.100"	External	SC93514006000W

FORD 351 SVO & CLEVELAND

Fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. They are externally balanced and must be used with a 280z balancer and flywheel. Cleveland blocks must use timing set part number ROC3S110.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.850"	6.000"	2.100"	External	SC93513859555C
4.000"	6.000"	2.100"	External	SC93513859555C
4.250"	6.250"	2.100"	Internal	SC4351C42506250

FORD FLATHEAD

Fits Ford Flathead V8 engines with 239 mains and uses Chev small block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.000"	7.000"	2.100"	Internal	SC923940002000
4.125"	7.000"	2.100"	Internal	SC923941252000

FORD BIG BLOCK FE 390-428

Fits Ford FE big block engines. Cranks with the 2.200" rod pin accept Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.980"	6.490"	2.438"	External	SC9428398064902
4.125"	6.700"	2.200"	Internal	SC9FE4125670022
4.250"	6.700"	2.200"	Internal	SC9FE4250670022

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.150"	6.700"	2.200"	Internal	SC9460415067002
4.500"	6.700"	2.200"	Internal	SC9460450067002

4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower

- Straight shot & chamfered oil holes,
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals
- Precision ground
- Heat treated, shot peened
- Inspected & micropolished at SCAT

FORD 302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.000"	5.090"	2.123"	External	SC430230005090
3.250"	5.400"	2.123"	External	SC430232505400
3.400"	5.400"	2.123"	External	SC430234005400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. Externally balanced cranks must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.850"	6.000"	2.100"	Internal	SC4351W38506000
3.850"	6.125"	2.100"	Internal	SC435138506125W
4.000"	6.000"	2.100"	External	SC435140006000W
4.000"	6.125"	2.100"	Internal	SC435140006125W
4.000"	6.200"	2.100"	Internal	SC435140006200W
4.100"	6.000"	2.100"	External	SC4351W41006000
4.100"	6.200"	2.100"	Internal	SC4351W41006200

FORD 351 SVO & CLEVELAND

Fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. The externally balanced cranks must be used with a 280z balancer and flywheel. Cleveland blocks must use timing set part number ROC3S110.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.500"	6.000"	2.100"	External	SC4351C35006000
3.750"	6.000"	2.100"	External	SC4351C37506000
3.850"	6.000"	2.100"	External	SC4351C38506000
3.850"	6.125"	2.100"	Internal	SC4351C38506125
3.850"	6.200"	2.100"	Internal	SC4351C38506200
4.000"	6.000"	2.100"	External	SC4351C40006000
4.000"	6.200"	2.100"	Internal	SC4351C40006200
4.100"	6.200"	2.100"	Internal	SC4351C41006200

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.150"	6.700"	2.200"	Internal	SC4460415067002
4.300"	6.700"	2.200"	Internal	SC4460430067002
4.500"	6.700"	2.200"	Internal	SC4460450067002

CONNECTING RODS



4340 FORGED STOCK REPLACEMENT I-BEAM ROD

This rod is perfect for the street/strip racer that wants a little extra insurance.

- ARP 3/8" WaveLoc rod bolts
- Press pin or bushed
- Sized and balanced to ±1 gram
- Lightweight I-Beam design

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC3-ICR5700
5.700"	Press	2.100"	0.927"	SC3-ICR5700P
6.000"	Bushed	2.100"	0.927"	SC3-ICR6000
6.000"	Press	2.100"	0.927"	SC3-ICR6000P

FORD 302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.090"	Press	2.123"	0.912"	SC3-ICR5090P

PRO STOCK PREMIUM 4340 FORGED I-BEAM RODS

Lightweight I-Beam design with even more strength to step up to more horsepower.

- ARP 3/8" 8740 cap screw bolts
- Sized and balanced to ±1 gram
- Special doweled cap for perfect cap-to-rod alignment
- Press pin or bushed
- Extra clearance for stroker applications

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC2-ICR5700
5.700"	Press	2.100"	0.927"	SC2-ICR5700P
6.000"	Bushed	2.100"	0.927"	SC2-ICR6000
6.000"	Press	2.100"	0.927"	SC2-ICR6000P

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	SC2-ICR57002000
5.700"	Press	2.000"	0.927"	SC2-ICR5700200P

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC2-ICR6135
6.135"	Pressed	2.200"	0.990"	SC2-ICR6135P

FORD SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.123"	0.912"	SC2-ICR5400-912
5.400"	Bushed	2.123"	0.927"	SC2-ICR5400-927
5.955"	Bushed	2.123"	0.912"	SC2-ICR5955-912

PRO COMP 4340 FORGED I-BEAM RODS

The ultimate I-Beam rod that incorporates the strength and technology of the H-Beam rod.

- ARP 7/16" Cap Screw Bolts
- Sized and balanced to ±1 gram
- One rib cap design for added strength and bearing support
- Polished beams to eliminate stress risers
- Special hollow dowels
- Profiled clearance for stroker applications

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC2-ICR5700-716
6.000"	Bushed	2.100"	0.927"	SC2-ICR6000-716
6.125"	Bushed	2.100"	0.927"	SC2-ICR6125-716
6.200"	Bushed	2.100"	0.927"	SC2-ICR6200-716

CHEV & HOLDEN LS-1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Press	2.100"	0.944"	SC2-ICR6000-944

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC2-ICR6135-716
6.385"	Bushed	2.200"	0.990"	SC2-ICR6385-716
6.700"	Bushed	2.200"	0.990"	SC2-ICR6700-716

HOLDEN V8 253-308

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.124"	0.927"	SC2-ICR3085700



4340 FORGED H-BEAM RODS

The Bad Boy of all SCAT Rods available for serious horsepower engines.

- ARP 7/16" Cap Screw Bolts
- Sized and balanced to ±1 gram
- Profiled clearance for stroker applications
- H-Beam design is the strongest SCAT rod available
- Perfect for supercharged and nitrous applications
- Special doweled cap for specific cap-to-rod alignment



CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100
5.850"	Bushed	2.100"	0.927"	SC235058502100
6.000"	Bushed	2.100"	0.927"	SC235060002100
6.125"	Bushed	2.100"	0.927"	SC235061252100
6.200"	Bushed	2.100"	0.927"	SC235062002100
6.250"	Bushed	2.100"	0.927"	SC235062502100
6.300"	Bushed	2.100"	0.927"	SC235063002100

CHEV SMALL BLOCK - Large Journal (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100A
6.000"	Bushed	2.100"	0.927"	SC235060002100A
6.125"	Bushed	2.100"	0.927"	SC235061252100A
6.200"	Bushed	2.100"	0.927"	SC235062002100A
6.250"	Bushed	2.100"	0.927"	SC235062502100A

CHEV SMALL BLOCK - Large Journal (Lightweight)

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100L
6.000"	Bushed	2.100"	0.927"	SC235060002100L

CHEV & HOLDEN LS-1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	SC2LS161002100

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	SC235057002000
6.000"	Bushed	2.000"	0.927"	SC235060002000

CHEV & HOLDEN LS-1 (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	SC2LS161002100A
6.100"	Bushed	2.100"	0.945"	SC2LS161002100B

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC245461352200
6.385"	Bushed	2.200"	0.990"	SC245463852200
6.535"	Bushed	2.200"	0.990"	SC245465352200
6.700"	Bushed	2.200"	0.990"	SC245467002200
6.800"	Bushed	2.200"	0.990"	SC245468002200
7.100"	Bushed	2.200"	0.990"	SC245471002200

CHEV BIG BLOCK (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC245461352200A
6.385"	Bushed	2.200"	0.990"	SC245463852200A
6.535"	Bushed	2.200"	0.990"	SC245465352200A
6.700"	Bushed	2.200"	0.990"	SC245467002200A

CHRYSLER SMALL BLOCK 360

FORD 302 WINDSOR (ARP2000 Rod Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.000"	0.927"	SC230254200927A
5.400"	Bushed	2.100"	0.927"	SC230254210927A
5.400"	Bushed	2.123"	0.927"	SC230254212927A

FORD 351 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.955"	Bushed	2.311"	0.912"	SC235159552311
6.125"	Bushed	2.311"	0.912"	SC235161252311
6.200"	Bushed	2.311"	0.927"	SC235162002311

FORD MODULAR V8

Rod Length	Pin Type	Big End	Small End	Part Number
5.933"	Bushed	2.086"	0.866"	SC2-46L-5933
6.657"	Bushed	2.086"	0.866"	SC2-54L-6657

FORD BA XR6 TURBO

Rod Length	Pin Type	Big End	Small End	Part Number
6.059"	Bushed	2.242"	0.867"	SC2605922429938

FORD BIG BLOCK 390-428

Rod Length	Pin Type	Big End	Small End	Part Number
6.490"	Bushed	2.438"	0.975"	SC2428649024389

FORD BIG BLOCK 429-460

Rod Length	Pin Type	Big End	Small End	Part Number
6.605"	Bushed	2.500"	1.040"	SC246066052500

FORD FLATHEAD

Rod Length	Pin Type	Big End	Small End	Part Number
7.000"	Bushed	2.000"	0.750"	SC223970002000

HOLDEN V8 253-308

Rod Length	Pin Type	Big End	Small End	Part Number
5.627"	Bushed	2.124"	0.927"	SC230856272124
5.700"	Bushed	2.124"	0.927"	SC230857002124

HOLDEN V6 SUPERCHARGED

Rod Length	Pin Type	Big End	Small End	Part Number
5.970"	Bushed	2.249"	0.970"	SC2385970224994

NISSAN

Rod Length	Pin Type	Big End	Small End	Part Number
RB30 6.000"	Bushed	2.086"	.827"	SC26002208685782
SR20 5.365"	Bushed	1.888"	0.866"	SC2536518888988
VG30 6.071"	Bushed	1.967"	0.866"	SC2607119678178

HONDA

Rod Length	Pin Type	Big End	Small End	Part Number
B16A 5.290"	Bushed	1.771"	0.827"	SC2529017719358
D16 5.394"	Bushed	1.771"	0.748"	SC2539417718987
B18A 5.934"	Bushed	1.771"	0.827"	SC2539417719358
B18C 5.430"	Bushed	1.771"	0.827"	SC2543017718588
B20B 5.934"	Bushed	1.771"	0.827"	SC2539417719358
H22 5.630"	Bushed	1.890"	0.866"	SC2563018909358

MAZDA 626

Rod Length	Pin Type	Big End	Small End	Part Number
Early 5.906"	Bushed	1.771"	0.827"	SC2590617711158
Late 5.906"	Bushed	1.771"	0.866"	SC2590617711038

SUBARU ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
EJ20 5.138"	Bushed	2.047"	0.905"	SC2513820478429
EJ25 5.180"	Bushed	2.047"	0.905"	SC2518020478429

SCAT H-BEAM CONNECTING RODS

EXTRA CLEARANCE

These H-beam connecting rods are the strongest Scat connecting rods available. These Scat H-beam connecting rods are perfect for supercharged and nitrous applications. These rods incorporate a special dove-tailed cap for specific cap-to-rod alignment and are profiled with extra clearance for stroker applications

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
6.000"	Bushed	2.100"	0.927"	SC235060002100S
6.000"	Bushed	2.100"	0.927"	SC235060002100SA
(WITH 2000 ROD BOLTS)				
6.000"	Bushed	2.100"	0.927"	SC235060002100QLSA
(Q-LITE WITH 2000 ROD BOLTS)				

ROD BOLTS

Replacement rod bolts for Scat conrods in ARP 8740 or ARP 2000 material.

Description	Part No.
3/8" x 1.6" ARP 8740 Bolts For I-Beam Rods (2)	SC4AJ16011SLU-2
3/8" x 1.6" ARP 8740 Bolts For I-Beam Rods (16)	SC4AJ16011SLU-16
3/8" x 1.6" ARP 2000 Bolts For I-Beam Rods (2)	SC4AJ16012SLU-2
3/8" x 1.6" ARP 2000 Bolts For I-Beam Rods (16)	SC4AJ16012SLU-16
7/16" x 1.450" ARP 2000 Bolts For I-Beam Rods (1)	SC4AP1.450-2LU
7/16" x 1.6" ARP 8740 Bolts For H-Beam Rods (2)	SC4AP16021LU-2
7/16" x 1.6" ARP 8740 Bolts For H-Beam Rods (16)	SC4AP16021LU-16
7/16" x 1.6" ARP 2000 Bolts For H-Beam Rods (1)	SC4AP16022LU-1
7/16" x 1.6" ARP 2000 Bolts For H-Beam Rods (16)	SC4AP16022LU-16

GUDGEON PIN BUSHES

Replacement gudgeon pin bushes for Scat conrods are supplied with undersized bores ready to hone to size.

Pin Diam.	OD	Length	Part No.
0.750"	0.830"	1.313"	SCB8750-1
0.912"	0.975"	1.014"	SCB8912-1
0.927"	0.972"	0.972"	SCB927-1
0.990"	1.037"	1.135"	SCB990-1

HOLLOW DOWELS

Replacement hollow dowels for Scat H-beam rods.

Required when resizing/reconditioning conrods.

Hollow Dowels (pair) SC44375BEAM-2

SCAT ROD CAP ALIGNMENT SLEEVES

ALIGNMENT SLEEVES (DOWELS)

FOR 7/16" BOLT - I & H BEAM RODS SC-S4375



Billet machined from 4340 steel, BC Pro Series rods are designed for high horsepower forced induction engines. Manufactured on state of the art CNC machining centers, they include ARP 220,000 psi bolts and aluminum bronze bushings. These rods are a billet steel I-beam design which is far superior to a forged H-beam rod.

Application	Length	Beam	Series	Part No.
Honda B18C	5.433"	H	BC625+	BC6025
Honda F20C	6.023"	H	BC625+	BC6069
Mitsubishi 4G63 - 21mm pin	5.906"	H	ARP625+*	BC6104
Mitsubishi 4G63 - 22mm pin	5.906"	H	ARP625+*	BC6108
Mitsubishi 4B11 EVO X	5.659	H	ARP625+	BC6134
Mitsubishi 4B11 EVO X	5.659	H	Sportsman	BC6135
Mitsubishi 4B11 EVO X	5.659	I	ARP2000	BC6137
Mitsubishi 4B11 EVO X	5.659	I	ARP625+	BC6136
Nissan SR20DET	5.366"	H	ARP625+*	BC6208
Nissan RB26DETT	4.783"	I	ARP625+*	BC6236
Nissan RB26DETT	4.783"	I	ARP2000	BC6237
Nissan RB26DETT	4.783"	H	ARP625+*	BC6238
Nissan RB26DETT	4.783"	H	S/man ARP2000	BC6239
Nissan RB30DET	5.995"	H	7/16" ARP2000	BC6230
Nissan SR20DET	5.366"	I	ARP625+*	BC6206
Nissan SR20DET	5.366"	I	ARP2000	BC6207
Nissan SR20DET	5.366"	H	ARP625+*	BC6208
Nissan SR20DET	5.366"	H	S/man ARP2000	BC6209
Subaru WRX EJ20 & EJ25	5.141"	I	ARP625+*	BC6606
Subaru WRX EJ20 & EJ25	5.141"	I	ARP 2000	BC6607
Subaru WRX EJ20 & EJ25	5.141"	H	ARP625+*	BC6608
Subaru WRX EJ20 & EJ25	5.141"	H	S/man ARP 2000	BC6609
Subaru BRZ, Scion FR-S,				
Toyota GT86	5.094"	H	ARP625+	BC6618
Subaru BRZ, Scion FR-S,				
Toyota GT86	5.094"	H	ARP2000	BC6619
Toyota 2JZ-GTE	5.590"	H	S/man ARP2000	BC6305
Toyota 2JZ-GTE	5.590"	H	ARP625+*	BC6309
Toyota 7M-GTE	5.980"	H	S/man ARP 2000	BC6329
Toyota 3SGTE	5.433"	H	ARP625+*	BC6350
Toyota 3SGTE	5.433"	H	S/man ARP 2000	BC6351
Toyota 4AGE	4.803"	H	ARP625+*	BC6354
Toyota 4AGE	4.803"	H	S/man ARP 2000	BC6355

Note: * ARP625+ = ARP Custom Age 625+ Rod Bolts.

S/man signifies Sportsman series



BME CONNECTING RODS

From 1975 to 1995, BME Forged Aluminum Connecting Rods were made of 7075 aluminum, heat-treated to the T6 specification. In 1996, after a comprehensive research and development program, Bill Miller Engineering introduced rods made of a new, advanced, aluminum alloy, Alcoa originally developed this revolutionary material for the Boeing Company to use for wing spars and other high-strength, lightweight structures in military and commercial aircraft.

For a given part, compared to 7075-T6, this newer type of aluminum provides an average, 15% increase in tensile and yield strength along with equal or better elongation and other mechanical qualities with, most importantly--no increase in weight. In short, with Bill Miller Engineering rods, racers get longer fatigue life for their money, but no extra weight.

- 1) Bill Miller Engineering Forged Aluminum Connecting Rods are made from a unique variety of aluminum and are the only rods forged from aluminum extrusions rather than cut out of ordinary flat stock.
- 2) BME Rods outperform and outlast all other aluminum connecting rods.
- 3) In 36 years of manufacturing aluminum connecting rods, Bill Miller Engineering has earned for a reputation for innovative technology, high quality, continuous improvement and outstanding service.
- 4) BME puts overriding emphasis on quality through testing, inspection and manufacturing process controls
- 5) Bill Miller has raced a Top Fuel car since the early 1980s. There is no better way to find out what it takes to make the best drag race connecting rod in the world than to regularly test it in your own Top Fueler
- 6) BME Rods are MADE IN AMERICA with the finest materials and the best workmanship of any racing connecting rod available today

BME ALUMINUM RODS UNPARALLELED SUCCESS ..
AVAILABLE BY SPECIAL ORDER PLEASE CALL
ROCKET FOR YOUR ENQUIRY



SIR I-BEAM CONRODS

SIR connecting rods are Forged form 5140 steel and utilize ARP 3/8" capscrew style bolts with alignment sleeves for easier assembly. Packaged in weight-matched sets (+/- 2g). Sizing is performed by in-house CNC equipment. SIR rods are the perfect choice for engines up to 500 HP.

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	EACSI5700BBLW
5.700"	Press	2.100"	0.927"	EACSI5700BPLW
6.000"	Bushed	2.100"	0.927"	EACSI6000BBLW
6.000"	Press	2.100"	0.927"	EACSI6000BPLW

FORD 302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.100"	0.927"	EASIR5400CB
5.090"	Press-fit	2.123"	0.912"	EASIR5090FP

CHRYSLER SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.123"	Press-fit	2.125"	0.984"	EASIR6123CP

ESP H-BEAM CONRODS

ESP connecting rods are forged form 4340 steel and utilize ARP 7/16" capscrew-style bolts with alignment sleeves for a perfect fit. Packaged in weight-matched sets (+/- 1g). Sizing is done on the state of the art Sunnen Krossgrinding system. The perfect choice for engines up to 700 HP.

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.565"	Bushed	2.100"	0.927"	EACRS5565B3D
5.700"	Bushed	2.100"	0.927"	EACRS5700B3D
5.850"	Bushed	2.100"	0.927"	EACRS5850B3D
6.000"	Bushed	2.100"	0.927"	EACRS6000B3D
6.125"	Bushed	2.100"	0.927"	EACRS6125B3D
6.200"	Bushed	2.100"	0.927"	EACRS6200B3D
6.250"	Bushed	2.100"	0.927"	EACRS6250B3D
6.300"	Bushed	2.100"	0.927"	EACRS6300B3D

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	EACRS5700S3D
5.850"	Bushed	2.000"	0.927"	EACRS5850S3D

CHEV SMALL BLOCK - Honda Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	1.899"	0.927"	EACRS5700H3D
6.000"	Bushed	1.899"	0.927"	EACRS6000H3D
6.125"	Bushed	1.899"	0.927"	EACRS6125H3D

CHEV SMALL BLOCK - (LS GEN III)

Rod Length	Bolt Type	Big End	Small End	Part Number
6.100"	L19	2.100"	0.927"	EACRS6100L3DL19
6.125"	L19	2.100"	0.927"	EACRS6125B3DL19

CHEV & HOLDEN LS1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	EACRS6100L3D
6.100"	Bushed	2.100"	0.945"	EACRS6100M3D
6.125"	Bushed	2.100"	0.927"	EACRS6125O3D
6.200"	Bushed	2.100"	0.927"	EACRS6200O3D

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	EACRS6135B3D
6.385"	Bushed	2.200"	0.990"	EACRS6385B3D
6.535"	Bushed	2.200"	0.990"	EACRS6535B3D
6.635"	Bushed	2.200"	0.990"	EACRS6635B3D
6.700"	Bushed	2.200"	0.990"	EACRS6700B3D
7.100"	Bushed	2.200"	0.990"	EACRS7100B3D

CHRYSLER SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.123"	Bushed	2.124"	0.984"	EACRS6123C3D

CHRYSLER BIG BLOCK & HEMI

Rod Length	Pin Type	Big End	Small End	Part Number
6.760"	Bushed	2.374"	1.094"	EACRS6760C3D
6.760"	Bushed	2.374"	0.990"	EACRS6760B3D
6.860"	Bushed	2.374"	1.030"	EACRS6860C3D

FORD 289-302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.090"	Bushed	2.123"	0.912"	EACRS5090F3D
5.155"	Bushed	2.123"	0.912"	EACRS5155F3D
5.315"	Bushed	2.100"	0.927"	EACRS5315C3D
5.400"	Bushed	2.100"	0.927"	EACRS5400C3D

FORD 351 CLEVELAND

NB: Must use 351 Windsor bearings

Rod Length	Pin Type	Big End	Small End	Part Number
5.780"	Bushed	2.311"	0.912"	EACRS5780F3D

FORD BIG BLOCK 429-460

Rod Length	Pin Type	Big End	Small End	Part Number
6.605"	Bushed	2.500"	1.040"	EACRS6605F3D

EXTREME DUTY BOLT UPGRADES

For extreme horsepower applications, Eagle ESP H-beam conrods are available with the bolts upgraded to ARP's exotic ARP2000 or L19 material. The ARP2000 bolts are recommended for up to 1100 horsepower and the L19 are good for 1400 horsepower!

CHEV SMALL BLOCK - Large Journal

Rod Length	Bolt Type	Big End	Small End	Part Number
6.000"	2000	2.100"	0.927"	EACRS6000B3D200
6.000"	L19	2.100"	0.927"	EACRS6000B3DL19

CHEV BIG BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.385"	2000	2.200"	0.990"	EACRS6385D2000
6.535"	2000	2.200"	0.990"	EACRS6535D2000
6.700"	L19	2.200"	0.990"	EACRS6700DL19
6.800"	L19	2.200"	0.990"	EACRS6800DL19

CHRYSLER SMALL BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.123"	2000	2.124"	0.984"	EACRS6123C3D200

MAXIMUM STROKE H-BEAM CONRODS

ESP maximum stroke H-beam conrods have all the features of the regular ESP rods plus they are CNC machined for increased camshaft clearance when using a 4.00" stroke crankshaft.

CHEV SMALL BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.000"	8740	2.100"	0.927"	EACRS6000BST
6.000"	2000	2.100"	0.927"	EACRS6000BST200

ESP H-BEAM SPORT COMPACT CONRODS

ESP connecting rods are forged from 4340 steel and utilize 3/8" ARP 2000 capscrew-style bolts with alignment sleeves for a perfect fit. Packaged in weight-matched sets (+/-1g). Sizing is done on the state of the art Sunnen Krossgrinding system. ESP connecting rods are the perfect choice for engines up to 900 HP.

FORD ZETEC 1.9L

Rod Length	Pin Type	Big End	Small End	Part Number
5.483"	Bushed	1.728"	0.787"	EACRS5483F3D

FORD DURATEC 2.3L

Rod Length	Pin Type	Big End	Small End	Part Number
6.094"	Bushed	2.046"	0.826"	EACRS6094F3D

HONDA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
B16A	5.290"	1.771"	0.827"	EACRS5290H3D
D16	5.394"	1.771"	0.748"	EACRS5394H3D
B18A	5.934"	1.771"	0.827"	EACRS5394A3D
B18C	5.430"	1.771"	0.827"	EACRS5430A3D
B20B	5.934"	1.771"	0.827"	EACRS5394A3D
H22	5.630"	1.890"	0.866"	EACRS5630H3D

MITSUBISHI 4G63

Rod Length	Pin Type	Big End	Small End	Part Number
Early	5.900"	1.771"	0.827"	EACRS5900MA3D
Late	5.900"	1.771"	0.866"	EACRS5900MB3D

NISSAN ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
SR20	5.365"	1.888"	0.866"	EACRS5365N3D
RB26	4.783"	1.888"	0.826"	EACRS4783N3D
VG30	6.071"	1.967"	0.866"	EACRS6071N3D

SUBARU EJ20

Rod Length	Pin Type	Big End	Small End	Part Number
EJ20	5.137"	2.047"	0.905"	EACRS5137S3D

TOYOTA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
3TC	4.850"	1.889"	0.866"	EACRS4850TA3D
3SGTE	5.428"	1.889"	0.866"	EACRS5428T3D
2JZGTE	5.590"	2.047"	0.866"	EACRS5590T3D

MAZDA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
B16A	5.233"	1.771"	0.787"	EACRS5233M3D

ROD BOLTS

Replacement ARP rod bolts for Eagle conrods. Sold in sets of 16.

Description	Part No.
7/16" x 1.600" ARP8740 Bolts (16)	EAG12000
7/16" x 1.600" ARP2000 Bolts (16)	EAG20000
7/16" x 1.600" ARPL19 Bolts (16)	EAG14000
7/16" x 1.800" ARP2000 Bolts (16)	EAG20030

CHEV LS SERIES

Rod Length	Bolt Type	Big End	Small End	Part Number
6.125"	2000	2.100"	0.927"	EACRS612503D2000



COMPSTAR H-BEAM RODS

Produced from heat treated and stress relieved 4340 material, our H-beam Compstar rods are fully machined with a shot blasted Stress Riser free surface. Finished and sized in our plant in Ohio, every detail of this highly stressed component has been carefully analysed to maximize repeatability and dependability. All lengths are stroker cleared.

CHEV SMALL BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
5.700"	2.000"	0.927"	CACSA5700CS2A2AH
5.700"	2.100"	0.927"	CACSA5700DS2A2AH
5.850"	2.000"	0.927"	CACSA5850CS2A2AH
5.850"	2.100"	0.927"	CACSA5850DS2A2AH
6.000"	1.888"	0.927"	CACSA6000AS2A0AH
6.000"	2.000"	0.927"	CACSA6000CS2A2AH
6.000"	2.100"	0.927"	CACSA6000DS2A2AH
6.100"	2.100"	0.927"	CACSA6100DS2A2AH
6.125"	2.000"	0.927"	CACSA6125CS2A2AH
6.125"	2.100"	0.927"	CACSA6125DS2A2AH
6.200"	2.000"	0.927"	CACSA6200CS2A2AH
6.200"	2.100"	0.927"	CACSA6200DS2A2AH
6.250"	2.100"	0.927"	CACSA6250DS2A2AH
6.300"	2.100"	0.927"	CACSA6300DS2A2AH

CHEV LS SERIES, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	0.927"	CSC6100DS2A2AH
6.100"	2.100"	0.943"	CSC6100DS6A2AH
6.125"	2.000"	0.927"	CSC6125CS2A2AH
6.125"	2.100"	0.927"	CSC6125DS2A2AH
6.200"	2.100"	0.927"	CSC6200DS2A2AH

CHEV LSX TALL DECK BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
6.340"	2.000"	0.927"	CSC6340CS2A2AH
6.440"	2.000"	0.927"	CSC6440CS2A2AH
6.460"	2.100"	0.927"	CSC6460DS2A2AH
6.560"	2.100"	0.927"	CSC6560DS2A2AH

CHEV BIG BLOCK, ARP L19 BOLTS

Rod Length	Big End	Small End	Part Number
6.135"	2.200"	0.990"	CACSB6135ES3B9AH
6.385"	2.100"	0.990"	CACSB6385DS3B9AH
6.385"	2.200"	0.990"	CACSB6385ES3B9AH
6.535"	2.200"	0.990"	CACSB6535ES3B9AH
6.660"	2.200"	0.990"	CACSB6660ES3B9AH
6.700"	2.200"	0.990"	CACSB6700ES3B9AH
6.800"	2.200"	0.990"	CACSB6800ES3B9AH
7.100"	2.200"	0.990"	CACSB7100ES3B9AH

FORD SMALL BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
5.400"	2.123"	0.990"	CACSF5400HS2F2AH

COMPSTAR SPORTS SERIES H-BEAM RODS

Sport Series connecting rods are available with either ARP 2000 or Custom Age 625 bolts for High Output applications. All Sport Series rods are H-beam design machined from fine grained steel. Wrist pin bushings are of deformation resistant Ampco 18 material.

MITSUBISHI 4G63

Length	Big End	Small End	Bolts	Part Number
5.906"	1.890"	0.866"	ARP 2000	CACSM5906BS7GBAH
5.906"	1.890"	0.866"	CA625+	CACSM5906BS7GBCA

MITSUBISHI 4B11T

Length	Big End	Small End	Bolts	Part Number
5.659"	2.165"	.906"	ARP CA625+	CACSM5659BS8KACA
5.659"	2.165"	.906"	ARP 2000	CACSM5659BS8KAH

SUBARU EJ20

Length	Big End	Small End	Bolts	Part Number
5.138"	1.890"	0.905"	ARP2000	CACSS5138HS81BAH
5.138"	1.890"	0.905"	ARPCA625+	CACSS5138HS81BCA



CALLIES ULTRA RODS

Ultra connecting rods are made entirely in the U.S.A. Every Ultra connecting rod is produced from specially formulated Timken 4330V steel. This material is then precision forged in Michigan and fully machined in our Fostoria, Ohio facility. Ultra connecting rods are fastened by high alloy cap screws made specifically for severe duty service by ARP. Produced with rolled threads, these unique bolts offer improved thread engagement for a smoother more consistent net clamping load. To eliminate deformation and extrusion only AMS 642 bronze alloy is used within the wrist pin housing bore.

CHEV SMALL BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
5.700"	2.000"	0.927"	CAU14125
5.700"	2.000"	0.927"	CAU14126
5.700"	1.888"	0.927"	CAU14127
5.850"	2.100"	0.927"	CAU14130
5.850"	2.000"	0.927"	CAU14131
5.850"	1.888"	0.927"	CAU14132
6.000"	2.100"	0.927"	CAU14135
6.000"	2.000"	0.927"	CAU14136
6.000"	1.888"	0.927"	CAU14137
6.125"	2.100"	0.927"	CAU14140
6.125"	2.000"	0.927"	CAU14141
6.200"	2.100"	0.927"	CAU14145
6.250"	2.100"	0.927"	CAU14150
6.300"	2.100"	0.927"	CAU14155

CHEV SMALL BLOCK LIGHT WEIGHT I-BEAM

Rod Length	Big End	Small End	Part Number
5.850"	2.100"	0.927"	CAU14133
5.850"	2.000"	0.927"	CAU14134
6.000"	2.100"	0.927"	CAU14138
6.000"	2.000"	0.927"	CAU14139
6.125"	2.100"	0.927"	CAU14143

CHEV SMALL BLOCK H-BEAM

Rod Length	Big End	Small End	Part Number
6.000"	2.000"	.927"	CAU16101
6.000"	2.100"	.927"	CAU16100
6.125"	2.100"	.927"	CAU16110

CHEV LS SERIES I-BEAM

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	0.927"	CAU17170
6.125"	2.100"	0.927"	CAU17171
6.125"	2.000"	0.927"	CAU17172
6.125"	1.888"	0.927"	CAU17173
6.350"	2.100"	0.927"	CAU17178
6.450"	2.100"	0.927"	CAU17177

CHEV LS SERIES H-BEAM

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	.927"	CAU16290
6.125"	2.100"	.927"	CAU16300
6.200"	2.100"	.927"	CAU16303
6.350"	2.100"	.927"	CAU16302
6.460"	2.100"	.927"	CAU16301

CHEV BIG BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
6.385"	2.200"	0.990"	CAU15110
6.385"	2.100"	0.990"	CAU15117
6.535"	2.200"	0.990"	CAU15111
6.535"	2.100"	0.990"	CAU15118
6.660"	2.200"	0.990"	CAU15113
6.700"	2.200"	0.990"	CAU15114
6.750"	2.200"	0.990"	CAU15115
6.800"	2.200"	0.990"	CAU15116

CHEV BIG BLOCK H-BEAM

Rod Length	Big End	Small End	Part Number
6.385"	2.200"	.990"	CAU16200
6.535"	2.200"	.990"	CAU16210
6.700"	2.200"	.990"	CAU16230

SB FORD ULTRA H-BEAM RODS

Rod Length	Big End	Small End	Part Number
5.400"	2.123"	.927"	CAU16600

NISSAN GTR R35 VR38DETT I-BEAM

Rod Length	Big End	Small End	Part Number
6.500"	2.205"	.905"	CAU15300

TOYOTA 2JZ-GTE, ARP 3.5 BOLTS

Rod Length	Big End	Small End	Part Number
5.590"	2.165"	.866"	CAU18100-3.5

CALLIES ULTRA XD RODS

Callies is pleased to introduce the Ultra XD connecting rod. This unique patent pending configuration is designed for additional cam to rod clearance in long stroke Small and Big Block Chevy racing engines. In most cases, the XD connecting rod will provide approximately .050" more cam clearance than our conventional Ultras, and substantially more over many of our competitor's connecting rods.

CHEV SMALL BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
5.850"	2.100"	.927"	CAU18130
6.000"	2.100"	.927"	CAU18135

CHEV SMALL BLOCK H-BEAM

Rod Length	Big End	Small End	Part No
6.000"	2.100"	.927"	CAU19135

CHEV LS SERIES I-BEAM

Rod Length	Big End	Small End	Part No
6.125"	2.100"	.927"	CAU18170

CHEV BIG BLOCK I-BEAM

Rod Length	Big End	Small End	Part No
6.700"	2.200"	.990"	CAU18114

CHEV BIG BLOCK H-BEAM

Rod Length	Big End	Small End	Part No
6.700"	2.200"	.990"	CAU19114



ULTRA ENFORCER I-BEAM CONRODS

Callies Ultra Enforcer Rods have been designed for the harshest of boosted applications with increased mass and extra material where it counts. Forged from 4330 Vanadium enhanced steel and fitted with tough Ampco 45 pin bushings and H11 rod bolts, these rods are rated for 2400 horsepower in V8 applications.



EARLY HEMI CONRODS

These K1 Technologies billet 4340 steel H-Beam connecting rods for the 392 Hemi are designed and finish honed in the USA, shot peened for improved fatigue life and feature bronze pin bushings and ARP 2000 fasteners.

Application	Length	Journal	Pin	Part No.
392 Hemi	6.950"	2.375"	.984"	FGDH6950AUPB8

PISTONS



JE Pistons Foot Notes

A	fits 3.480 and 3.500 stroke
B	Oil Rail Support is Included
C	.927 Pin Diameter
D	.912 Pin Diameter
E	.990 wrist pin
F	Indicates 1.040 Pin Diameter
H	Indicates 1.094 Pin Diameter
J	Indicates 3mm Oil Ring
K	.945 Pin Diameter
L	Limited Quantities available
M	Made To Order
P	.975 Pin Diameter
S	Solid dome design
W	428 Crank Shaft
X	angle milled heads

LS SERIES F.S.R (FLAT TOP)

Our New FSR (Forged Side Relief) slipper forging design allows the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems (see photo). Lightweight and extremely durable, these pistons are machined for 1.5, 1.5, 3mm rings and have an inverted dome designed to achieve optimum compression ratio with forced induction applications (CR calculated with .042 gasket thickness and 0.00" deck clearance).

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J243016	403	4.005	4.000	6.125	9.240	1.115	11.6	11.3	10.6	-5.0	402	B, C, M	0.005	J60008-4000-5
J243017	408	4.030	4.000	6.125	9.240	1.115	11.7	11.4	10.7	-5.0	410	B, C	0.030	J60008-4030-5
J243018	427	4.125	4.000	6.125	9.240	1.115	12.1	11.9	11.1	-5.0	440	B, C	STD LS7	J60008-4125-5

LS SERIES F.S.R (INVERTED DOME)

Our FSR (Forged Side Relief) forging design allows the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Lightweight and extremely durable, these pistons are machined for 1.5, 1.5, 3mm rings and have an inverted dome designed to achieve optimum compression ratio with forced induction applications (CR calculated with .042 gasket thickness and 0.00" deck clearance).

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J264041	383	3.905	4.000	6.125	9.240	1.115	10.5	10.3	9.7	-10.0	382	B, C	0.005	J68008-3900-3
J264042	403	4.005	4.000	6.125	9.240	1.115	11.0	10.7	10.1	-10.0	407	B, C	0.030	J60008-4000-5
J221176	408	4.030	4.000	6.125	9.240	1.115	9.2	9.0	8.6	-29.0	395	B, C	0.030	J60008-4030-5
J264043	408	4.030	4.000	6.125	9.240	1.115	11.1	10.8	10.2	-10.0	418	B, C	0.030	J60008-4030-5
J221178	414	4.060	4.000	6.125	9.240	1.115	9.3	9.1	8.7	-29.0	400	B, C, M	0.060	J60008-4060-5
J290665	415	4.065	4.000	6.125	9.240	1.115	9.3	9.1	8.8	-29.0	403	B, C	STD LS3	JG31F8-4070-0
J290666	416	4.070	4.000	6.125	9.240	1.115	9.3	9.1	8.8	-29.0	405	B, C	.005 LS3	JG31F8-4070-0
J221180	427	4.125	4.000	6.125	9.240	1.115	9.5	9.3	8.9	-29.0	425	B, C	STD LS7	J60008-4125-5

15° LS1 Series

Featuring our traditional style full round skirt, these pistons are designed for the stock rod (.945" dia. wrist pin) or aftermarket/small block chevy (.927" dia. wrist pin) connecting rods. Flat top design achieves compression ratios suitable for normally aspirated applications (CR calculated with .057" gasket thickness and +.010" deck clearance). Pistons are machined for 1.5, 1.5, 3mm rings.

Std Bore: 3.900. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J194881	383	3.905	4.000	6.200	9.250	1.050	11.5	11.3	10.5	-2.0	390	B, C	0.005	J68008-3900-3
J194882	373	3.905	3.900	6.125	9.250	1.175	11.3	11.0	10.3	-2.0	410	C, M	0.005	J68008-3900-3
J194883	347	3.905	3.622	6.125	9.251	1.315	10.6	10.3	9.6	-2.0	428	C	0.005	J68008-3900-3
J194884	347	3.905	3.622	6.098	9.249	1.340	10.6	10.3	9.6	-2.0	434	K	0.005	J68008-3900-3

GM LS ASYMMETRICAL FSR FLAT TOP

GM LS Flat Top Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	68cc	70cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J311990	413	4.000	4.100	6.125	9.240	1.065	11.8	11.3	11.1	-5	Call	B, M, V	STD LS2	JG3108-4000-7
J311991	413	4.005	4.100	6.125	9.240	1.065	11.9	11.3	11.1	-5	Call	B, M, V	.005 LS2	JG3108-4000-7
J311992	414	4.010	4.100	6.125	9.240	1.065	11.9	11.4	11.1	-5	Call	B, M, V	.010 LS2	JG3108-4010-4
J311993	418	4.030	4.100	6.125	9.240	1.065	12.0	11.5	11.2	-5	Call	B, M, V	.030 LS2	JG31F8-4030-2
J311994	426	4.065	4.100	6.125	9.240	1.065	12.2	11.6	11.4	-5	Call	B, M, V	STD LS3	JG31F8-4070-0
J311995	427	4.070	4.100	6.125	9.240	1.065	12.2	11.6	11.4	-5	Call	B, M, V	.005 LS3	JG31F8-4070-0
J311996	428	4.075	4.100	6.125	9.240	1.065	12.2	11.7	11.4	-5	Call	B, M, V	.010 LS3	JG31F8-4075-5
J311997	429	4.080	4.100	6.125	9.240	1.065	12.2	11.7	11.4	-5	Call	B, M, V	.015 LS3	JG31F8-4075-5
J311998	438	4.125	4.100	6.125	9.240	1.065	12.5	11.9	11.6	-5	Call	B, M, V	STD LSX	JG31F8-4125-2
J311999	439	4.130	4.100	6.125	9.240	1.065	12.5	11.9	11.7	-5	Call	B, M, V	.005 LSX	JG31F8-4135-2
J312000	440	4.135	4.100	6.125	9.240	1.065	12.5	12.0	11.7	-5	Call	B, M, V	.010 LSX	JG31F8-4135-2
J312001	445	4.155	4.100	6.125	9.240	1.065	12.6	12.0	11.8	-5	Call	B, M, V	.030 LSX	JG31F8-4155-3
J312002	451	4.185	4.100	6.125	9.240	1.065	12.8	12.2	11.9	-5	Call	B, M, V	.060 LSX	JG3108-4185-3
J311976	402	4.000	4.000	6.125	9.240	1.115	11.6	11.1	10.8	-5	Call	B, V	STD LS2	JG3108-4000-7
J311977	403	4.005	4.000	6.125	9.240	1.115	11.6	11.1	10.8	-5	Call	B, V	.005 LSD	JG3108-4000-7
J311978	404	4.010	4.000	6.125	9.240	1.115	11.6	11.1	10.9	-5	Call	B, M, V	.010 LS2	JG3108-4010-4
J311979	408	4.030	4.000	6.125	9.240	1.115	11.7	11.2	11.0	-5	Call	B, M, V	.030 LS2	JG31F8-4030-2
J311980	405	4.065	4.000	6.125	9.240	1.115	11.9	11.4	11.1	-5	Call	B, V	STD LS3	JG31F8-4070-0
J311981	416	4.070	4.000	6.125	9.240	1.115	11.9	11.4	11.1	-5	Call	B, V	.005 LS3	JG31F8-4070-0
J311982	417	4.075	4.000	6.125	9.240	1.115	11.9	11.4	11.2	-5	Call	B, M, V	.010 LS3	JG31F8-4075-5
J311984	418	4.080	4.000	6.125	9.240	1.115	12.0	11.4	11.2	-5	Call	B, M, V	.015 LS3	JG31F8-4075-5
J311985	427	4.125	4.000	6.125	9.240	1.115	12.2	11.6	11.4	-5	Call	B, V	STD LSX	JG31F8-4125-2
J311986	429	4.130	4.000	6.125	9.240	1.115	12.2	11.7	11.4	-5	Call	B, V	.005 LSX	JG31F8-4135-2
J311987	430	4.135	4.000	6.125	9.240	1.115	12.2	11.7	11.4	-5	Call	B, M, V	.010 LSX	JG31F8-4135-2
J311988	434	4.155	4.000	6.125	9.240	1.115	12.3	11.7	11.5	-5	Call	B, M, V	.030 LSX	JG31F8-4155-3
J311989	440	4.185	4.000	6.125	9.240	1.115	12.5	11.9	11.7	-5	Call	B, M, V	.060 LSX	JG3108-4185-3
J323978	392	4.000	3.900	6.125	9.240	1.165	11.0	10.5	10.3	-5	378	V	STD LS2	JG3108-4000-7
J323979	393	4.005	3.900	6.125	9.240	1.165	11.0	10.6	10.3	-5	379	V	.005 LS2	JG3108-4000-7
J323980	394	4.010	3.900	6.125	9.240	1.165	11.0	10.6	10.3	-5	380	M, V	.010 LS2	JG3108-4010-4
J323981	398	4.030	3.900	6.125	9.240	1.165	11.1	10.7	10.4	-5	385	M, V	.030 LS2	JG31F8-4030-2
J323982	405	4.065	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	388	V	STD LS3	JG31F8-4070-0
J323983	406	4.070	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	389	V	.005 LS3	JG31F8-4070-0
J323984	407	4.075	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	391	M, V	.010 LS3	JG31F8-4075-5
J323985	408	4.080	3.900	6.125	9.240	1.165	11.4	10.9	10.6	-5	395	M, V	.015 LS3	JG3108-4075-5
J323986	417	4.125	3.900	6.125	9.240	1.165	11.5	11.1	10.8	-5	408	M, V	STD LSX	JG31F8-4125-2
J323987	418	4.130	3.900	6.125	9.240	1.165	11.6	11.1	10.8	-5	409	M, V	.005 LSX	JG31F8-4135-2
J323988	419	4.135	3.900	6.125	9.240	1.165	11.6	11.1	10.9	-5	411	M, V	.010 LSX	JG31F8-4135-2
J323989	423	4.155	3.900	6.125	9.240	1.165	11.7	11.2	10.9	-5	415	M, V	.030 LSX	JG31F8-4155-3
J323990	429	4.185	3.900	6.125	9.240	1.165	11.8	11.3	11.1	-5	420	M, V	.060 LSX	JG3108-4185-3
J311961	364	4.000	3.622	6.125	9.240	1.304	10.6	10.1	9.9	-5	Call	V	STD LS2	JG3108-4000-7
J311955	364	4.000	3.622	6.098	9.240	1.340	10.6	10.1	9.9	-5	Call	K, V	STD LS2	JG3108-4000-7
J311956	365	4.005	3.622	6.098	9.240	1.340	10.6	10.1	9.9	-5	Call	K, V	.005 LS2	JG3108-4000-7
J311962	365	4.005	3.622	6.125	9.240	1.304	10.6	10.1	9.9	-5	Call	V	.005 LS2	JG3108-4000-7

GM LS ASYMMETRICAL FSR FLAT TOP Continued...

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc Compression Ratio	68cc	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J311957	366	4.010	3.622	6.125	9.240	1.340	10.2	9.9	-5	Call	M, V	.010 LS2	JG3108-4010-4	JG3108-4010-4
J311958	370	4.030	3.622	6.098	9.240	1.340	10.7	10.2	10.0	-5	Call	K, M, V	.030 LS2	JG31F8-4030-2
J311964	370	4.030	3.622	6.125	9.240	1.304	10.7	10.2	10.0	-5	Call	M, V	.030 LS2	JG31F8-4030-2
J311965	376	4.065	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	V	STD LS3	JG31F8-4070-0
J311959	376	4.065	3.622	6.098	9.240	1.340	10.9	10.4	10.2	-5	Call	K, V	STD LS3	JG31F8-4070-0
J311960	377	4.070	3.622	6.098	9.240	1.340	10.9	10.4	10.2	-5	Call	K, M, V	.005 LS3	JG31F8-4070-0
J311966	377	4.070	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	V	.005 LS3	JG31F8-4070-0
J311967	378	4.075	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	M, V	.010 LS3	JG31F8-4075-5
J311968	378	4.080	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	M, V	.015 LS3	JG31F8-4075-5
J311969	387	4.125	3.622	6.125	9.240	1.304	11.1	10.6	10.4	-5	Call	V	STD LSX	JG31F8-4125-2
J311970	388	4.130	3.622	6.125	9.240	1.304	11.1	10.6	10.4	-5	Call	V	.005 LSX	JG31F8-4135-2
J311971	389	4.135	3.622	6.125	9.240	1.304	11.2	10.7	10.4	-5	Call	M, V	.010 LSX	JG31F8-4135-2
J311972	393	4.155	3.622	6.125	9.240	1.304	11.3	10.8	10.5	-5	Call	M, V	.030 LSX	JG31F8-4155-3
J311973	399	4.185	3.622	6.125	9.240	1.304	11.4	10.9	10.6	-5	Call	M, V	.060 LSX	JG3108-4185-3

GM LS ASYMMETRICAL FSR DISH / INVERTED DOME

GM LS Inverted Dome Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc Compression Ratio	68cc	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J312052	413	4.000	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-28.7	Call	B, M, T	STD LSX	JG3108-4000-7
J324073	413	4.000	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-9.6	407	B, M	STD LS2	JG3108-4000-7
J312053	413	4.005	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-29.0	Call	B, M, T	.005 LS2	JG3108-4000-7
J324074	413	4.005	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-9.8	408	B, M	.005 LS2	JG3108-4000-7
J312054	414	4.010	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-29.2	Call	B, M, T	.010 LS2	JG3108-4010-4
J324075	414	4.010	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-10	409	B, M	.010 LS2	JG3108-4010-4
J312055	418	4.030	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-30.2	Call	B, M, T	.030 LS2	JG31F8-4030-2
J324076	418	4.030	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-10.8	410	B, M	.030 LS2	JG31F8-4030-2
J312056	426	4.065	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-31.9	Call	B, M, T	STD LS3	JG31F8-4070-0
J324077	426	4.065	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.1	409	B, M	STD LS3	JG31F8-4070-0
J312057	427	4.070	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.1	Call	B, M, T	.005 LS3	JG31F8-4070-0
J324078	427	4.070	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.4	410	B, M	.005 LS3	JG31F8-4070-0
J312058	428	4.075	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.4	Call	B, M, T	.010 LS3	JG31F8-4075-5
J324079	428	4.075	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.6	411	B, M	.010 LS3	JG3108-4075-5
J312059	429	4.080	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.6	Call	B, M, T	.015 LS3	JG31F8-4075-5
J324080	429	4.080	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.8	412	B, M	.015 LS3	JG3108-4075-5
J312060	438	4.125	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-34.9	Call	B, M, T	STD LSX	JG31F8-4125-2
J324081	438	4.125	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-14.6	417	B, M	STD LSX	JG31F8-4125-2
J312061	439	4.130	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-35.1	Call	B, M, T	.005 LSX	JG31F8-4135-2
J324082	439	4.130	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-14.8	418	B, M	.005 LSX	JG31F8-4135-2
J312062	440	4.135	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-35.4	Call	B, M, T	.010 LSX	JG31F8-4135-2
J324083	440	4.135	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-15	419	B, M	.010 LSX	JG31F8-4135-2
J312063	445	4.155	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-36.4	Call	B, M, T	.030 LSX	JG31F8-4155-3
J324084	445	4.155	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-15.8	430	B, M	.030 LSX	JG31F8-4155-3
J312064	451	4.185	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-37.9	Call	B, M, T	.060 LSX	JG3108-4185-3
J324085	451	4.185	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-17.0	440	B, M	.060 LSX	JG3108-4185-3
J312039	402	4.000	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.1	Call	B, T	STD LS2	JG3108-4000-7
J324060	402	4.000	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.4	NEW		STD LS2	JG3108-4000-7
J312040	403	4.005	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.4	Call	B, T	.005 LS2	JG3108-4000-7
J324061	403	4.005	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.6	NEW		.005 LS2	JG3108-4000-7
J312041	404	4.010	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.6	Call	B, M, T	.010 LS2	JG3108-4010-4
J324062	404	4.010	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.8	NEW	M	.010 LS2	JG3108-4010-4
J312042	408	4.030	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-27.6	Call	B, M, T	.030 LS2	JG31F8-4030-2
J324063	408	4.030	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-8.6	NEW	M	.030 LS2	JG31F8-4030-2
J312043	415	4.065	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.2	Call	B, T	STD LS3	JG31F8-4070-0
J324064	415	4.065	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-9.9	NEW	STD LS3	STD LS3	JG31F8-4070-0
J312044	416	4.070	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.5	Call	B, T	.005 LS3	JG31F8-4070-0
J324065	416	4.070	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.1	NEW		.005 LS3	JG31F8-4070-0
J312045	417	4.075	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.7	Call	B, M, T	.010 LS3	JG31F8-4075-5
J324066	417	4.075	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.3	NEW	M	.010 LS3	JG3108-4075-5
J312046	418	4.080	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-30	Call	B, M, T	.015 LS3	JG3108-4075-5
J324067	418	4.080	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.5	NEW	M	.015 LS3	JG3108-4075-5
J312047	427	4.125	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.1	Call	B, T	STD LSX	JG31F8-4125-2
J324068	427	4.125	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.2	NEW	M	STD LSX	JG31F8-4125-2
J312048	429	4.130	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.4	Call	B, T	.005 LSX	JG31F8-4135-2
J324069	429	4.130	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.4	NEW	M	.005 LSX	JG31F8-4135-2
J312049	430	4.135	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.6	Call	B, M, T	.010 LSX	JG31F8-4135-2
J324070	430	4.135	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.6	NEW	M	.010 LSX	JG31F8-4135-2
J312050	434	4.155	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-33.6	Call	B, M, T	.030 LSX	JG31F8-4155-3
J324071	434	4.155	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-13.4	NEW	M	.030 LSX	JG31F8-4155-3
J312051	440	4.185	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-35	Call	B, M, T	.060 LSX	JG3108-4185-3
J324072	440	4.185	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-14.6	NEW	M	.060 LSX	JG3108-4185-3
J324029	392	4.000	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.1	398		STD LS2	JG3108-4000-7
J324030	393	4.005	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.3	400		.005 LS2	JG3108-4000-7
J324031	394	4.010	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.6	401	M	.010 LS2	JG3108-4010-4
J324032	398	4.030	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-22.5	405	M	.030 LS2	JG31F8-4030-2
J324033	405	4.065	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24	406		STD LS3	JG31F8-4070-0
J324041	406	4.070	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.3	407		.005 LS3	JG31F8-4070-0
J324034	407	4.075	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.5	408	M	.010 LS3	JG3108-4075-5
J324035	408	4.080	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.7	409	M	.015 LS3	JG3108-4075-5
J324036	417	4.125	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-26.8	427	M	STD LSX	JG31F8-4125-2
J324037	418	4.130	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-27	428	M	.005 LSX	JG31F8-4135-2
J324038	419	4.135	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-27.3	429	M	.010 LSX	JG31F8-4135-2
J324039	423	4.155	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-28.2	435	M	.030 LSX	JG31F8-4155-3
J324040	429	4.185	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-29.6	445	M	.060 LSX	JG3108-4185-3
J312024	364	4.000	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.4	Call	T	STD LS2	JG3108-4000-7
J312018	364	4.000	3.622	6.098	9.240	1.340	9.3	9.0	8.8	-16.4	Call	K, T	STD LS2	JG3108-4000-7
J312019	365	4.005	3.622	6.098	9.240	1.340	9.3	9.0	8.8	-16.6	Call	K, T	.005 LS2	JG3108-4000-7
J312025	365	4.005	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.6	Call	T	.005 LS2	JG3108-4000-7
J312026	366	4.010	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.8	Call	M, T	.010 LS2	JG3108-4010-4

GM LS ASYMMETRICAL FSR DOME

GM LS Dome - 15° Head Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Rod Part No	Block CID	Comp Bore	64cc Stroke	68cc Length	70cc Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Overize	Recom Ring Set
J312120	413	4.000	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.4	Call B, M	STD LS2
J312121	413	4.005	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.3	Call B, M	.005 LS2
J312122	414	4.010	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.1	Call B, M	.010 LS2
J312123	418	4.030	4.100	6.125	9.240	1.065	13.2	12.5	12.2	2.5	Call B, M	.030 LS2
J312124	426	4.065	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.3	Call B, M	STD LS3
J312125	427	4.070	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.1	Call B, M	.005 LS3
J312126	428	4.075	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.0	Call B, M	.010 LS3
J312127	429	4.080	4.100	6.125	9.240	1.065	13.2	12.5	12.2	.8	Call B, M	.015 LS3
J312128	438	4.125	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-.7	Call B, M	STD LSX
J312129	439	4.130	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-.8	Call B, M	.005 LSX
J312130	440	4.135	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-1.0	Call B, M	.010 LSX
J312131	445	4.155	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-1.7	Call B, M	.030 LSX
J312132	451	4.185	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-2.7	Call B, M	.060 LSX
J312105	402	4.000	4.000	6.125	9.240	1.115	13.2	12.5	12.2	5.2	Call B, M	STD LS2
J312106	403	4.005	4.000	6.125	9.240	1.115	13.2	12.5	12.2	5.0	Call B, M	.005 LS2
J312107	404	4.010	4.000	6.125	9.240	1.115	13.2	12.5	12.2	4.9	Call B, M	.010 LS2
J312108	408	4.030	4.000	6.125	9.240	1.115	13.2	12.5	12.2	4.3	Call B, M	.030 LS2
J312109	415	4.065	4.000	6.125	9.240	1.115	13.2	12.5	12.2	3.1	Call B, M	STD LS3
J312110	416	4.070	4.000	6.125	9.240	1.115	13.2	12.5	12.2	3.0	Call B, M	.005 LS3
J312111	417	4.075	4.000	6.125	9.240	1.115	13.2	12.5	12.2	2.8	Call B, M	.010 LS3
J312112	418	4.080	4.000	6.125	9.240	1.115	13.2	12.5	12.2	2.7	Call B, M	.015 LS3
J312113	427	4.125	4.000	6.125	9.240	1.115	13.2	12.5	12.2	1.2	Call B, M	STD LSX
J312114	429	4.130	4.000	6.125	9.240	1.115	13.2	12.5	12.2	1.0	Call B, M	.005 LSX
J312115	430	4.135	4.000	6.125	9.240	1.115	13.2	12.5	12.2	.9	Call B, M	.010 LSX
J312116	434	4.155	4.000	6.125	9.240	1.115	13.2	12.5	12.2	.2	Call B, M	.030 LSX
J312117	440	4.185	4.000	6.125	9.240	1.115	13.2	12.5	12.2	-.8	Call B, M	.060 LSX
J324009	392	4.000	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.4	424 F, M	STD LS2
J324010	393	4.005	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.3	425 F, M	.005 LS2
J324011	394	4.010	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.2	426 F, M	.010 LS2
J324012	398	4.030	3.900	6.125	9.240	1.165	13.2	12.5	12.2	8.6	428 F, M	.030 LS2
J324013	405	4.065	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.5	428 F, M	STD LS3
J324014	406	4.070	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.4	429 F, M	.005 LS3
J324015	407	4.075	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.2	431 F, M	.010 LS3
J324016	408	4.080	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.1	433 F, M	.015 LS3
J324017	417	4.125	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.7	440 F, M	STD LSX
J324018	418	4.130	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.6	441 F, M	.005 LSX
J324019	419	4.135	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.4	442 F, M	.010 LSX
J324020	423	4.155	3.900	6.125	9.240	1.165	13.2	12.5	12.2	4.8	450 F, M	.030 LSX
J324021	429	4.185	3.900	6.125	9.240	1.165	13.2	12.5	12.2	3.9	465 F, M	.060 LSX
J312092	364	4.000	3.622	6.125	9.240	1.304	13.2	12.5	12.2	12.0	Call M	STD LS2
J312086	364	4.000	3.622	6.098	9.240	1.340	13.2	12.5	12.2	12.0	Call K, M	STD LS2
J312087	365	4.005	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.8	Call K, M	.005 LS2
J312093	365	4.005	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.8	Call M	.005 LS2
J312094	366	4.010	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.7	Call M	.010 LS2
J312088	366	4.010	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.7	Call K, M	.010 LS2
J312089	370	4.030	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.1	Call K, M	.030 LS2
J312095	370	4.030	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.1	Call M	.030 LS2
J312090	376	4.065	3.622	6.098	9.240	1.340	13.2	12.5	12.2	10.0	Call K, M	STD LS3
J312096	376	4.065	3.622	6.125	9.240	1.304	13.2	12.5	12.2	10.1	Call M	STD LS3
J312091	377	4.070	3.622	6.098	9.240	1.340	13.2	12.5	12.2	9.9	Call K, M	.005 LS3
J312097	377	4.070	3.622	6.125	9.240	1.304	13.2	12.5	12.2	10.0	Call M	.005 LS3
J312098	378	4.075	3.622	6.125	9.240	1.304	13.2	12.5	12.2	9.9	Call M	.010 LS3
J312099	378	4.080	3.622	6.125	9.240	1.304	13.2	12.5	12.2	9.7	Call M	.015 LS3
J312100	387	4.125	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.4	Call M	STD LSX
J312101	388	4.130	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.3	Call M	.005 LSX
J312102	389	4.135	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.1	Call M	.010 LSX
J312103	393	4.155	3.622	6.125	9.240	1.304	13.2	12.5	12.2	7.5	Call M	.030 LSX
J312104	399	4.185	3.622	6.125	9.240	1.304	13.2	12.5	12.2	6.7	Call M	.060 LSX

GM LS7 ASYMMETRICAL FSR FLAT TOP

GM LS7 Flat Top Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	Stroke	70cc Length	Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Overize	Recom Ring Set
J311909	438	4.125	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call B, M	STD	JG31F8-4125-2
J311910	438	4.1275	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call B, M	.0025	JG31F8-4125-2
J311911	439	4.130	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call B, M	.005	JG31F8-4135-2
J311902	427	4.125	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call B	STD	JG31F8-4125-2
J311905	427	4.125	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call B	STD	JG31F8-4125-2
J311906	428	4.1275	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call B, M	.0025	JG31F8-4125-2
J311903	428	4.1275	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call M	.0025	JG31F8-4125-2
J311904	429	4.130	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call M	.005	JG31F8-4135-2
J311907	429	4.130	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call B, M	.005	JG31F8-4135-2

GM LS7 ASYMMETRICAL FSR DISH

GM LS7 Dish Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	Stroke	70cc Length	Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Overize	Recom Ring Set
J311919	438	4.125	4.100	6.125	9.240	1.065	9.0	9.0	-33.0	Call B, M	STD	JG31F8-4125-2
J311920	438	4.1275	4.100	6.125	9.240	1.065	9.0	9.0	-33.0	Call B, M	.0025	JG31F8-4125-2
J311921	439	4.130	4.100	6.125	9.240	1.065	9.0	9.0	-33.0	Call B, M	.005	JG31F8-4135-2
J311916	427	4.125	4.000	6.125	9.240	1.115	9.0	9.0	-30.0	Call B	STD	JG31F8-4125-2
J311917	428	4.1275	4.000	6.125	9.240	1.115	9.0	9.0	-30.0	Call B, M	.0025	JG31F8-4125-2
J311918	429	4.130	4.000	6.125	9.240	1.115	9.0	9.0	-30.0	Call B, M	.005	JG31F8-4135-2

GM LS7 ASYMMETRICAL FSR DOME

GM LS7 Dome Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	Stroke	70cc Length	Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Overize	Recom Ring Set
J311928	438	4.125	4.100	6.125	9.240	1.065	12.5	12.5	1.3	Call B, M	STD	JG31F8-4125-2
J311929	438	4.1275	4.100	6.125	9.240	1.065	12.5	12.5	1.2	Call B, M	.0025	JG31F8-4125-2
J311930	439	4.130	4.100	6.125	9.240	1.065	12.5	12.5	1.1	Call B, M	.005	JG31F8-4135-2
J311922	427	4.125	4.000	6.077	9.240	1.163	12.5	12.5	3.2	Call M	STD	JG31F8-4125-2
J311925	427	4.125	4.000	6.125	9.240	1.115	12.5	12.5	3.2	Call B, M	STD	JG31F8-4125-2
J311926	428	4.1275	4.000	6.125	9.240	1.115	12.5	12.5	3.1	Call B, M	.0025	JG31F8-4125-2
J311923	428	4.1275	4.000	6.077	9.240	1.163	12.5	12.5	3.1	Call M	.0025	JG31F8-4125-2
J311924	429	4.130	4.000	6.077	9.240	1.163	12.5	12.5	3.0	Call M	.005	JG31F8-4135-2
J311927	429	4.130	4.000	6.125	9.240	1.115	12.5	12.5	3.0	Call B, M	.005	JG31F8-4135-2

LS7 F.S.R. DISH

FSR (Forged Side Relief) slipper forging design accommodates factory stroke and rod length while easily clearing the reluctor wheel. These Heavy-Duty LS7 pistons are designed for extreme levels of Nitrous/Boost (Pin upgrade recommended above 700 HP). CNC-machined ring grooves accept 1.5, 1.5, 3mm rings. (CR calculated with .042 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J279779	427	4.125	4.000	6.077	9.240	1.163	10.1	10.0	9.5	-22.0	434	B,C	STD
J279780	428	4.130	4.000	6.077	9.240	1.163	10.1	10.0	9.5	-22.0	436	B,C	0.005 J60008-4130-0

GM 15° LS1

We have redesigned and expanded our GM LS1 series product lines! These new pistons utilized our dedicated Forged Side Relief (FSR) forging that was specifically designed for the demands of the GM LS1 series of engines. In addition we have found ways to reduce weight and maintain the durability needed for both street and racing use. (CR calculated with .051" gasket thickness and +.009-.011" deck clearance). Lightweight and extremely durable, these pistons are machined for 1.5mm, 1.5mm, 3.0mm rings.

LS1 SERIES - FSR SERIES

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J326374	382	3.898	4.000	6.125	9.240	1.115	8.6	8.5	8.1	-29.9	399	B,C,M	STD JG6008-3905
J326376	382	3.898	4.000	6.125	9.240	1.115	11.5	11.2	10.5	-2.0	412	B,C,M	STD JG6008-3905
J321247	382	3.898	4.000	6.200	9.250	1.050	11.5	11.2	10.5	-2.0	405	B,C,M	STD JG6008-3905
J326375	383	3.905	4.000	6.125	9.240	1.115	8.6	8.5	8.1	-30.2	401	B,C,M	.007 JG6008-3905
J264041	383	3.905	4.000	6.125	9.240	1.115	10.5	10.3	9.7	-10.0	382	B,C,M	.007 J68008-3900-3
J326377	383	3.905	4.000	6.125	9.240	1.115	11.5	11.2	10.5	-2.0	414	B,C,M	.007 JG6008-3905
J321248	383	3.905	4.000	6.200	9.250	1.050	11.5	11.2	10.5	-2.0	407	B,C,M	.007 JG6008-3905
J321245	372	3.898	3.900	6.125	9.250	1.175	11.2	10.9	10.2	-2.0	421	C,M	STD JG6008-3905
J321246	374	3.905	3.900	6.125	9.250	1.175	11.2	11.0	10.2	-2.0	423	C,M	.007 JG6008-3905
J321241	346	3.898	3.622	6.125	9.251	1.315	8.7	8.5	8.0	-19.9	Call	C	STD JG6008-3905
J321237	346	3.898	3.622	6.098	9.249	1.340	8.7	8.5	8.0	-19.5	419	K	STD JG6008-3905
J321239	346	3.898	3.622	6.098	9.249	1.340	10.4	10.2	9.6	-2.0	439	K	STD JG6008-3905
J321243	346	3.898	3.622	6.125	9.251	1.315	10.5	10.2	9.6	-2.0	432	C	STD JG6008-3905
J321238	347	3.905	3.622	6.098	9.249	1.340	8.7	8.5	8.0	-21.8	421	K	.007 JG6008-3905
J321242	347	3.905	3.622	6.125	9.251	1.315	8.7	8.5	8.0	-20.2	Call	C	.007 JG6008-3905
J321244	347	3.905	3.622	6.125	9.251	1.315	10.5	10.3	9.6	-2.0	434	C	.007 JG6008-3905
J321240	347	3.905	3.622	6.098	9.249	1.340	10.4	10.2	9.6	-2.0	439	K	.007 JG6008-3905

LS1 SERIES - FULL ROUND SERIES

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J194881	383	3.905	4.000	6.200	9.250	1.050	11.5	11.3	10.5	-2.0	390	B,C	0.007 J68008-3900-3
J194882	373	3.905	3.900	6.125	9.250	1.175	11.3	11.0	10.3	-2.0	410	C, M	0.007 J68008-3900-3
J194883	347	3.905	3.622	6.125	9.251	1.315	10.6	10.3	9.6	-2.0	428	C	0.007 J68008-3900-3
J194884	347	3.905	3.622	6.098	9.249	1.340	10.6	10.3	9.6	-2.0	434	K	0.007 J68008-3900-3

23° 350 / STANDARD FLAT TOP

These classic, race winning JE flat top pistons work with most aftermarket 23° heads. They have extra deep valve pockets and a low-friction skirt design. These pistons are designed to use 1/16, 1/16, 3/16 rings or 1/16, 1/16, 3mm rings, see footnote J. Std Bore: 4.000 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J181920	383	4.030	3.750	5.700	9.000	1.425	11.9	11.1	9.7	-5.0	424	M	0.030	J10008-4030-5
J181915	355	4.020	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	397	A	0.020	J10008-4020-5
J181916	357	4.030	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	399	A	0.030	J10008-4030-5
J181924	358	4.030	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	439	A,M	0.030	J10008-4030-5
J181907	357	4.030	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	369	A,B	0.030	J10008-4030-5
J181925	358	4.035	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	442	A,M	0.035	J10008-4030-5
J181917	358	4.035	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	403	A,M	0.035	J10008-4030-5
J181918	359	4.040	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	406	A	0.040	J10008-4040-5
J181926	359	4.040	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	449	A	0.040	J10008-4040-5
J181908	359	4.040	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	370	A,B,M	0.040	J10008-4040-5
J181909	359	4.040	3.500	6.200	9.000	1.050	11.2	10.3	9.1	-5.0	379	A,B	0.040	J10008-4040-5
J181927	362	4.060	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	459	A	0.060	J10008-4060-5
J181919	362	4.060	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	412	A	0.060	J10008-4060-5
J207511	364	4.070	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	416	A	0.070	J100L8-4070-5

23° 400 / STANDARD FLAT TOP

These classic, race winning JE flat top pistons work with most aftermarket 23° heads. They have extra deep valve pockets and a low-friction skirt design. These pistons are designed to use 1/16, 1/16, 3/16 rings or 1/16, 1/16, 3mm rings, see footnote J. Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242886	428	4.125	4.000	6.000	9.000	1.000	13.1	12.2	10.7	-5.0	391	B	STD	J10008-4125-5
J194339	434	4.155	4.000	6.000	9.000	1.000	13.3	12.3	10.8	-5.0	407	B	0.030	J10008-4155-5
J194340	436	4.165	4.000	6.000	9.000	1.000	13.3	12.4	10.9	-5.0	411	B	0.040	J10008-4165-5
J207512	440	4.185	4.000	6.000	9.000	1.000	13.5	12.5	11.0	-5.0	420	B	0.060	J100F8-4185-5
J181938	401	4.125	3.750	6.000	9.000	1.125	12.3	11.4	10.1	-5.0	418	B	STD	J10008-4125-5
J181939	405	4.145	3.750	6.000	9.000	1.125	12.4	11.5	10.1	-5.0	422	B,M	0.020	J10008-4145-5
J181940	407	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	426	B	0.030	J10008-4155-5
J181944	407	4.155	3.750	5.700	9.000	1.425	12.5	11.6	10.2	-5.0	472	M	0.030	J10008-4155-5
J181941	409	4.165	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	431	B	0.040	J10008-4165-5
J181942	380	4.155	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	445	A	0.030	J10008-4155-5
J181944	380	4.155	3.500	5.850	9.025	1.425	11.7	10.9	9.6	-5.0	472	M	0.030	J10008-4155-5
J181943	381	4.165	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	447	A,M	0.040	J10008-4165-5

EXTREME DUTY 23° INVERTED DOME / 350 CHEV

These pistons are specially designed for forced induction and nitrous applications. Pistons include .310" pocket depths and precision CNC machined ring grooves that accept 1/16, 1/16, 3/16 rings. Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J131631	383	4.030	3.750	5.700	9.000	1.425	9.0	8.5	7.8	-31.0	485		0.030	J10008-4030-5
J170817	383	4.030	3.750	6.000	9.000	1.125	9.3	8.8	8.2	-28.0	430	B	0.030	J10008-4030-5
J194887	388	4.060	3.750	6.000	9.000	1.125	9.4	8.9	8.3	-28.0	445	B	0.060	J10008-4060-5
J232513	352	4.000	3.500	6.000	9.020	1.270	8.8	8.3	7.5	-26.0	473	A,B,M	STD	J100F8-4000-5
J218591	355	4.030	3.500	6.000	9.000	1.250	8.9	8.4	7.6	-26.0	458	A,B	0.030	J100F8-4030-5
J131635	353	4.020	3.480	5.700	9.000	1.560	9.1	8.6	7.8	-22.0	512	A	0.020	J10008-4020-5
J131636	355	4.030	3.480	5.700	9.000	1.560	9.2	8.7	7.8	-22.0	515	A	0.030	J10008-4030-5
J131631-040	384	4.040"	3.750"	5.700"	9.000"	1.425	9.0	8.5	7.8	-31.0	495		0.040"	J100F8-4040-5

EXTREME DUTY 23° INVERTED DOME / 400 CHEV

These pistons are specially designed for forced induction and nitrous applications. Pistons include .310" pocket depths and precision CNC machined ring grooves that accept 1/16, 1/16, 3/16 rings. Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232514	400	4.125	3.750	5.700	9.020	1.445	8.9	8.5	7.8	-36.0	512		STD	J100F8-4125-5
J242885	400	4.125	3.750	6.000	9.000	1.125	9.6	9.1	8.5	-28.0	459	B	STD	J10008-4125-5
J232516	400	4.125	3.750	6.000	9.020	1.145	9.6	9.1	8.2	-28.0	466	B	STD	J100F8-4125-5
J131633	407	4.155	3.750	5.700	9.000	1.425	9.1	8.7	7.8	-36.0	518		0.030	J10008-4155-5
J170818	407	4.155	3.750	6.000	9.000	1.125	9.7	9.2	8.6	-28.0	476	B	0.030	J10008-4155-5
J194888	409	4.165	3.750	6.000	9.000	1.125	9.8	9.2	8.6	-28.0	483	B	0.040	J10008-4165-5

23° 350 SMALL BLOCK DOME TOP PISTON

These high-compression pistons are compatible with most aftermarket 23° heads and are ideal for drag racing and circle track applications. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC ring grooves are designed for 1/16, 1/16, 3/16 rings. Will not fit Pro Topline or Brodix 11X cylinder heads.

Std Bore: 4.000 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182016	383	4.030	3.750	5.700	9.000	1.425	15.0	13.7	11.6	11.0	470	M	0.030	J10008-4030-5
J182005	383	4.030	3.750	6.000	9.000	1.125	15.0	13.6	11.6	11.0	420	B	0.030	J10008-4030-5
J182006	385	4.040	3.750	6.000	9.000	1.125	15.1	13.7	11.6	11.0	424	B	0.040	J10008-4040-5
J182017	385	4.040	3.750	5.700	9.000	1.425	15.1	13.7	11.6	11.0	473	M	0.040	J10008-4040-5
J182018	388	4.060	3.750	5.700	9.000	1.425	15.2	13.8	11.7	11.0	482	M	0.060	J10008-4060-5
J182007	388	4.060	3.750	6.000	9.000	1.125	15.2	13.8	11.7	11.0	432	B	0.060	J10008-4060-5
J182008	370	4.030	3.625	6.000	9.000	1.187	15.2	13.7	11.6	13.5	439		0.030	J10008-4030-5
J182009	363	4.030	3.562	6.000	9.000	1.219	14.8	13.4	11.3	13.0	444		0.030	J10008-4030-5
J182010	365	4.040	3.562	6.000	9.000	1.219	14.8	13.4	11.4	13.0	454		0.040	J10008-4040-5
J217240	352	4.000	3.500	6.000	9.000	1.250	14.5	13.1	11.1	13.5	438	A	STD	J10008-4000-5
J217241	353	4.010	3.500	6.000	9.000	1.250	14.4	13.0	11.0	13.0	443	A,M	0.010	J10008-4010-0
J182011	355	4.020	3.500	6.000	9.000	1.250	14.6	13.2	11.2	13.5	445	A,M	0.020	J10008-4020-5
J182012	357	4.030	3.500	6.000	9.000	1.250	14.7	13.3	11.3	13.5	450	A	0.030	J10008-4030-5
J182020	357	4.030	3.500	5.700	9.000	1.550	14.7	13.3	11.2	13.5	495	A,M	0.030	J10008-4030-5
J182021	358	4.035	3.500	5.700	9.000	1.550	14.7	13.3	11.2	13.0	497	A,M	0.035	J10008-4030-5
J182013	358	4.035	3.500	6.000	9.000	1.250	14.7	13.4	11.3	13.5	452	A	0.035	J10008-4030-5
J182014	359	4.040	3.500	6.000	9.000	1.250	14.8	13.4	11.3	13.5	455	A	0.040	J10008-4040-5
J182022	359	4.040	3.500	5.700	9.000	1.550	14.7	13.4	11.3	13.5	498	A,M	0.040	J10008-4040-5
J182023	362	4.060	3.500	5.700	9.000	1.550	14.8	13.5	11.4	13.5	510	A,M	0.060	J10008-4060-5
J182015	362	4.060	3.500	6.000	9.000	1.250	14.9	13.5	11.4	13.5	463	A	0.060	J10008-4060-5
J207510	364	4.070	3.500	6.000	9.000	1.250	14.9	13.5	11.4	13.5	471	A,M	0.070	J100F8-4070-5

23° 400 SMALL BLOCK DOME TOP PISTONS

These high-compression pistons are compatible with most aftermarket 23° heads and are ideal for drag racing and circle track applications. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC ring grooves are designed for 1/16, 1/16, 3/16 rings. Will not fit Pro Topline or Brodix 11X cylinder heads.

Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182024	428	4.125	4.000	6.000	9.000	1.000	15.3	14.0	12.0	6.1	433	S,B	std	J10008-4125-5
J182029	428	4.125	4.000	6.000	9.000	1.000	16.4	15.0	12.7	10.8	423	B	std	J10008-4125-5
J182025	429	4.130	4.000	6.000	9.000	1.000	15.3	14.0	12.1	6.1	435	S,B	0.005	J10008-4130-5
J182026	432	4.145	4.000	6.000	9.000	1.000	15.4	14.1	12.1	6.1	445	S,B	0.020	J10008-4145-5
J182030	432	4.145	4.000	6.000	9.000	1.000	16.6	15.1	12.8	10.8	432	B	0.020	J10008-4145-5
J182027	434	4.155	4.000	6.000	9.000	1.000	15.5	14.2	12.2	6.2	445	S,B	0.030	J10008-4155-5
J182031	434	4.155	4.000	6.000	9.000	1.000	16.6	15.2	12.9	10.8	435	B	0.030	J10008-4155-5
J182028	436	4.165	4.000	6.000	9.000	1.000	15.6	14.3	12.3	6.2	453	S,B	0.040	J10008-4165-5
J182032	436	4.165	4.000	6.000	9.000	1.000	16.8	15.2	13.0	10.9	441	B	0.040	J10008-4165-5
J207513	440	4.185	4.000	6.000	9.000	1.000	16.9	15.4	13.1	10.9	448	B	0.060	J100F8-4185-5
J182033	414	4.125	3.875	6.000	9.000	1.062	14.7	13.5	11.6	5.6	444	S,B	std	J10008-4125-5
J182038	414	4.125	3.875	6.000	9.000	1.062	16.0	14.5	12.4	10.8	434	B	std	J10008-4125-5
J182034	417	4.130	3.875	6.000	9.000	1.062	14.7	13.5	11.6	5.6	447	S,B	0.005	J10008-4130-5
J182039	417	4.130	3.875	6.000	9.000	1.062	16.5	15.0	12.8	10.8	436	B	0.005	J10008-4130-5
J182035	418	4.145	3.875	6.000	9.000	1.062	14.8	13.6	11.7	5.6	455	B	0.020	J10008-4145-5
J182040	418	4.145	3.875	6.000	9.000	1.062	16.6	15.1	12.8	10.8	448	B	0.020	J10008-4145-5
J182036	420	4.155	3.875	6.000	9.000	1.062	14.9	13.7	11.8	5.6	457	S,B	0.030	J10008-4155-5
J182041	420	4.155	3.875	6.000	9.000	1.062	16.2	14.7	12.5	10.8	450	B	0.030	J10008-4155-5
J182037	422	4.165	3.875	6.000	9.000	1.062	15.0	13.8	11.8	5.6	464	S,B	0.040	J10008-4165-5
J182042	422	4.165	3.875	6.000	9.000	1.062	16.3	14.8	12.6	10.8	453	B	0.040	J10008-4165-5
J207514	426	4.185	3.875	6.000	9.000	1.062	16.4	14.9	12.7	10.8	466	B	0.060	J100F8-4185-5
J182047	406	4.125	3.800	6.000	9.000	1.100	15.7	14.3	12.1	10.8	437	B	STD	J10008-4125-5
J182050	410	4.145	3.800	6.000	9.000	1.100	15.8	14.4	12.2	10.8	440	B	0.020	J10008-4145-5
J182045	412	4.155	3.800	6.000	9.000	1.100	14.6	13.4	11.6	5.6	456	B,M	0.030	J10008-4155-5
J182051	412	4.155	3.800	6.000	9.000	1.100	15.9	14.5	12.3	10.8	449	B	0.030	J10008-4155-5
J182052	414	4.165	3.800	6.000	9.000	1.100	15.9	14.5	12.3	10.8	448	B	0.040	J10008-4165-5
J182053	401	4.125	3.750	6.000	9.000	1.125	14.3	13.1	11.3	5.6	450	S,B	STD	J10008-4125-5
J182058	401	4.125	3.750	6.000	9.000	1.125	15.5	14.1	12.0	10.8	437	B	STD	J10008-4125-5
J242890	401	4.125	3.750	6.000	9.000	1.125	16.0	14.5	12.3	12.8	448	B	STD	J10008-4125-5
J182059	402	4.130	3.750	6.000	9.000	1.125	15.5	14.1	12.0	10.8	440	B	0.005	J10008-4130-5
J182055	405	4.145	3.750	6.000	9.000	1.125	14.4	13.2	11.4	5.6	461	S,B,M	0.020	J10008-4145-5
J182060	405	4.145	3.750	6.000	9.000	1.125	15.8	14.4	12.2	10.8	447	B	0.020	J10008-4145-5
J182056	407	4.155	3.750	6.000	9.000	1.125	14.4	13.3	11.4	5.6	460	S,B	0.030	J10008-4155-5
J182070	407	4.155	3.750	5.700	9.000	1.425	14.8	13.6	11.6	7.3	491	M	0.030	J10008-4155-5
J182061	407	4.155	3.750	6.000	9.000	1.125	15.9	14.5	12.3	10.8	451	B	0.030	J10008-4155-5
J242891	407	4.155	3.750	6.000	9.000	1.125	16.2	14.7	12.5	12.8	466	B	0.030	J10008-4155-5
J182057	409	4.165	3.750	6.000	9.000	1.125	14.5	13.3	11.5	5.6	464	S,B	0.040	J10008-4165-5
J182071	409	4.165	3.750	5.700	9.000	1.425	14.9	13.6	11.7	7.3	490	M	0.040	J10008-4165-5

23° 400 SMALL BLOCK DOME TOP PISTONS CONTINUED

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182062	409	4.165	3.750	6.000	9.000	1.125	15.7	14.3	12.2	10.8	460	B	0.040	J10008-4165-5
J242892	409	4.165	3.750	6.000	9.000	1.125	16.3	14.8	12.5	12.8	468	B	0.040	J10008-4165-5
J182063	388	4.125	3.625	6.000	9.000	1.187	15.6	14.1	11.9	12.9	451	B	STD	J10008-4125-5
J182064	391	4.145	3.625	6.000	9.000	1.187	15.7	14.2	12.0	12.9	459	B	0.020	J10008-4145-5
J182065	393	4.155	3.625	6.000	9.000	1.187	15.7	14.3	12.1	12.9	469	B	0.030	J10008-4155-5
J182066	386	4.155	3.562	6.000	9.000	1.219	15.5	14.1	11.9	12.9	475		0.030	J10008-4155-5
J242890	374	4.125	3.500	6.125	9.000	1.125	15.0	13.6	11.6	12.8	448	B	STD	J10008-4125-5
J182067	374	4.125	3.500	6.000	9.000	1.250	15.1	13.7	11.6	13.0	453	A	STD	J10008-4125-5
J182068	378	4.145	3.500	6.000	9.000	1.250	15.2	13.8	11.7	13.0	463	A	0.020	J10008-4145-5
J242891	380	4.155	3.500	6.125	9.000	1.125	15.2	13.8	11.7	12.8	466	B	0.030	J10008-4155-5
J182069	380	4.155	3.500	6.000	9.000	1.250	15.3	13.8	11.7	13.0	468	A	0.030	J10008-4155-5
J242892	382	4.165	3.500	6.125	9.000	1.125	15.3	13.9	11.7	12.8	468	B	0.040	J10008-4165-5

BIG BLOCK CHEVY FLAT TOP SERIES

These big block pistons are compatible with forced induction, nitrous and angle milled heads. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams.

Compression Height figured using 9.780" block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 4.27/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	Compression Ratio			110cc	118cc	124cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257977	489	4.280	4.250	6.135	9.780	1.520	9.1	8.6	8.3	-3.0	595	M	0.030	J100F8-4280-5			
J257974	496	4.310	4.250	6.135	9.780	1.520	9.2	8.7	8.4	-3.0	611		0.060	J100F8-4310-5			
J257964	496	4.310	4.250	6.385	9.780	1.270	9.2	8.7	8.4	-3.0	558	B	0.060	J100F8-4310-5			
J257965	540	4.500	4.250	6.385	9.780	1.270	10.0	9.4	9.1	-3.0	617	B	0.034	J100F8-4500-5			
J257975	540	4.500	4.250	6.135	9.780	1.520	10.0	9.4	9.1	-3.0	667		0.034	J100F8-4500-5			
J257976	548	4.530	4.250	6.135	9.780	1.520	10.1	9.6	9.2	-3.0	681	M	0.064	J100F8-4530-5			
J257966	548	4.530	4.250	6.385	9.780	1.270	10.1	9.6	9.2	-3.0	626	B	0.064	J100F8-4530-5			
J257967	555	4.560	4.250	6.385	9.780	1.270	10.2	9.7	9.3	-3.0	643	B	0.094	J100S8-4560-5			
J257978	555	4.560	4.250	6.135	9.780	1.520	10.2	9.7	9.3	-3.0	686		0.094	J100S8-4560-5			
J257968	565	4.600	4.250	6.385	9.780	1.270	10.3	9.8	9.4	-3.0	639	B	0.134	J100L8-4600-5			
J281959	565	4.600	4.250	6.535	9.780	1.120	10.3	9.7	9.3	-3.0	589	B,U	0.134	J100U8-4600-5			
J282040	571	4.625	4.250	6.385	9.780	1.270	10.4	9.8	9.4	-3.0	654	B	0.159	J100F8-4625-5			
J281961	571	4.625	4.250	6.535	9.780	1.120	10.4	9.8	9.4	-3.0	597	B,U,M	0.159	J100F8-4625-5			
J257979	455	4.255	4.000	6.135	9.775	1.640	8.6	8.1	7.8	-3.0	605	M	0.005	J100F8-4250-5			

BIG BLOCK CHEVY FLAT TOP SERIES Continued

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257980	460	4.280	4.000	6.135	9.775	1.640	8.7	8.2	7.9	-3.0	618		0.030	J100F8-4280-5
J257969	460	4.280	4.000	6.385	9.780	1.395	8.7	8.2	7.9	-3.0	574		0.030	J100F8-4280-5
J257970	467	4.310	4.000	6.385	9.780	1.395	8.8	8.3	8.0	-3.0	580		0.060	J100F8-4310-5
J257981	467	4.310	4.000	6.135	9.775	1.640	8.8	8.3	8.0	-3.0	631		0.060	J100F8-4310-5
J257960	467	4.310	4.000	6.535	9.780	1.245	8.8	8.3	8.0	-3.0	560	B,M	0.060	J100F8-4310-5
J257983	501	4.466	4.000	6.135	9.780	1.645	9.3	8.8	8.4	-3.0	682	M	0.000	J100S8-4470-5
J257984	509	4.500	4.000	6.135	9.780	1.645	9.5	9.0	8.6	-3.0	690		0.034	J100F8-4500-5
J257971	509	4.500	4.000	6.385	9.780	1.395	9.5	9.0	8.6	-3.0	637		0.034	J100F8-4500-5
J257961	509	4.500	4.000	6.535	9.780	1.245	9.5	9.0	8.6	-3.0	611	B	0.034	J100F8-4500-5
J257972	516	4.530	4.000	6.385	9.780	1.395	9.6	9.1	8.7	-3.0	647		0.064	J100F8-4530-5
J257985	515	4.530	4.000	6.135	9.780	1.645	9.6	9.1	8.7	-3.0	702		0.064	J100F8-4530-5
J257986	522	4.560	4.000	6.135	9.780	1.645	9.7	9.2	8.8	-3.0	714		0.094	J100H8-4560-5
J257973	523	4.560	4.000	6.385	9.780	1.395	9.7	9.2	8.8	-3.0	662		0.094	J100S8-4560-5
J257962	522	4.560	4.000	6.535	9.780	1.245	9.7	9.2	8.8	-3.0	634	B,M	0.094	J100S8-4560-5
J257963	532	4.600	4.000	6.535	9.780	1.245	9.8	9.2	8.9	-3.0	631	B	0.134	J100L8-4600-5
J257987	433	4.280	3.766	6.135	9.783	1.765	8.2	7.8	7.5	-3.0	649		0.030	J100F8-4280-5
J257988	439	4.310	3.766	6.135	9.783	1.765	8.3	7.9	7.6	-3.0	653		0.060	J100F8-4310-5
J257974	439	4.310	3.766	6.385	9.788	1.520	8.3	7.9	7.6	-3.0	611		0.060	J100F8-4310-5
J257989	441	4.320	3.766	6.135	9.783	1.765	8.3	7.9	7.6	-3.0	663	M	0.070	J100F8-4320-5
J257975	479	4.500	3.766	6.385	9.788	1.520	9.0	8.5	8.2	-3.0	673		0.034	J100F8-4500-5
J257976	486	4.530	3.766	6.385	9.788	1.520	9.1	8.6	8.2	-3.0	381	M	0.064	J100F8-4530-5

BIG BLOCK FLAT TOP - TALL DECK

These big block pistons are compatible with forced induction or nitrous (EXCEPT 1.120 CD). Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression Height figured using either 10.180" or 10.195" block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads, including angle milled versions.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J281959	632	4.600	4.750	6.700	10.195	1.120	11.4	10.7	10.3	-3.0	589	B,U	0.134	J100L8-4600-5
J281962	638	4.625	4.750	6.700	10.195	1.120	11.5	10.8	10.4	-3.0	597	M,B,U	0.159	
J257969	518	4.280	4.500	6.535	10.180	1.395	9.6	9.1	8.7	-3.0	574		0.030	J100F8-4280-5
J257970	525	4.310	4.500	6.535	10.180	1.395	9.7	9.2	8.8	-3.0	580		0.060	J100F8-4310-5
J257960	525	4.310	4.500	6.700	10.195	1.245	9.7	9.2	8.8	-3.0	560	B	0.060	J100F8-4310-5
J257961	572	4.500	4.500	6.700	10.195	1.245	10.4	9.9	9.5	-3.0	614	B	0.034	J100F8-4500-5
J257971	572	4.500	4.500	6.535	10.180	1.395	10.4	9.9	9.5	-3.0	637		0.034	J100F8-4500-5
J257972	580	4.530	4.500	6.535	10.180	1.395	10.7	10.1	9.7	-3.0	652		0.064	J100F8-4530-5
J257973	587	4.560	4.500	6.535	10.180	1.395	10.8	10.2	9.8	-3.0	670		0.094	J100S8-4560-5
J257962	588	4.560	4.500	6.700	10.195	1.245	10.7	10.1	9.7	-3.0	634	B,M	0.094	J100S8-4560-5
J257963	598	4.600	4.500	6.700	10.195	1.245	10.9	10.3	9.9	-3.0	637	B	0.134	J100L8-4600-5
J282042	598	4.600	4.500	6.535	10.180	1.395	10.9	10.3	9.9	-3.0	680		0.134	J100L8-4600-5
J282043	601	4.610	4.500	6.535	10.180	1.395	10.9	10.3	9.9	-3.0	682	M	0.144	J100H8-4610-5
J257977	489	4.280	4.250	6.535	10.180	1.520	9.1	8.6	8.3	-3.0	595	M	0.030	J100F8-4280-5
J257974	496	4.310	4.250	6.535	10.180	1.520	9.2	8.7	8.4	-3.0	611		0.060	J100F8-4310-5
J257975	541	4.500	4.250	6.535	10.180	1.520	9.9	9.4	9.0	-3.0	667		0.034	J100F8-4500-5
J257976	548	4.530	4.250	6.535	10.180	1.520	10.1	9.6	9.2	-3.0	681	M	0.064	J100F8-4530-5
J257978	555	4.560	4.250	6.535	10.180	1.520	10.2	9.7	9.3	-3.0	686	M	0.094	J100S8-4560-5

BIG BLOCK INVERTED DOME

These big block pistons are compatible with forced induction, nitrous and angle milled heads. The inverted dome shape has been designed for maximum efficiency and horsepower. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression Height figured using 9.780 block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257942	540	4.500	4.250	6.385	9.780	1.270	8.8	8.4	8.1	-20.0	569	B	0.034	J100F8-4500-5
J257951	540	4.500	4.250	6.135	9.780	1.520	8.8	8.4	8.1	-20.0	626		0.034	J100F8-4500-5
J257953	548	4.530	4.250	6.135	9.780	1.520	8.9	8.5	8.2	-20.0	632	M	0.064	J100F8-4530-5
J257943	548	4.530	4.250	6.385	9.780	1.270	8.9	8.5	8.2	-20.0	611	B	0.064	J100F8-4530-5
J257944	555	4.560	4.250	6.385	9.780	1.270	9.0	8.6	8.3	-20.0	591	B	0.094	J100S8-4560-5
J257954	555	4.560	4.250	6.135	9.780	1.520	9.0	8.6	8.3	-20.0	645	M	0.094	J100S8-4560-5
J257955	565	4.600	4.250	6.135	9.780	1.520	9.2	8.8	8.5	-20.0	670		0.134	J100L8-4600-5
J257945	565	4.600	4.250	6.385	9.780	1.270	9.2	8.8	8.5	-20.0	608	B	0.134	J100L8-4600-5
J257946	467	4.310	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-14.5	576	B	0.060	J100F8-4310-5
J257947	509	4.500	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-28.0	586	B	0.034	J100F8-4500-5
J257956	509	4.500	4.000	6.135	9.780	1.645	8.8	8.4	8.1	-11.5	661		0.034	J100F8-4500-5
J257948	516	4.530	4.000	6.385	9.780	1.395	8.1	7.7	7.5	-28.0	597	B	0.064	J100F8-4530-5
J257957	515	4.530	4.000	6.135	9.780	1.645	8.9	8.5	8.2	-11.5	674		0.064	J100F8-4530-5
J257949	523	4.560	4.000	6.385	9.780	1.395	8.2	7.8	7.5	-28.0	610	B	0.094	J100S8-4560-5
J257950	532	4.600	4.000	6.385	9.780	1.395	8.3	7.9	7.7	-28.0	627	B	0.134	J100L8-4600-5
J281922	534	4.610	4.000	6.385	9.780	1.395	8.3	7.9	7.7	-28.0	633	B	0.144	J100H8-4610-5
J281923	537	4.625	4.000	6.385	9.780	1.395	8.4	8.0	7.7	-28.0	634	B,M	0.159	J100F8-4625-5

BIG BLOCK INVERTED DOME - TALL DECK

These big block pistons are compatible with forced induction, nitrous and angle milled heads. The inverted dome shape has been designed for maximum efficiency and horsepower. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression height figured using 10.180" "tall deck" height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257946	525	4.310	4.500	6.535	10.180	1.395	9.0	8.6	8.2	-14.5	636	B	0.060	J100F8-4310-5
J257947	572	4.500	4.500	6.535	10.180	1.395	8.9	8.5	8.2	-28.0	612	B	0.034	J100F8-4500-5
J257948	580	4.530	4.500	6.535	10.180	1.395	9.0	8.6	8.3	-28.0	630	B	0.064	J100F8-4530-5
J257949	587	4.560	4.500	6.535	10.180	1.395	9.1	8.7	8.4	-28.0	627	B	0.094	J100S8-4560-5
J257950	598	4.600	4.500	6.535	10.180	1.395	9.2	8.8	8.5	-28.0	644	B	0.134	J100L8-4600-5
J281922	601	4.610	4.500	6.535	10.180	1.395	9.2	8.8	8.5	-28.0	633	B	0.144	J100H8-4610-5
J281923	605	4.625	4.500	6.535	10.180	1.395	9.3	8.9	8.6	-28.0	634	M,B	0.159	J100F8-4625-5
J257951	540	4.500	4.250	6.535	10.180	1.520	8.8	8.4	8.1	-20.0	626		0.034	J100F8-4500-5
J257953	548	4.530	4.250	6.535	10.180	1.520	9.0	8.6	8.3	-20.0	632	M	0.064	J100F8-4530-5
J257954	555	4.560	4.250	6.535	10.180	1.520	9.1	8.7	8.4	-20.0	645	M	0.094	J100S8-4560-5
J257955	565	4.600	4.250	6.535	10.180	1.520	9.2	8.8	8.5	-20.0	662		0.134	J100L8-4600-5

B/B NITROUS SERIES DOME

These big block pistons have ring lands designed specifically for nitrous applications. Valve reliefs are designed to accept oversized valves and long duration, wide lobe separation camshafts, they are also compatible with angle milled heads. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Fits open chamber cylinder heads.

Std Bore: 4.466. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J258238	540	4.500	4.250	6.385	9.780	1.270	15.7	14.3	13.4	45.0	641	B	0.034	J10008-4500-5
J258239	548	4.530	4.250	6.385	9.780	1.270	15.9	14.5	13.6	45.0	657	B	0.064	J10008-4530-5
J258240	555	4.560	4.250	6.385	9.780	1.270	16.0	14.6	13.7	45.0	668	B	0.094	J10008-4560-5
J258197	560	4.580	4.250	6.385	9.780	1.270	16.1	14.7	13.8	45.0	677	B,M	0.114	J100F8-4580-5
J258241	565	4.600	4.250	6.385	9.780	1.270	16.3	14.8	13.9	45.0	686	B	0.134	J100L8-4600-5

BIG DUKE / BIG CHIEF / BIG VICTOR GP 18°

These pistons are specifically designed for Big Duke/Big Chief cylinder heads and feature our race proven dome and skirt design. Valve reliefs are designed to accept oversized valves and long duration, tight lobe separation roller cams. Precision CNC machined ring grooves accept .043 D-wall, 1/16, 3/16 rings.
Std Bore: 4.250 (427/454), 4.466 (502). Ring package designed for: .043 D-WALL, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170668	621	4.560	4.750	6.700	10.195	1.120	16.8	15.9	14.3	13.0	584	B,M	0.094	J20008-4560-5
J170669	632	4.600	4.750	6.700	10.195	1.120	17.0	16.1	14.5	13.0	598	B	0.134	J200U8-4600-5
J218585	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	605	B	0.134	J200U8-4600-5
J170671	548	4.530	4.250	6.385	9.780	1.270	15.1	14.2	12.9	13.0	593	B,M	0.064	J20008-4530-5
J170672	555	4.560	4.250	6.385	9.780	1.270	15.1	14.3	12.9	13.0	625	B,M	0.094	J20008-4560-5
J170668	555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	569	B,M	0.094	J20008-4560-5
J170669	565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	582	B	0.134	J200U8-4600-5
J170673	565	4.600	4.250	6.385	9.780	1.270	15.3	14.5	13.1	13.0	641	B	0.134	J200U8-4600-5
J218585	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	593	B	0.134	J200U8-4600-5

Std Bore: 4.250. Ring package designed for: .043 BACKCUT, .043 D-WALL, 3.0MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J243315	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	602	B	0.134	J77008-4600-5
J243316	634	4.610	4.750	6.700	10.195	1.120	18.7	17.6	15.7	20.0	617	B	0.144	J77008-4610-5
J243313	565	4.600	4.375	6.535	9.783	1.060	16.8	15.8	14.2	18.0	589	B,M	0.134	J77008-4600-5
J243314	568	4.610	4.375	6.535	9.783	1.060	16.8	15.8	14.2	18.0	577	B	0.144	J77008-4610-5
J243315	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	602	B	0.134	J77008-4600-5
J243316	568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	616	B	0.144	J77008-4610-5

NITROUS SERIES

Std Bore: 4.250. Ring package designed for: .043 BACKCUT, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J243317	621	4.560	4.750	6.700	10.195	1.120	16.7	15.9	14.3	13.0	580	B,M	0.094	J86008-4560-5
J243318	632	4.600	4.750	6.700	10.195	1.120	17.0	16.1	14.5	13.0	619	B	0.134	J860L8-4600-5
J243321	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	632	B	0.134	J860L8-4600-5
J243319	634	4.610	4.750	6.700	10.195	1.120	17.1	16.2	14.6	13.0	621	B	0.144	J860L8-4610-5
J243322	634	4.610	4.750	6.700	10.195	1.120	18.7	17.6	15.7	20.0	627	B,M	0.144	J860L8-4610-5
J243317	555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	NEW!	B,M	0.094	J86008-4560-5
J243323	555	4.560	4.250	6.385	9.780	1.270	15.1	14.3	12.9	13.0	640	B,M	0.094	J86008-4560-5
J243324	565	4.600	4.250	6.385	9.780	1.270	15.3	14.5	13.1	13.0	654	B,M	0.134	J860L8-4600-5
J243318	565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	619	B	0.134	J860L8-4600-5
J243321	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	638	B	0.134	J860L8-4600-5
J243319	568	4.610	4.250	6.535	9.780	1.120	15.4	14.6	13.2	13.0	621	B	0.144	J860L8-4610-5
J243325	568	4.610	4.250	6.385	9.780	1.270	15.4	14.6	13.2	13.0	659	B	0.144	J860L8-4610-5
J243322	568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	629	B,M	0.144	J860L8-4610-5

BIG BLOCK 12° / 14° 632 FLAT TOP

Specifically designed for Naturally Aspirated 632 engines to fit the following cylinder heads: 12° Raptor, 12° Pro-File, Dart Big Chief 14° (program #'s 3815 & 384), Sonny Tru-Pro 14.5°, and Brodix PB1200. Precision CNC machined ring grooves are designed for .043 back-cut top rings, .043 D-wall 2nd rings, and 3.0mm oil rings. Compression distance and compression ratio calculated with zero deck clearance at listed block height. Double spiro locks, Double Forced Pin Oilers, Accumulator Grooves, and Vertical gas ports for maximum top ring seal
Std Bore: Aftermarket Race Block 4.600. Ring package designed for: .043 BACKCUT, .043 D-wall, 3.0mm Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	65cc	70cc	77cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J280263	632	4.600	4.750	6.700	10.195	1.120	16.4	15.5	14.5	-7.3	575	B	STD	J77008-4600-5
J280265	634	4.610	4.750	6.700	10.195	1.120	16.5	15.6	14.5	-7.3	578	B	0.010	J77008-4610-5
J280266	638	4.625	4.750	6.700	10.195	1.120	16.5	15.7	14.6	-7.3	583	B	0.025	J77008-4625-5

BIG BLOCK 12° / 14° 632 NITROUS FLAT TOP

Specifically designed for Nitrous-fed 632 engines using aluminium rods. Valve reliefs fit the following cylinder heads: 12° Raptor, 12° Pro-File, Dart Big Chief 14° (program #'s 3815 & 384), Sonny Tru-Pro 14.5°, and Brodix PB1200. Precision CNC machined ring grooves are designed for .043 back-cut top rings, .043 D-wall 2nd rings, and 3/16 oil rings. Compression distance and compression ratio calculated with - .025" deck clearance at listed block height. Double spiro locks, Double Forced Pin Oilers, Accumulator Grooves, and Vertical gas ports for maximum top ring seal
Std Bore: Aftermarket Race Block 4.600. Ring package designed for: .043 BACKCUT, .043 D-wall, 3/16" Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	65cc	70cc	77cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J293518	632	4.600	4.750	6.660	10.175	1.140	15.2	14.5	13.6	-7.3	582	B	STD	J81008-4600-5
J293519	634	4.610	4.750	6.660	10.175	1.140	15.3	14.5	13.6	-7.3	585	B,M	0.010	J81008-4610-5
J293520	638	4.625	4.750	6.660	10.175	1.140	15.4	14.6	13.7	-7.3	590	B,M	0.025	J81008-4625-5

FORD 4.6L / 5.4L MODULAR

These pistons are designed for 4.6/5.4L engines and are compatible with forced induction and nitrous applications. Low compression pistons feature our spherical dish for the ultimate in combustion efficiency. These pistons are race proven in turbo modular motors posting mid 6-second times in the 1/4 mile. 4.6L part numbers now include valve reliefs for either 3V or 4V heads as noted below. 5.4L part numbers have no valve reliefs. Accept 1.5, 1.5, 3.0mm rings.

4.6L 4V Flat Top

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257540	281	3.552	3.543	5.933	8.925	1.220	12.1	11.5	10.3	-3.0	364	M	STD	J68008-3550-5
J257541	284	3.572	3.543	5.933	8.925	1.220	12.2	11.6	10.4	-3.0	376		0.020	J68008-3570-5

4.6L 4V Dish

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257542	281	3.552	3.543	5.933	8.925	1.220	9.7	9.2	8.6	-17.0	375	M	STD	J68008-3550-5
J257544	281	3.552	3.543	5.933	8.925	1.220	10.7	10.2	9.3	-10.0	364	M	STD	J68008-3550-5
J257543	284	3.572	3.543	5.933	8.925	1.220	9.8	9.3	8.6	-17.0	380		0.020	J68008-3570-5
J257545	284	3.572	3.543	5.933	8.925	1.220	10.8	10.2	9.4	-10.0	376		0.020	J68008-3570-5

4.6L 3 VALVE FLAT TOP

Std Bore: 3.552

Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232468	281	3.552	3.543	5.933	8.925	1.220	12.7	11.8	10.7	-1.0	361	M	STD	J68008-3550-5
J232469	284	3.572	3.543	5.933	8.925	1.220	12.8	11.9	10.8	-1.0	372	M	0.020	J68008-3570-5

4.6L 3 VALVE DISH

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232466	281	3.552	3.543	5.933	8.925	1.220	9.7	9.2	8.6	-17.0	375	M	STD	J68008-3550-5
J232467	284	3.572	3.543	5.933	8.925	1.220	9.8	9.3	8.6	-17.0	379	M	0.020	J68008-3570-5

5.4L DISH

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Note: (* Compression Ratio's for 5.4L Pistons are calculated with .120" deck clearance)

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J227125	330	3.552	4.165	6.657	9.960	1.220	8.5	8.2	7.8	-21.0	409	*M	STD	J68008-3550-5
J227127	334	3.572	4.165	6.657	9.960	1.220	8.6	8.3	7.9	-21.0	385	*	0.020	J68008-3570-5

FORD COYOTE 5.0L MODULAR - NEW FSR SERIES

We have redesigned and expanded our Ford Modular product line! The new pistons utilize a dedicated Forged Side Relief (FSR) forging that was specifically designed for high horsepower Modular engines. In addition we have found ways to reduce weight and maintain the durability needed for both street and racing use. Lightweight and extremely durable, these pistons are machined for 1.0mm, 1.2mm, 2.8mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	57cc Compression Ratio	Dome Vol/cc	Gram Wt	Footnote	Oversize	Recom Ring Set
J314411	302	3.630	3.650	5.933	8.932	1.174	8.5:1	-17.4	347	T	STD	JG1008-3632
J314415	302	3.630	3.650	5.933	8.932	1.174	9.5:1	-7.6	356	T	STD	JG1008-3632
J314419	302	3.630	3.650	5.933	8.932	1.174	11.0:1	3.3	362	V	STD	JG1008-3632

COYOTE 5.0L MODULAR

These pistons were specifically designed for 5.0L Coyote engines. Applications include forced induction, nitrous, and high revving naturally aspirated engines. Low compression pistons feature our spherical dish for the ultimate in combustion efficiency. Accept 1.0, 1.2, 2.8mm Gas Nitride rings. Std Bore: 3.630"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	57cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J308836	302	3.630	3.650	5.933	8.932	1.174	8.5:1	-17.4	NEW	T	STD	JG1008-3632
J308841	302	3.630	3.650	5.933	8.932	1.174	9.5:1	-7.6	NEW	T	STD	JG1001-3632
J308845	302	3.630	3.650	5.933	8.932	1.174	11.0:1	3.3	NEW	V	STD	JG1001-3632
J308849	302	3.630	3.650	5.933	8.932	1.174	12.5:1	11.3	NEW		STD	JG1008-3632
J308838	304	3.640	3.650	5.933	8.932	1.174	8.5:1	-17.8	NEW	T	0.010	JG1008-3642
J308842	304	3.640	3.650	5.933	8.932	1.174	9.5:1	-8.0	NEW	T	0.010	JG1008-3652
J308846	304	3.640	3.650	5.933	8.932	1.174	11.0:1	3.0	NEW	V	0.010	JG1001-3642
J308850	304	3.640	3.650	5.933	8.932	1.174	12.5:1	11.1	NEW		0.010	JG1008-3642
J308839	306	3.650	3.650	5.933	8.932	1.174	8.5:1	-18.2	NEW	T	0.020	JG1008-3652
J308843	306	3.650	3.650	5.933	8.932	1.174	9.5:1	-8.4	NEW	T	0.020	JG1008-3652
J308847	306	3.650	3.650	5.933	8.932	1.174	11.0:1	2.7	NEW	V	0.020	JG1008-3652
J308851	306	3.650	3.650	5.933	8.932	1.174	12.5:1	10.8	NEW		0.020	JG1008-3652
J308840	307	3.660	3.650	5.933	8.932	1.174	8.5:1	-18.6	NEW	T	0.030	JG1008-3661
J308844	307	3.660	3.650	5.933	8.932	1.174	9.5:1	-8.7	NEW	T	0.030	JG1008-3661
J308848	307	3.660	3.650	5.933	8.932	1.174	11.0:1	2.4	NEW	V	0.030	JG1008-3661
J308852	307	3.660	3.650	5.933	8.932	1.174	12.5:1	10.6	NEW		0.030	JG1008-3661

FORD 331 / 347 HEAVY DUTY FLAT TOPS

These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings.

302 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J188703	347	4.030	3.400	5.400	8.200	1.100	11.2	10.6	10.1	-5.0	411	B,C	0.030	J10008-4030-5
J232472	364	4.125	3.400	5.400	8.200	1.100	11.6	11.0	10.5	-5.0	438	B,C	0.125	J10008-4125-5
J170855	331	4.030	3.250	5.400	8.200	1.175	10.8	10.2	9.7	-5.0	451	B,C	0.030	J10008-4030-5
J232473	347	4.125	3.250	5.400	8.200	1.175	11.1	10.6	10.1	-5.0	447	B,C	0.125	J10008-4125-5

351W STROKER HEAVY DUTY FLAT TOP

These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept 1/16, 1/16, 3/16 rings.

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J188705	406	4.020	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	434	L,C	0.020	J10008-4020-5
J188704	408	4.030	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	438	C	0.030	J10008-4030-5
J232459	410	4.040	4.000	6.200	9.480	1.280	12.9	12.3	11.7	-5.0	472	C	0.040	J10008-4040-5

SVO/DART BIG BORE RACE BLOCKS

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232474	428	4.125	4.000	6.200	9.480	1.280	13.5	12.8	12.2	-5.0	490	B,C	STD	J10008-4125-5
J207419	427	4.125	4.000	6.125	9.475	1.350	13.5	12.8	12.2	-5.0	497	C	STD	J100F8-4125-5
J207419	414	4.125	3.875	6.200	9.488	1.350	13.1	12.5	11.9	-5.0	497	C	STD	J100F8-4125-5
J207419	411	4.125	3.850	6.200	9.475	1.350	13.0	12.4	11.8	-5.0	497	C	STD	J100F8-4125-5
J207419	406	4.125	3.800	6.250	9.500	1.350	12.8	12.2	11.6	-5.0	497	C	STD	J100F8-4125-5
J207419	401	4.125	3.750	6.250	9.475	1.350	12.7	12.0	11.5	-5.0	497	C	STD	J100F8-4125-5

302/331/347 HEAVY DUTY INVERTED DOME

These pistons are designed to be compatible with forced induction and nitrous applications. The valve reliefs are machined to accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Part number 293082 features a full round dish.

302 SERIES

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J131656	306	4.030	3.000	5.090	8.190	1.600	9.3	8.8	8.4	-11.0	508	D,M	0.030	J10008-4030-5

302 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170847	345	4.020	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	416	B,C	0.020	J10008-4020-5
J170848	347	4.030	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	415	B,C	0.030	J10008-4030-5
J232462	348	4.040	3.400	5.400	8.200	1.100	9.6	8.8	8.5	-22.0	424	B,C	0.040	J100F8-4040-5
J293082	364	4.125	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-26.0	460	B,C	0.125	J10008-4125-5
J170850	331	4.030	3.250	5.400	8.200	1.175	8.4	8.1	7.8	-26.5	431	B,C,M	0.030	J10008-4030-5
J232463	348	4.040	3.250	5.400	8.200	1.175	8.8	8.5	8.2	-26.0	446	B,C,M	0.040	J100F8-4040-5

351W INVERTED DOME

Most of these pistons are designed to be compatible with forced induction and nitrous applications and will accommodate larger valves and long duration, tight lobe separation cams. New parts have been designed to suit the large bore after market race blocks and the T.F.S. "Twisted Wedge®" cylinder heads. All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept 1/16, 1/16, 3/16 rings.

351 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J194951	418	4.030	4.100	6.200	9.480	1.230	11.5	11.0	10.5	-17.0	426	B,C,M	0.030	J10008-4030-5
J170393	408	4.030	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	441	B,C	0.030	J10008-4030-5
J232464	410	4.040	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	452	B,C,M	0.040	J100F8-4040-5
J131656	393	4.030	3.850	5.956	9.481	1.600	11.6	11.1	10.6	-11.0	495	D,M	0.030	J10008-4030-5

SVO/DART BIG BORE RACE BLOCKS

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207417	438	4.125	4.100	6.200	9.480	1.230	10.4	10.0	9.7	-30.0	464	B,C	STD	J100F8-4125-5
J207418	427	4.125	4.000	6.125	9.475	1.350	10.0	9.6	9.3	-32.0	486	C,M	STD	J100F8-4125-5
J207417	427	4.125	4.000	6.250	9.480	1.230	10.2	9.8	9.5	-30.0	464	B,C	STD	J100F8-4125-5
J207418	414	4.125	3.875	6.200	9.488	1.350	9.7	9.4	9.1	-32.0	486	C,M	STD	J100F8-4125-5
J207418	411	4.125	3.850	6.200	9.475	1.350	9.7	9.3	9.0	-32.0	486	C,M	STD	J100F8-4125-5
J207418	406	4.125	3.800	6.250	9.500	1.350	9.5	9.2	8.9	-32.0	486	C,M	STD	J100F8-4125-5
J207418	401	4.125	3.750	6.250	9.475	1.350	9.4	9.1	8.8	-32.0	486	C,M	STD	J100F8-4125-5

302/351 BIG BORE DOME

All new small-block Ford dome pistons, available in large bore sizes to accommodate new aftermarket race blocks. These pistons will fit most aftermarket and factory heads. Cleveland and TFS Twisted Wedge heads will require custom pistons. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings.

302 8.200" DART/SVO BLOCK

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc Compression Ratio	64cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232475	364	4.125	3.400	5.400	8.200	1.100	13.6	12.8	12.1	6.5	432	B,S	STD	J10008-4125-5
J232477	347	4.125	3.250	5.400	8.200	1.175	13.1	12.3	11.6	6.5	420	B,S,M	STD	J10008-4125-5
J207416	331	4.125	3.100	5.400	8.180	1.230	12.5	11.8	11.1	6.5	449		STD	J10008-4125-5

351 9.500" DART/SVO BLOCK

Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc Compression Ratio	64cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207416	438	4.125	4.100	6.200	9.480	1.230	16.2	15.3	14.4	6.5	449		STD	J10008-4125-5
J207416	427	4.125	4.000	6.250	9.480	1.230	15.9	14.9	14.1	6.5	449		STD	J10008-4125-5
J232476	428	4.125	4.000	6.200	9.480	1.280	15.9	14.9	14.1	6.5	464	S	STD	J10008-4125-5

460 FLAT TOP

These pistons are compatible with OEM and aftermarket standard valve location heads, they will accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings and compression height is figured for 10.300 block height. Note: SVO A, C, E and BOSS aluminium heads require custom pistons.

Pistons also available for TFS A460 13° & M-6049-SCJ 9°

460 FLAT TOPS (15° VALVE ANGLE)

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	74cc Compression Ratio	80cc Compression Ratio	94cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170877	545	4.390	4.500	6.700	10.300	1.350	13.8	13.0	11.4	-3.0	577	E	0.030	J10008-4390-5
J170878	557	4.440	4.500	6.700	10.300	1.350	14.1	13.3	11.6	-3.0	602	E	0.080	J10008-4440-5
J170877	520	4.390	4.300	6.800	10.300	1.350	13.4	12.5	11.0	-3.0	585	E	0.030	J10008-4390-5
J170878	532	4.440	4.300	6.800	10.300	1.350	13.6	12.7	11.2	-3.0	602	E	0.080	J10008-4440-5
J131685	466	4.390	3.850	6.605	10.300	1.770	12.0	11.3	9.9	-3.0	654	F,M	0.030	J10008-4390-5

460 INVERTED DOME

These inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. The valve reliefs are designed to accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings and compression height is figured for a 10.300" deck block. Note: SVO A, C, E and BOSS aluminium heads require custom pistons. Also Available for M-6049-SCJ Heads

460 INVERTED DOME (15° VALVE ANGLE)

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	74cc Compression Ratio	80cc Compression Ratio	94cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170879	545	4.390	4.500	6.700	10.300	1.350	10.1	9.6	8.8	-39.0	568	E,M	0.030	J10008-4390-5
J170880	557	4.440	4.500	6.700	10.300	1.350	10.3	9.8	9.0	-39.0	596	E	0.080	J10008-4440-5
J170881	520	4.390	4.300	6.605	10.300	1.545	9.7	9.3	8.5	-39.0	603	F,L	0.030	J10008-4390-5
J170879	520	4.390	4.300	6.800	10.300	1.350	9.7	9.3	8.5	-39.0	568	E,M	0.030	J10008-4390-5
J170882	532	4.440	4.300	6.605	10.300	1.545	9.9	9.5	8.6	-39.0	626	F,L	0.080	J10008-4440-5
J170880	532	4.440	4.300	6.800	10.300	1.350	9.9	9.5	8.6	-39.0	596	E	0.080	J10008-4440-5

427/428 PISTONS

427/428 "FE" INVERTED DOME

Specially designed for the latest aftermarket blocks and heads, these pistons are for use with the 427 or the 428 crank and aftermarket 4.250" crank with aftermarket 6.700" rod. The factory block should be sonic checked for 4.280" and 4.310" bores. These pistons use 1/16, 1/16, 3/16 rings. The compression ratios are figured for 10.150 block height. Larger bore sizes available as customs,

427 INVERTED DOME Std Bore: 4.233. Ring package designed for: 1/16, 1/16, 3/16 Rings

Note: 162116 & 162117 Designed to work with OEM and aftermarket connecting rods. 242930, 242931, & 242932 designed for aftermarket connecting rod only.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242930	482	4.250	4.250	6.700	10.150	1.325	10.2	10.1	9.0	-25.0	531	E	0.017	J100F8-4250-5
J242931	489	4.280	4.250	6.700	10.150	1.325	10.3	10.2	9.1	-25.0	521	E	0.047	J100F8-4280-5
J242932	496	4.310	4.250	6.700	10.150	1.325	10.4	10.3	9.2	-25.0	531	M,E	0.077	J100F8-4310-5
J162117	451	4.250	3.980	6.490	10.150	1.670	10.4	10.2	9.1	-16.0	598	P,W	0.017	J10008-4250-5
J162116	429	4.250	3.780	6.490	10.150	1.770	10.4	10.2	9.0	-11.0	612	P	0.017	J10008-4250-5

427 FLAT TOP SERIES

Std Bore: 4.233. Ring package designed for: 1/16, 1/16, 3/16 Rings Note: Does not work with OEM Connecting Rods. Designed for Aftermarket Connecting Rods only.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242933	482	4.250	4.250	6.700	10.150	1.325	12.3	12.1	10.6	-5.0	513		0.017	J100F8-4250-5
J242934	489	4.280	4.250	6.700	10.150	1.325	12.5	12.3	10.8	-5.0	518	M	0.047	J100F8-4280-5
J242935	496	4.310	4.250	6.700	10.150	1.325	12.7	12.5	11.0	-5.0	528	M	0.077	J100F8-4310-5

427 DOME SERIES

Std Bore: 4.233 . Ring package designed for: 1/16, 1/16, 3/16 Rings Notes: Works with OEM and Aftermarket Connecting Rods.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J168741	451	4.250	3.980	6.490	10.150	1.670	12.5	12.2	10.5	2.5	569	M,P,W	0.017	J10008-4250-5
J168742	429	4.250	3.780	6.490	10.150	1.770	12.5	12.2	10.5	6.0	594	M,P	0.017	J10008-4250-5

440 INVERTED DOME

Designed for use in high-performance street/strip applications, these inverted dome pistons are compatible with nitrous and forced induction systems. These pistons are machined to accept 1/16, 1/16, 3/16 rings. Please check footnote listings for wrist pin diameter listings. Available in either .990" or 1.094" wrist pin diameters.

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc Compression Ratio	80cc Compression Ratio	90cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232452	493	4.350	4.150	6.766	10.699	1.858	10.0	9.5	8.8	-28.9	714	E	0.030	J10008-4350-5
J232454	493	4.350	4.150	6.766	10.699	1.858	10.0	9.5	8.8	-28.9	710	H,L	0.030	J10008-4350-5
J232453	499	4.375	4.150	6.766	10.699	1.858	10.1	9.6	8.9	-30.1	725	E,M	0.055	J10008-4375-5
J232456	446	4.350	3.750	6.766	10.699	2.058	10.0	9.4	8.7	-18.1	745	E	0.030	J10008-4350-5
J232457	457	4.375	3.750	6.766	10.699	2.058	10.1	9.5	8.8	-19.1	757	E,L	0.055	J10008-4375-5

400 / 440 WEDGE FLAT TOP

These pistons feature a completely new design configuration that will accommodate intake valve diameters of up to 2.250". Valve reliefs have been machined to accept long duration, tight lobe separation cam profiles and ring grooves are machined for 1/16, 1/16, 3/16 rings. These pistons are available with either .990" or 1.094" diameter wrist pins (see footnotes).

400 Series

Std Bore: 4.342. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc Compression Ratio	80cc Compression Ratio	90cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213460	499	4.375	4.150	6.766	9.954	1.113	12.5	11.7	10.7	-5.0	481	E,M	0.033	J10008-4375-5

440 Series

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc Compression Ratio	80cc Compression Ratio	90cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213462	493	4.350	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5.0	613	E,M	0.030	J10008-4350-5
J213463	499	4.375	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5.0	625	E	0.055	J10008-4375-5
J213466	446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5.0	636	H,M	0.030	J10008-4350-5
J213467	446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5.0	653	E,M	0.030	J10008-4350-5

440 WEDGE DOME

All new design 400/440 Wedge dome pistons will accommodate intake valve diameters up to 2.250" and accept long duration, tight lobe separation cams. Available with either .990" or 1.094" diameter wrist pins (see footnotes) these pistons are machined for 1/16, 1/16, 3/16 rings.

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc Compression	80cc Compression	90cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213683	493	4.350	4.150	6.766	10.699	1.858	15.0	13.7	12.3	11.0	614	E	0.030	J10008-4350-5
J213684	446	4.350	3.750	6.766	10.699	2.058	13.6	12.5	11.2	11.0	645	H,M	0.030	J10008-4350-5

S/B CHRYSLER FLAT TOP

These small block Chrysler pistons are machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for 1/16, 1/16, 3/16 rings and .927" diameter wrist pins.

340 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	66cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207421	416	4.070	4.000	6.125	9.585	1.460	12.3	11.6	10.9	-6.8	489	M	0.030	J100F8-4070-5

360 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	66cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207423	408	4.030	4.000	6.125	9.585	1.460	12.0	11.4	10.6	-6.8	476	M	0.030	J100F8-4030-5

S/B CHRYSLER INVERTED DOME

Designed for use in high-performance street/stip machines these inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. Machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for 1/16, 1/16, 3/16 rings and .927" diameter wrist pins.

340 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207422	416	4.070	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-21.5	480	M	0.030	J100F8-4070-5

360 Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207420	408	4.030	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-20.0	461	M	0.030	J100F8-4030-5

JE SPORT COMPACT FORGED PISTONS

- Dome/Dish requires no deburring or preparation
- 2618 T6 high tensile forged aluminium
- JE designs are specifically engineered for extreme applications up to, and including, professional competition. In this environment, the higher compression ratios, highest boost or heavy nitrous usage necessitate the higher tensile strength 2618 aluminium alloy.
- Dome and dishes feature smooth flowing radii for excellent flame travel.
- 1.0 x 1.2 x 2.8mm ring widths.
- straight wall carbon steel wrist pin provided.
- Pin fitting and wire locks included
- Rings Now Included

VARIOUS MODELS AVAILABLE: HONDA, AUDI, BMW, DODGE, FORD, PORSCHE & VOLKSWAGEN

MAZDA MIATA 1994-2005 BP 1.8 LITRE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J255773	83.5	0.50	85	132.95	30.6	50.0	9.0:1	-2.0	294	T	R	JG1004-3287
J255774	84.0	1.00	85	132.95	30.6	50.0	9.0:1	-2.7	301	T	R	JG1004-3307
J255775	84.5	1.50	85	132.95	30.6	50.0	9.0:1	-3.4	307	M,T	R	JG1004-3327

MITSUBISHI 1988-92 ECLIPSE / TALON / EVO 4G63 21MM PIN

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J270665	85.5	0.50	100	150	1.13	47.0	8.5:1	-22.0	285	T,M	R	JG2704-3366
J270668	86.0	1.00	100	150	1.13	47.0	8.5:1	-22.0	292	T,M	R	JG1004-3386
J208478	85.5	0.50	88	150	1.37	47.0	8.5:1	-13.2	317	T	R	JG2704-3366
J253995	86.0	1.00	88	150	1.37	47.0	8.5:1	-14.0	319	T,M	R	JG2804-3386

MITSUBISHI 1993-99 ECLIPSE / LANCER & EVO 4G63 22MM PIN - NEW ASYMMETRICAL FSR

TRADITIONAL FULL ROUND - PART #'S 208477 & 254006 USE 1.2, 1.5, 3.0mm RING PKG

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J208477	85.5	0.5	88	150	34.72	47	8.5:1	-13.2	316	T	R	JG2704-3366
J297511	85.5	0.50	88	150	34.72	47.0	8.5:1	-13.2	311	T	F	JG1004-3366
J254006	86.0	1.0	88	150	34.72	47	8.5:1	-14.0	319	T	R	JG2804-3386
J297512	86.0	1.00	88	150	34.72	47.0	8.5:1	-14.0	313	T	F	JG1004-3386
J270666	85.5	0.5	100	150	28.7	47	8.5:1	-22.0	285	T	R	JG1004-3366
J297506	85.5	0.50	100	150	28.7	47.0	8.5:1	-22.0	276	T	F	JG1004-3366
J297507	86.0	1.00	100	150	28.7	47.0	8.5:1	-23.3	278	T	F	JG1004-3386
J270667	86.0	1.0	100	150	28.7	47	8.5:1	-23.3	286	T	R	JG1004-3386

MITSUBISHI 1999-2007 EVOLUTION VI - IX / 4G63 22MM PIN

NEW ASYMMETRICAL FSR

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J297047	85.0	STD	100	150	28.7	47	8.5:1	-21.7	268	T	F	JG1004-3346
J297048	85.5	0.5	100	150	28.7	47	8.5:1	-22.0	272	T	F	JG1004-3366
J297049	86.0	1.0	100	150	28.7	47	8.5:1	-23.3	283	T	F	JG1004-3386
J297478	85.0	STD	94	150	31.7	47	8.5:1	-17.1	293	T,M	F	JG1004-3346
J297479	85.5	0.5	94	150	31.7	47	8.5:1	-17.9	296	T	F	JG1004-3366
J297480	86.0	1.0	94	150	31.7	47	8.5:1	-18.6	299	T	F	JG1004-3386
J297050	85.0	STD	88	150	34.7	47	8.5:1	-12.5	303	T	F	JG1004-3346
J297007	85.0	STD	88	150	34.7	47	10.0:1	-2.1 / FT	313	T	F	JG1004-3346
J297051	85.5	0.5	88	150	34.7	47	8.5:1	-13.3	306	T	F	JG1004-3366
J297008	85.5	0.5	88	150	34.7	47	10.0:1	-2.1 / FT	315	T	F	JG1004-3366
J297052	86.0	1.0	88	150	34.7	47	8.5:1	-14.0	309	T	F	JG1004-3386
J297009	86.0	1.0	88	150	34.7	47	10.0:1	-2.1 / FT	317	T,M	F	JG1004-3386

NISSAN GTR VR38DETT 2007 - UP

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J297681	95.5	STD	88.39	165	34.3	64.25	9.0	-7.2	421	T,M	F	JC2806-3760

NISSAN R32-R34 SKYLINE RB26DETT

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J209849	86.5	0.50	73.7	121.5	30.1	70.0	8.2:1	15.3	355	T	R	JC2106-3406
J209855	87.0	1.00	73.7	121.5	30.1	70.0	8.2:1	15.3	360	T	R	JC2106-3425

NISSAN SENTRA/200SX SE-R, SILVIA, 180SX & BLUEBIRD SR20DET

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J298727	86.0	STD	86	136.25	31.83	46.5	8.5:1	-13.0	309	T	F	JG1004-3386
J309212	86.0	STD	86	136.25	31.83	46.5	10.0:1	-2.0	313	T	F	JG1004-3386

NISSAN 2003-UP 350Z & G35 VQ35DE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J231532	95.5	STD	81.4	144.2	29.6	56.0	8.5:1	-12.6	380	T	R	JC2806-3760
J231580	95.5	STD	81.4	144.2	29.6	56.0	10.5:1	4.7	363	V	R	JC2806-3760
J277484	96.0	0.50	81.4	144.2	29.6	56.0	8.5:1	-14.6	393	T	R	JC2806-3780

SUBARU 2002-2005 IMPREZA WRX EJ205

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J205090	92.0	STD	75	130.5	32.7	48.0	8.5:1	-11.8	364	T	R	JC9004-3622
J226378	92.5	0.50	75	130.5	32.7	48.0	8.5:1	-11.8	371	T	R	JC2404-3642

SUBARU 2004+ IMPREZA STI , 2005+ FORESTER XT, LEGACY GT, 2006+ WRX EJ257

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J291063	99.5	STD	83	130.5	28.7	57.0	8.5:1	-21.5	398	T	F	JC3104-3917
J296352	99.75	0.25	83	130.5	28.7	57.0	8.5:1	-21.1	399	T,M	F	JC4404-3928
J291064	100	0.50	83	130.5	28.7	57.0	8.5:1	-21.5	404	T	F	JC4404-3938
J291061	99.5	STD	79	130.5	30.7	57.0	8.5:1	-16.5	407	T	F	JC3104-3917
J296348	99.75	0.25	79	130.5	30.7	57.0	8.5:1	-17.0	405	T	F	JC4404-3928
J291062	100	0.50	79	130.5	30.7	57.0	8.5:1	-17.3	413	T	F	JC4404-3938

SUBARU 2002-2005 IMPREZA WRX EJ20

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J314438	92.50	0.50	75	130.5	32.7	48	8.5:1	-11.7		T	F	JG1004-3642
J314447	92.50	0.50	79	130.5	30.7	48	8.5:1	-15.3		T,M	F	JG1004-3642
J314449	92.00	STD	79	130.5	30.7	48	9.5:1	-6.4		T,M	F	JG1004-3622

TOYOTA 1993-98 SUPRA TURBO 2JZGTE - NEW ASYMMETRICAL FSR

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J296932	86.5	0.5	86	142	34	44.5	8.5:1	-16.4	304	T	F	JG1006-3405
J296933	87.0	1.0	86	142	34	44.5	8.5:1	-17.1	306	T	F	JG1006-3425

TOYOTA 1993-98 SUPRA TURBO 2JZGTE - TRADITIONAL FULL ROUND SERIES

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J252059	86.5	0.50	86	142	34	44.5	8.0:1	-20.8	330	T	R	JG1006-3405
J252060	87.0	1.00	86	142	34	44.5	8.0:1	-21.5	333	T	R	JG1006-3425

TOYOTA 1991-95 MR2 TURBO 3SGTE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J252061	86.5	.50	86	138	35	50.0	9.0:1	-6.7	351	T	R	JG1004-3405
J252-062	87.0	1.00	86	138	35	50.0	9.0:1	-7.3	356	T	R	JG1004-3425

TOYOTA 1987-92 SUPRA TURBO 7MGTE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J302000	83.5	.50	91	152	32.75	40.0	8.8:1	-16.1	291	T	R	JG1006-3287
J302001	84.0	1.00	91	152	32.75	40.0	8.9:1	-16.1	293	T	R	JG1006-3307

HOLDEN/NISSAN RB30ET 3.0L

Part No	CID	Bore	Stroke	Rod	Height	62cc	Dish	Weight
J310988	3.0L	86.5	3.346	6.010	1.270	7.18	-9cc	330
J310989	3.0L	87	3.346	6.010	1.270	7.25	-9cc	335



SRP Pistons Foot Notes

- A fits 3.480 and 3.500 stroke
- B Oil Rail Support is Included
- C .927 Pin Diameter
- D .912 Pin Diameter
- E .990 wrist pin
- F Indicates 1.040 Pin Diameter
- H Indicates 1.094 Pin Diameter

- J Indicates 3mm Oil Ring
- K .945 Pin Diameter
- L Limited Quantities available
- M Made To Order
- P .975 Pin Diameter
- S Solid dome design
- W 428 Crank Shaft
- X angle milled heads

SRP PROFESSIONAL LS2 / LS3 / LS6 / L92: INVERTED DOME PROFESSIONAL SERIES

PISTON DESIGN

- Advanced, lightweight FSR forging that eliminates stress concentrations for superior strengt
- High-silicon 4032 aluminium alloy for reduced piston-to-wall clearance and quiet operation
- Designed for normally aspirated or moderate forced induction/nitrous applications

- Up to 20% lighter than traditional equivalent
- Accumulator grooves for improved ring seal
- Compatible with GM L92 Cylinder Heads

•Now includes high performance skirt coating!

RINGS INCLUDED

- Lightweight, low friction metric ring package included •1.2mm top ring, 1.5mm Napier 2nd ring, 3.0mm standard tension oil ring •Napier 2nd ring for improved oil control •Minimal filing required

LS2 / LS3 / LS6 / L92: INVERTED DOME PROFESSIONAL SERIES

Std Bore: 4.000 (LS2/LS6), 4.065 (LS3). Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP271100	403	4.005	4.000	6.125	9.240	1.115	11.0	10.7	10.1	-10	399	B	0.005	JG3108-4000-7
SRP271102	408	4.030	4.000	6.125	9.240	1.115	11.1	10.8	10.2	-10	406	B	0.030	JG31F8-4030-2
SRP271105	416	4.065	4.000	6.125	9.240	1.115	11.2	11.0	10.3	-10	418	B,M	STD LS3	JG31F8-4070-0
SRP279525	416	4.070	4.000	6.125	9.240	1.115	11.3	11.0	10.4	-10	420	B	.005 LS3	JG31F8-4070-0
SRP287994	364	4.000	3.622	6.098	9.240	1.340	9.6	9.4	8.8	-14.3	429	K,M	STD	JG3108-4000-7
SRP288003	364	4.000	3.622	6.125	9.240	1.315	9.6	9.4	8.8	-14.3	427	C,M	STD	JG3108-4000-7
SRP288004	365	4.005	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-14.3	428	C,M	0.005	JG3108-4000-7
SRP287995	365	4.005	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-14.3	431	K,M	0.005	JG3108-4000-7
SRP287996	370	4.030	3.622	6.098	9.240	1.340	9.6	9.4	8.8	-15.5	442	K,M	0.030	JG31F8-4030-2
SRP288005	370	4.030	3.622	6.125	9.240	1.315	9.6	9.4	8.8	-15.5	437	C,M	0.030	JG31F8-4030-2
SRP288006	376	4.065	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-17.2	445	C,M	STD LS3	JG31F8-4070-0
SRP287997	376	4.065	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-17.2	448	K,M	STD LS3	JG31F8-4070-0
SRP287999	377	4.070	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-17.2	450	K	0.005	JG31F8-4070-0
SRP288007	377	4.070	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-17.2	447	C,M	0.005	JG31F8-4070-0

LS2 / LS3 / LS6 / L92: FLAT TOP PROFESSIONAL SERIES

Std Bore: 4.000 (LS2/LS6), 4.065 (LS3). Ring package designed for: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP279585	403	4.005	4.000	6.125	9.240	1.115	11.6	11.3	10.6	-5	385	B	0.005	JG3108-4000-7
SRP279586	408	4.030	4.000	6.125	9.240	1.115	11.7	11.5	10.7	-5	393	B	0.030	JG31F8-4030-2
SRP279587	416	4.065	4.000	6.125	9.240	1.115	11.9	11.6	10.9	-5	404	B	STD LS3	JG31F8-4070-0
SRP279589	416	4.070	4.000	6.125	9.240	1.115	12.0	11.7	10.9	-5	405	B	.005 LS3	JG31F8-4070-0
SRP298766	418	4.080	4.000	6.125	9.240	1.115	12.0	11.7	10.9	-5	410		.015 LS3	J91008-4080-5
SRP279590	365	4.005	3.622	6.125	9.240	1.315	10.6	10.4	9.7	-5	417		0.005	JG3108-4000-7
SRP279591	370	4.030	3.622	6.125	9.240	1.315	10.7	10.4	9.8	-5	426		0.060	JG31F8-4030-2
SRP279592	376	4.065	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	440	M	STD LS3	JG31F8-4070-0
SRP279593	377	4.070	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	439		.005 LS3	JG31F8-4070-0
SRP298616	377	4.070	3.622	6.098	9.240	1.340	10.9	10.6	10.0	-5	445		.005 LSD	JG31F8-4070-0
SRP298617	379	4.080	3.622	6.098	9.240	1.340	10.9	10.6	10.0	-5	440		.015 LS3	J91008-4080-5
SRP325258	378	4.075	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	443	M	.010 LS3	JG31F8-4075-5
SRP325259	379	4.080	3.622	6.125	9.240	1.315	10.9	10.7	10.0	-5	447	M	.015 LS3	JG31F8-4075-5
SRP329379	376	4.065	3.622	6.098	9.249	1.340	10.8	10.6	9.9	-5	438	K	STD LS3	JG31F8-4070-5
SRP329380	378	4.075	3.622	6.098	9.249	1.340	10.9	10.6	10.0	-5	443	K,M	.010 LS3	JG31F8-4075-5

350 / 400 SMALL BLOCK FLAT TOP PROFESSIONAL SERIES

350 FLAT TOP PROFESSIONAL SERIES

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271054	408	4.030	4.000	6.000	9.000	1.000	12.6	11.7	11.0	-5	372	B,M	0.030	JG31F8-4030-2
SRP279578	395	4.030	3.875	6.000	9.000	1.062	12.2	11.4	10.6	-5	383	B	0.030	JG31F8-4030-2
SRP295440	377	4.000	3.750	6.000	9.000	1.125	11.7	10.9	10.2	-5	388	B	STD	JG3108-4000-7
SRP268830	383	4.030	3.750	6.000	9.000	1.125	11.9	11.1	10.3	-5	394	B	0.030	JG31F8-4030-2
SRP271055	383	4.030	3.750	5.700	9.000	1.425	11.9	11.1	10.3	-5	434		0.030	JG31F8-4030-2
SRP279479	385	4.040	3.750	5.700	9.000	1.425	11.9	11.1	10.3	-5	435		0.040	JG31F8-4040-2
SRP279477	385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	10.3	-5	399	B	0.040	JG31F8-4040-2
SRP295441	350	4.000	3.480	6.000	9.000	1.260	11.0	10.2	9.5	-5	409	A	STD	JG3108-4000-7
SRP295442	350	4.000	3.480	5.700	9.000	1.560	11.0	10.2	9.5	-5	447	A	0.030	JG3108-4000-7
SRP271056	355	4.030	3.480	6.000	9.000	1.260	11.1	10.3	9.7	-5	414	A	0.030	JG31F8-4030-2
SRP271057	355	4.030	3.480	5.700	9.000	1.560	11.1	10.3	9.7	-5	452	A	0.030	JG31F8-4030-2
SRP271054	355	4.030	3.480	6.250	8.990	1.000	11.1	10.3	9.7	-5	372	A,B,M	0.030	JG31F8-4030-2
SRP268830	355	4.030	3.480	6.125	8.990	1.125	11.1	10.3	9.7	-5	394	A,B	0.030	JG31F8-4030-2
SRP279477	357	4.040	3.480	6.125	8.990	1.125	11.2	10.4	9.8	-5	399	A,B	0.040	JG31F8-4040-2
SRP279481	357	4.040	3.480	5.700	9.000	1.560	11.1	10.3	9.7	-5	451	A	0.040	JG31F8-4040-2
SRP279480	357	4.040	3.480	6.000	9.000	1.260	11.1	10.3	9.7	-5	422	A	0.040	JG31F8-4040-2

400 FLAT TOP PROFESSIONAL SERIES

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP295444	428	4.125	4.000	6.000	9.000	1.000	13.1	12.2	11.4	-5	378	B	STD	JG31F8-4125-2
SRP271063	434	4.155	4.000	6.000	9.000	1.000	13.3	12.3	11.5	-5	383	B	0.030	JG31F8-4155-3
SRP295445	414	4.125	3.875	6.000	9.000	1.062	12.7	11.8	11.1	-5	390	B	STD	JG31F8-4125-2
SRP271064	421	4.155	3.875	6.000	9.000	1.062	12.9	12.0	11.2	-5	395	B	0.030	JG31F8-4155-3
SRP295447	400	4.125	3.750	6.000	9.000	1.125	12.3	11.5	10.7	-5	399	B	STD	JG31F8-4125-2
SRP271065	406	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.9	-5	405	B	0.030	JG31F8-4155-3
SRP309948	374	4.125	3.500	6.000	9.000	1.250	11.6	10.8	10.1	-5	415	A	STD	JG31F8-4125-2
SRP309948	380	4.125	3.500	6.000	9.000	1.250	11.7	10.9	10.2	-5	425	A	.030	JG31F8-4125-2
SRP309948	372	4.125	3.480	6.000	8.990	1.250	11.5	10.7	10.0	-5	415	A	STD	JG31F8-4125-2
SRP309949	377	4.155	3.480	6.000	8.990	1.250	11.6	10.8	10.1	-5	425	A	.030	JG31F8-4155-3
SRP271063	377	4.155	3.480	6.250	8.990	1.000	11.7	10.8	10.1	-5	383	A,B	0.030	JG31F8-4155-3
SRP271065	377	4.155	3.480	6.125	8.990	1.125	11.7	10.8	10.1	-5	405	A,B	0.030	JG31F8-4155-3

350 / 400 SMALL BLOCK DOME PROFESSIONAL SERIES

350 SMALL BLOCK DOME

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271058	383	4.030	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7	416	B	0.030	JG31F8-4030-2
SRP271059	383	4.030	3.750	5.850	8.990	1.260	14.7	13.4	12.3	11	442		0.030	JG31F8-4030-2
SRP279483	385	4.040	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7	415	B	0.040	JG31F8-4040-2
SRP271058	355	4.030	3.480	6.125	8.990	1.125	13.1	12.0	11.1	7	416	A,B	0.030	JG31F8-4030-2
SRP271059	355	4.030	3.480	6.000	9.000	1.260	14.0	12.7	11.7	11	442	A	0.030	JG31F8-4030-2
SRP279483	357	4.040	3.480	6.125	8.990	1.125	13.2	12.1	11.2	7	415	A,B	0.040	JG31F8-4040-2

400 SMALL BLOCK DOME

Std Bore: 4.125. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP310182	401	4.125	3.750	6.000	9.000	1.125	14.0	12.8	11.9	4	417	B	STD	JG31F8-4125-2
SRP271066	406	4.155	3.750	6.000	9.000	1.125	14.1	13.0	12.0	4	424	B	0.030	JG31F8-4155-3
SRP310182	372	4.125	3.480	6.125	8.990	1.125	13.0	12.0	11.1	4	417	A,B	STD	JG31F8-4125-2
SRP271066	377	4.155	3.480	6.125	8.990	1.125	13.2	12.1	11.2	4	424	A,B	0.030	JG31F8-4155-3

WINDSOR 302/351W INVERTED DOME PROFESSIONAL SERIES

Professional Series Flat Top - 302 Block

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271099	347	4.030	3.400	5.400	8.200	1.100	10.9	10.1	9.5	-5	395	B	0.030	JG31F8-4030-2
SRP279524	348	4.040	3.400	5.400	8.200	1.100	10.9	10.2	9.5	-5	399	B,M	0.040	JG31F8-4040-2
SRP271097	331	4.030	3.250	5.400	8.190	1.165	10.4	9.7	9.1	-5	407	B	0.030	JG31F8-4030-2
SRP279671	316	4.030	3.100	5.400	8.180	1.230	10.0	9.3	8.7	-5	417		0.030	JG31F8-4030-2
SRP279670	306	4.030	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5	466	D	0.030	JG31F8-4030-2

351W Block - Professional Series Flat Top

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271099	434	4.030	4.250	6.250	9.475	1.100	13.3	12.4	11.6	-5	395	B	0.030	JG31F8-4030-2
SRP279524	435	4.040	4.250	6.250	9.475	1.100	13.4	12.4	11.6	-5	399	B,M	0.040	JG31F8-4040-2
SRP279671	418	4.030	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5	417		0.030	JG31F8-4030-2
SRP279671	408	4.030	4.000	6.250	9.480	1.230	12.6	11.7	11.0	-5	399		0.030	JG31F8-4030-2
SRP279670	392	4.030	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5	466	D	0.030	JG31F8-4030-2

302 Block - Professional Series Inverted Dome

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP279672	347	4.030	3.400	5.400	8.200	1.100	9.9	9.3	8.7	-12.5	372	B	0.030	JG31F8-4030-2
SRP279673	316	4.030	3.100	5.400	8.180	1.230	8.5	8.0	7.6	-19	395		0.030	JG31F8-4030-2
SRP279674	316	4.040	3.100	5.400	8.180	1.230	8.6	8.1	7.6	-19	399	M	0.040	JG31F8-4040-2

351W Block - Professional Series Inverted Dome

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP279672	434	4.030	4.250	6.250	9.475	1.100	12.2	11.4	10.7	-12.5	372	B	0.030	JG31F8-4030-2
SRP279673	418	4.030	4.100	6.200	9.480	1.230	11.0	10.3	9.7	-19	395		0.030	JG31F8-4030-2
SRP279674	420	4.040	4.100	6.200	9.480	1.230	11.0	10.4	9.8	-19	399	M	0.040	JG31F8-4040-2
SRP279673	408	4.030	4.000	6.250	9.480	1.230	10.7	10.1	9.5	-19	395		0.030	JG31F8-4030-2
SRP291056	408	4.030	4.000	6.200	9.500	1.300	10.7	10.1	9.5	-19	405		0.030	JG31F8-4030-2
SRP279674	410	4.040	4.000	6.250	9.480	1.230	10.7	10.1	9.5	-19	399		0.040	JG31F8-4040-2

SPORT COMPACT PROFESSIONAL

MITSUBISHI 1988-92 ECLIPSE / TALON / EVO 4G63 21MM PIN

Professional Series. NEW Lightweight FSR forging

1.0 X 1.2 X 2.8mm Rings / .826 X 2.350 Straight Wall Carbon Steel (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With .040	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP287582	85.5	0.50	100	150	28.7	47	9.0:1	-18.4	283	T,M	F	JG1004-3366
SRP288282	86.0	1.00	100	150	28.7	47	9.0:1	-19.2	288	T,M	F	JG1004-3386
SRP283415	85.5	0.50	88	150	34.72	47	9.0:1	-9.1	328	T,M	F	JG1004-3366
SRP283416	86.0	1.00	88	150	34.72	47	9.0:1	-9.8	333	T,M	F	JG1004-3386

mitsubishi 1988-92 ECLIPSE / TALON / EVO 4G63 22MM PIN

Professional Series

NEW Lightweight FSR forging. 1.0 X 1.2 X 2.8mm Rings / .866 X 2.350 Straight Wall Carbon Steel (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP287579	85.00	STD	100	150	28.7	47.0	9.0:1	-17.6	276	T	F	JG1004-3346
SRP287580	85.50	0.50	100	150	28.7	47.0	9.0:1	-18.4	284	T,M	F	JG1004-3366
SRP278905	85.00	STD	88	150	34.72	47.0	9.0:1	-9.1	317	T	F	JG1004-3346
SRP278906	85.50	0.50	88	150	34.72	47.0	9.0:1	-9.8	324	T	F	JG1004-3366

mitsubishi 2007-UP EVO X 4B11T FSR

Std Bore: 86.0. Ring package designed for: 1.0mm, 1.2mm, 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP289315	86.00	STD	86	143.8	34.72	50.5	9.0:1	-5	316	T,M	F	JG1004-3386

NISSAN SENTRA/200SX SE-R, SILVIA, 180SX & BLUEBIRD SR20DET

FSR PROFESSIONAL SERIES

Std Bore: 86.0. Ring package designed for: 1.0 x 1.2 x 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP282310	86.00	STD	86	136.3	31.83	46.5	9.0:1	-9.5	311	T,M	F	JG1004-3386
SRP282311	86.50	0.50	86	136.3	31.83	46.5	9.0:1	-10.2	317	T,M	F	JG1004-3405

TOYOTA 1991-95 MR2 TURBO 3SGTE FSR

Std Bore: 86.0. Ring package designed for: 1.0 x 1.2 x 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP283458	86.00	STD	86	138	35	50.0	9.0:1	-6.0	321	T,M	F	JG1004-3386
SRP282309	86.50	0.50	86	138	35	50.0	9.0:1	-7.2	326	T,M	F	JG1004-3405

SRP**LS1 / LS2 / LS6 15° INVERTED DOME**

- Ideal for naturally aspirated or moderate boost/nitrous street/strip applications.
- Forced Pin Oiling for increased wrist pin lubrication
- 927-2250-150 wall wrist pin (106 grams) included

- Forged from 4032 low expansion high silicon aluminum alloy for quiet operation
- Pin fitting, round wire locks included
- CNC Machined ring grooves accept 1.5, 1.5, 3.0mm rings (Sold Separately)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP260534	383	3.905	4.000	6.125	9.240	1.115	9.1	8.9	8.4	-25cc	379	B,C,M	0.005	J68008-3900-3
SRP254276	403	4.005	4.000	6.125	9.240	1.115	9.1	8.9	8.5	-29cc	392	B,C	0.005	J60008-4000-5

350/400 FLAT TOP

- Ideal for oval track to street/strip applications.
- Forced Pin Oiler for increased wrist pin lubrication
- 927-2750-150 wall wrist pin (130 grams) included

- Forged from 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
- Pin fitting, and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

350 Flat Top

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP144995	395	4.030	3.875	6.000	9.000	1.062	12.2	11.4	10.6	-5cc	402	B	0.030	J100F8-4030-5
SRP259605	397	4.040	3.875	6.000	9.000	1.062	12.3	11.4	10.7	-5cc	405	B	0.040	J100F8-4040-5
SRP140033	391	4.030	3.832	5.700	9.000	1.384	12.1	11.3	10.5	-5cc	470	M	0.030	J100F8-4030-5
SRP178676	377	4.000	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	409	B	STD	J100F8-4000-5
SRP231303	377	4.000	3.750	5.700	9.000	1.425	11.7	10.9	10.2	-5cc	462	M	STD	J100F8-4000-5
SRP138092	381	4.020	3.750	5.700	9.000	1.425	11.8	11.0	10.3	-5cc	467		0.020	J100F8-4020-5
SRP138096	381	4.020	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	406	B	0.020	J100F8-4020-5
SRP138093	383	4.030	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	419	B	0.030	J100F8-4030-5
SRP146998	383	4.030	3.750	5.850	9.010	1.285	11.8	11.0	10.3	-5cc	445		0.030	J100F8-4030-5
SRP138089	383	4.030	3.750	5.700	9.000	1.425	11.8	11.0	10.3	-5cc	472		0.030	J100F8-4030-5
SRP138090	385	4.040	3.750	5.700	9.000	1.425	11.9	11.1	10.4	-5cc	475		0.040	J100F8-4040-5
SRP138094	385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	10.4	-5cc	416	B	0.020	J100F8-4040-5
SRP138095	388	4.060	3.750	6.000	9.000	1.125	11.9	11.1	10.4	-5cc	426	B	0.060	J100F8-4060-5
SRP138091	388	4.060	3.750	5.700	9.000	1.425	11.9	11.1	10.4	-5cc	492		0.060	J100F8-4060-5
SRP140053	364	4.030	3.562	5.700	9.000	1.519	11.3	10.5	9.9	-5cc	475		0.030	J100F8-4030-5
SRP178676	351	4.000	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	409	A,B	STD	J100F8-4000-5
SRP138096	355	4.020	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	406	A,B	0.020	J100F8-4020-5
SRP138093	357	4.030	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	416	A,B	0.030	J100F8-4030-5
SRP138094	359	4.040	3.500	6.125	9.000	1.125	11.9	11.1	10.4	-5cc	419	A,B	0.020	J100F8-4040-5
SRP138095	362	4.060	3.500	6.125	9.000	1.125	11.9	11.1	10.4	-5cc	426	A,B	0.060	J100F8-4060-5
SRP231301	350	4.000	3.480	5.700	9.000	1.560	11.0	10.2	9.5	-5cc	482	A	STD	J100F8-4000-5
SRP231302	350	4.000	3.480	6.000	9.000	1.260	11.0	10.2	9.5	-5cc	429	A	STD	J100F8-4000-5
SRP138088	353	4.020	3.480	6.000	9.000	1.260	11.0	10.2	9.6	-5cc	439	A	0.020	J100F8-4020-5
SRP138084	353	4.020	3.480	5.700	9.000	1.560	11.0	10.2	9.6	-5cc	492	A	0.020	J100F8-4020-5
SRP138081	355	4.030	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	497	A	0.030	J100F8-4030-5
SRP138085	355	4.030	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	442	A	0.030	J100F8-4030-5
SRP175937	355	4.035	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	448	A	0.035	S100S8-4030-5
SRP175993	356	4.035	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	499	A,M	0.035	J100F8-4030-5
SRP138082	357	4.040	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	495	A	0.040	J100F8-4040-5
SRP138086	357	4.040	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	450	A	0.040	J100F8-4040-5
SRP138087	360	4.060	3.480	6.000	9.000	1.260	11.2	10.4	9.7	-5cc	457	A	0.060	J100F8-4060-5
SRP138083	360	4.060	3.480	5.700	9.000	1.560	11.2	10.4	9.7	-5cc	516	A	0.060	J100F8-4060-5
SRP140033	331	4.030	3.250	6.000	9.009	1.384	10.4	9.7	9.1	-5cc	470	M	.030	J100F8-4030-5

400 Flat Top

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP231307	400	4.125	3.750	5.700	9.000	1.425	12.3	11.4	10.7	-5cc	484		STD	J100F8-4125-5
SRP231308	400	4.125	3.750	6.000	9.000	1.125	12.3	11.4	10.7	-5cc	425		STD	J100F8-4125-5
SRP138102	405	4.145	3.750	6.000	9.000	1.125	12.4	11.5	10.8	-5cc	435	B	0.020	J100F8-4145-5
SRP138099	405	4.145	3.750	5.700	9.000	1.425	12.4	11.5	10.8	-5cc	494	M	0.020	J100F8-4145-5
SRP138097	407	4.155	3.750	5.700	9.000	1.425	12.5	11.6	10.8	-5cc	501		0.030	J100F8-4155-5
SRP150417	407	4.155	3.750	5.565	9.000	1.560	12.5	11.6	10.9	-5cc	515		0.030	J100F8-4155-5
SRP138100	407	4.155	3.750	6.000	9.000	1.125	12.4	11.6	10.8	-5cc	440	B	0.030	J100F8-4155-5
SRP138101	409	4.165	3.750	6.000	9.000	1.125	12.5	11.6	10.8	-5cc	441	B	0.040	J100F8-4165-5
SRP138098	409	4.165	3.750	5.700	9.000	1.425	12.5	11.6	10.8	-5cc	507		0.040	J100F8-4165-5
SRP231371	372	4.125	3.480	6.000	9.000	1.260	11.5	10.7	10.0	-5cc	454	A	STD	J100F8-4125-5
SRP206039	377	4.155	3.480	6.000	9.000	1.260	11.6	10.8	10.1	-5cc	469	A	0.030	J100F8-4155-5
SRP150417	377	4.155	3.480	5.700	9.000	1.560	11.6	10.8	10.1	-5cc	515	A	0.030	J100F8-4155-5

350 / 400 DOME

•CNC machined domes with radiused valve reliefs provide optimum flame travel •Designed for use with most popular 23° heads •Forged from Premium 2618 aluminium alloy •Pin fitting and double spiro locks included •927-2750-150 wall wrist pin (130 grams) included •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately) •Optional bearing steel pins available

350 Engine Block

•Std Bore: 4.000 •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP231312	377	4.000	3.750	6.000	9.000	1.125	13.9	12.7	11.7	7cc	414		STD	J100F8-4000-5
SRP140347	381	4.020	3.750	6.000	9.000	1.125	14.0	12.8	11.8	7cc	417	B,M	0.020	J100F8-4020-5
SRP140348	383	4.030	3.750	6.000	9.000	1.125	14.0	12.9	11.9	7cc	426	B	0.030	S100S8-4030-5
SRP140344	383	4.030	3.750	5.700	9.000	1.425	14.0	12.9	11.9	7cc	483		0.030	J100F8-4030-5
SRP140345	385	4.040	3.750	5.700	9.000	1.425	14.1	12.9	11.9	7cc	488		0.040	J100F8-4040-5
SRP140349	385	4.040	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7cc	430	B	0.040	J100F8-4040-5
SRP140350	388	4.060	3.750	6.000	9.000	1.125	14.2	13.0	12.0	7cc	441	B	0.060	J100F8-4060-5
SRP140346	388	4.060	3.750	5.700	9.000	1.425	14.2	13.0	12.0	7cc	498		0.060	J100F8-4060-5
SRP231309	350	4.000	3.480	5.700	9.000	1.560	13.8	12.6	11.6	11cc	495	A	STD	J100F8-4000-5
SRP231310	350	4.000	3.480	6.000	9.000	1.260	13.8	12.6	11.6	11cc	448	A	STD	J100F8-4000-5
SRP140678	355	4.030	3.480	6.000	9.000	1.260	14.2	12.9	11.9	11cc	459	A	0.030	J100F8-4030-5
SRP206040	355	4.030	3.480	5.700	9.000	1.560	11.9	11.1	10.4	1cc	516	A,S	0.030	J100F8-4030-5
SRP140674	355	4.030	3.480	5.700	9.000	1.560	14.0	12.7	11.7	11cc	509	A	0.030	J100F8-4030-5
SRP206041	355	4.030	3.480	6.000	9.000	1.260	11.9	11.1	10.4	1cc	464	A,S	0.030	J100F8-4030-5
SRP140675	357	4.040	3.480	5.700	9.000	1.560	14.1	12.8	11.7	11cc	511	A	0.040	J100F8-4040-5
SRP140679	357	4.040	3.480	6.000	9.000	1.260	14.2	13.0	12.0	11cc	461	A	0.040	J100F8-4040-5
SRP140680	360	4.060	3.480	6.000	9.000	1.260	14.3	13.0	12.0	11cc	474	A	0.060	J100F8-4060-5
SRP140676	360	4.060	3.480	5.700	9.000	1.560	14.6	12.9	11.8	11cc	530	A	0.060	J100F8-4060-5

400 Engine Block

•Std Bore: 4.125 •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP231314	400	4.125	3.750	6.000	9.000	1.125	14.0	12.8	11.8	4cc	430		STD	J100F8-4125-5
SRP231313	400	4.125	3.750	5.700	9.000	1.425	14.0	12.8	11.8	4cc	484		STD	J100F8-4125-5
SRP142023	405	4.145	3.750	6.000	9.000	1.125	14.0	12.8	11.8	4cc	437	B	0.020	J100F8-4145-5
SRP142024	407	4.155	3.750	6.000	9.000	1.125	14.0	12.9	11.9	4cc	445	B	0.030	J100F8-4155-5
SRP142021	407	4.155	3.750	5.700	9.000	1.425	14.0	12.9	11.9	4cc	500		0.030	J100F8-4155-5
SRP142022	409	4.165	3.750	5.700	9.000	1.425	14.1	12.9	11.9	4cc	504		0.040	J100F8-4165-5
SRP142025	409	4.165	3.750	6.000	9.000	1.125	14.1	12.9	11.9	4cc	449	B	0.040	J100F8-4165-5
SRP142033	375	4.145	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	483	A,M	0.020	J100F8-4145-5
SRP142034	377	4.155	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	485	A	0.030	J100F8-4155-5
SRP142031	377	4.155	3.480	5.700	9.000	1.560	14.2	13.0	12.0	9cc	530	A	0.030	J100F8-4155-5
SRP142035	379	4.165	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	493	A	0.040	J100F8-4165-5

350 / 400 INVERTED DOME

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •Ring land and crown thickness specifically engineered for mild turbo, supercharged and nitrous applications
•Forced Pin Oiler for increased wrist pin lubrication •Pin fitting and double spiro locks included •927-2750-150 wall wrist pin (130 grams) included
•CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately) •Optional bearing steel pins available.

350 Series

•Std Bore: 4.000. •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP148988	395	4.030	3.875	5.850	9.001	1.213	11.0	10.3	9.7	-14cc	417	B,M	0.030	J100F8-4030-5
SRP231317	377	4.000	3.750	6.000	9.000	1.125	10.3	9.7	9.1	-16cc	390		STD	J100F8-4000-5
SRP231316	377	4.000	3.750	5.700	9.000	1.425	10.3	9.7	9.1	-16cc	449		STD	J100F8-4000-5
SRP139627	381	4.020	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	451		0.020	J100F8-4020-5
SRP138106	381	4.020	3.750	6.000	9.000	1.125	10.4	9.8	9.2	-16cc	400	B,M	0.020	J100F8-4020-5
SRP138103	383	4.030	3.750	6.000	9.000	1.125	10.4	9.8	9.2	-16cc	403	B	0.030	J100F8-4030-5
SRP139628	383	4.030	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	457		0.030	J100F8-4030-5
SRP148750	383	4.030	3.750	5.700	9.000	1.425	9.0	8.5	8.1	-31cc	469		0.030	J100F8-4030-5
SRP139632	383	4.030	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	492		0.030	J100F8-4030-5
SRP146997	383	4.030	3.750	5.850	9.010	1.285	10.4	9.8	9.2	-16cc	434		0.030	J100F8-4030-5
SRP139633	385	4.040	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	503		0.040	J100F8-4040-5
SRP259611	385	4.040	3.750	5.700	9.000	1.425	9.0	8.6	8.1	-31cc	481		0.040	J100F8-4040-5
SRP139629	385	4.040	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	467		0.040	J100F8-4040-5
SRP138104	385	4.040	3.750	6.000	9.000	1.125	10.5	9.8	9.2	-16cc	405	B	0.040	J100F8-4040-5
SRP138105	388	4.060	3.750	6.000	9.000	1.125	10.4	9.9	9.3	-16cc	416	B	0.060	J100F8-4060-5
SRP139630	388	4.060	3.750	5.700	9.000	1.425	10.5	9.9	9.3	-16cc	473		0.060	J100F8-4060-5
SRP139634	388	4.060	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	505		0.060	J100F8-4060-5
SRP231315	350	4.000	3.480	5.700	9.000	1.560	8.9	8.4	8.0	-24cc	481	A	STD	J100F8-4000-5
SRP139631	353	4.020	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	491	A,M	0.020	J100F8-4020-5
SRP139632	355	4.030	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	492	A	0.030	J100F8-4030-5
SRP203194	355	4.030	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	439	A,B	0.030	J100F8-4030-5
SRP203195	357	4.040	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	441	A,B	0.040	J100F8-4040-5
SRP139633	357	4.040	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	503	A	0.040	J100F8-4040-5
SRP139634	360	4.060	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	505	A	0.060	J100F8-4060-5
SRP203196	360	4.060	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	453	A,B	0.060	J100F8-4060-5

400 Series

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP259616	427	4.125	4.000	5.850	9.000	1.150	10.9	10.3	9.7	-21cc	424	B,M	STD	J100F8-4125-5
SRP259619	432	4.145	4.000	5.850	9.000	1.150	11.0	10.4	9.8	-21cc	434	B	0.020	J100F8-4145-5
SRP259620	434	4.155	4.000	5.850	9.000	1.150	11.0	10.4	9.8	-21cc	436	B	0.030	J100F8-4155-5
SRP259661	421	4.155	3.875	5.850	9.001	1.213	11.3	10.6	10.0	-16cc	442	B,M	0.030	J100F8-4155-5
SRP231319	400	4.125	3.750	6.000	9.000	1.125	10.8	10.2	9.6	-16cc	410	B	STD	J100F8-4125-5
SRP231318	400	4.125	3.750	5.700	9.000	1.425	10.3	9.7	9.2	-21cc	473		STD	J100F8-4125-5
SRP139624	405	4.145	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	479	M	0.020	J100F8-4145-5
SRP147548	405	4.145	3.750	6.000	9.000	1.125	10.9	10.3	9.7	-16cc	421	B	0.020	J100F8-4145-5
SRP147549	407	4.155	3.750	6.000	9.000	1.125	11.0	10.3	9.7	-16cc	422	B	0.030	J100F8-4155-5
SRP139625	407	4.155	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	485		0.030	J100F8-4155-5
SRP139626	409	4.165	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	489		0.040	J100F8-4165-5
SRP147550	409	4.165	3.750	6.000	9.000	1.125	11.0	10.3	9.8	-16cc	426	B	0.040	J100F8-4165-5
SRP206042	375	4.145	3.480	6.000	9.000	1.260	9.2	8.8	8.3	-26cc	458	A,M	0.020	J100F8-4145-5
SRP206043	377	4.155	3.480	6.000	9.000	1.260	9.2	8.8	8.3	-26cc	464	A,M	0.030	J100F8-4155-5

OPEN CHAMBER - BBC FLAT TOP / INVERTED DOME

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •Ring land and crown thickness specifically engineered for mild turbo, supercharged and nitrous applications
•Forced Pin Oiler for increased wrist pin lubrication •Pin fitting and double spiro locks included
•990-2930-150 wall wrist pin (150 grams) included •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
•Optional bearing steel pins available

OPEN CHAMBER - BBC FLAT TOP / INVERTED DOME

Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc	118cc	124cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP142979	489	4.280	4.250	6.385	9.780	1.270	9.0	8.6	8.3	-3cc	520	B	0.030	J100F8-4280-5
SRP139506	489	4.280	4.250	6.135	9.780	1.520	9.0	8.6	8.3	-3cc	568		0.030	J100F8-4280-5
SRP139507	496	4.310	4.250	6.135	9.780	1.520	9.1	8.7	8.3	-3cc	591		0.060	J100F8-4310-5
SRP142980	496	4.310	4.250	6.385	9.780	1.270	9.1	8.7	8.4	-3cc	532	B	0.060	J100F8-4310-5
SRP142981	498	4.320	4.250	6.385	9.780	1.270	9.1	8.8	8.4	-3cc	538	B	0.070	J100F8-4320-5
SRP139508	498	4.320	4.250	6.135	9.780	1.520	9.1	9.8	8.4	-3cc	601	M	0.070	J100F8-4320-5
SRP142982	505	4.350	4.250	6.385	9.780	1.270	9.3	8.9	8.5	-3cc	552	B	0.100	J100F8-4350-5

SRP142983	533	4.470	4.250	6.385	9.780	1.270	9.7	9.3	9.0	-3cc	572	B,M	.STD	J100S8-4470-5
SRP142984	540	4.500	4.250	6.385	9.780	1.270	9.8	9.4	9.1	-3cc	595	B	0.030	J100F8-4500-5
SRP139521	540	4.500	4.250	6.135	9.780	1.520	9.8	9.4	9.1	-3cc	644		0.030	J100F8-4500-5
SRP139522	547	4.530	4.250	6.135	9.780	1.520	9.9	9.5	9.2	-3cc	664		0.010	J100F8-4530-5
SRP142985	547	4.530	4.250	6.385	9.780	1.270	9.9	9.5	9.2	-3cc	607	B	0.060	J100F8-4530-5
SRP231513	555	4.560	4.250	6.385	9.780	1.270	10.0	9.6	9.2	-3cc	628	B	0.040	J100H8-4560-5
SRP139477	460	4.280	4.000	6.135	9.780	1.645	8.5	8.2	7.9	-3cc	594		0.030	J100F8-4280-5
SRP142972	460	4.280	4.000	6.385	9.780	1.395	8.5	8.2	7.9	-3cc	549		0.030	J100F8-4280-5
SRP142973	466	4.310	4.000	6.385	9.780	1.395	8.6	8.3	8.0	-3cc	562		0.060	J100F8-4310-5
SRP139478	466	4.310	4.000	6.135	9.780	1.645	8.6	8.3	8.0	-3cc	611		0.060	J100F8-4310-5
SRP139479	469	4.320	4.000	6.135	9.780	1.645	8.7	8.3	8.0	-3cc	615		0.070	J100F8-4320-5
SRP142974	469	4.320	4.000	6.385	9.780	1.395	8.7	8.3	8.0	-3cc	568		0.070	J100F8-4320-5
SRP142975	475	4.350	4.000	6.385	9.780	1.395	8.8	8.4	8.1	-3cc	582	M	0.100	J100F8-4350-5
SRP139480	475	4.350	4.000	6.135	9.780	1.645	8.8	8.4	8.1	-3cc	630		0.100	J100F8-4350-5
SRP139481	502	4.470	4.000	6.135	9.780	1.645	9.2	8.8	8.5	-3cc	653		.STD	J100S8-4470-5
SRP139482	508	4.500	4.000	6.135	9.780	1.645	9.3	8.9	8.6	-3cc	670		0.030	J100F8-4500-5
SRP142977	508	4.500	4.000	6.385	9.780	1.395	9.3	8.9	8.6	-3cc	618		0.030	J100F8-4500-5
SRP142978	515	4.530	4.000	6.385	9.780	1.395	9.4	9.0	8.7	-3cc	635		0.060	J100F8-4530-5
SRP139483	515	4.530	4.000	6.135	9.780	1.645	9.4	9.0	8.7	-3cc	686		0.060	J100F8-4530-5

BBC Inverted Dome

Std Bore: 4.468. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP181553	540	4.500	4.250	6.385	9.780	1.270	9.4	9	8.7	-9cc	592	B	0.032	J100F8-4500-5

OPEN CHAMBER - BBC SMALL DOME PROFILE

- Designed to fit Edelbrock STD Series Heads.
- CNC machined domes with radiused valve reliefs provide optimum flame travel
- 990-2930-150 wall wrist pin (150 grams) included
- Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings
- 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
- Pin fitting and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings, closed chamber accepts 5/64, 5/64, 3/16 rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP212156	489	4.280	4.250	6.385	9.780	1.270	10.7	10.2	9.7	18cc	545	B	0.030	J100F8-4280-5
SRP212149	489	4.280	4.250	6.135	9.780	1.520	10.5	10.0	9.5	17cc	587		0.030	J100F8-4280-5
SRP212150	496	4.310	4.250	6.135	9.780	1.520	10.6	10.1	9.6	17cc	605		0.060	J100F8-4310-5

OPEN CHAMBER - BBC SMALL DOME PROFILE CONTINUED

SRP212157	496	4.310	4.250	6.385	9.780	1.270	10.7	10.2	9.7	18cc	558	B	0.060	J100F8-4310-5
SRP212158	498	4.320	4.250	6.385	9.780	1.270	10.8	10.3	9.8	18cc	560	B	0.070	J100F8-4320-5
SRP212151	498	4.320	4.250	6.135	9.780	1.520	10.7	10.1	9.7	17cc	611	M	0.070	J100F8-4320-5
SRP212159	505	4.350	4.250	6.385	9.780	1.270	10.9	10.4	9.9	18cc	576	B	0.100	J100F8-4350-5
SRP212160	533	4.470	4.250	6.385	9.780	1.270	10.7	10.2	9.8	10cc	590	B,M	.STD	J100S8-4470-5
SRP212161	540	4.500	4.250	6.385	9.780	1.270	10.9	10.4	9.9	10cc	601	B	0.030	J100F8-4500-5
SRP212162	547	4.530	4.250	6.385	9.780	1.270	11.0	10.5	10.0	10cc	616	B	0.060	J100F8-4530-5
SRP211760	550	4.560	4.250	6.385	9.780	1.270	11.1	10.6	10.1	10cc	630	B	0.090	J100H8-4560-5
SRP306724	460	4.280	4.000	6.135	9.780	1.645	9.5	9.0	8.5	9cc	Call	M	0.030	J100F8-4280-5
SRP212135	460	4.280	4.000	6.135	9.780	1.645	10.5	9.9	9.5	23cc	616		0.030	J100F8-4280-5
SRP212142	460	4.280	4.000	6.385	9.780	1.395	10.8	10.2	9.7	26cc	583		0.030	J100F8-4280-5
SRP212143	466	4.310	4.000	6.385	9.780	1.395	10.9	10.3	9.8	26cc	591		0.060	J100F8-4310-5
SRP212136	466	4.310	4.000	6.135	9.780	1.645	10.6	10.1	9.6	23cc	630		0.060	J100F8-4310-5
SRP306725	466	4.310	4.000	6.135	9.780	1.645	9.5	9.0	8.5	11cc	Call	M	0.060	J100F8-4310-5
SRP212137	469	4.320	4.000	6.135	9.780	1.645	10.7	10.1	9.6	23cc	638		0.070	J100F8-4320-5
SRP212144	469	4.320	4.000	6.385	9.780	1.395	10.9	10.3	9.8	26cc	603		0.070	J100F8-4320-5
SRP212145	475	4.350	4.000	6.385	9.780	1.395	11.0	10.5	10.0	26cc	617	M	0.100	J100F8-4350-5
SRP212138	475	4.350	4.000	6.135	9.780	1.645	10.8	10.3	9.8	23cc	654		0.100	J100F8-4350-5
SRP212139	502	4.470	4.000	6.135	9.780	1.645	10.8	10.2	9.8	17cc	662		.STD	J100S8-4470-5
SRP212146	502	4.470	4.000	6.385	9.780	1.395	10.7	10.2	9.7	17cc	619	L	.STD	J100S8-4470-5
SRP212147	508	4.500	4.000	6.385	9.780	1.395	10.8	10.3	9.8	17cc	639		0.030	J100F8-4500-5
SRP212140	508	4.500	4.000	6.135	9.780	1.645	10.9	10.4	9.9	17cc	680		0.030	J100F8-4500-5
SRP212141	515	4.530	4.000	6.135	9.780	1.645	11.0	10.5	10.0	17cc	695		0.010	J100F8-4530-5
SRP212148	515	4.530	4.000	6.385	9.780	1.395	11.1	10.4	9.9	17cc	648		0.060	J100F8-4530-5
SRP212133	432	4.280	3.760	6.135	9.780	1.765	10.6	10.0	9.5	30cc	660		0.030	J100F8-4280-5
SRP212134	438	4.310	3.760	6.135	9.780	1.765	10.6	10.0	9.5	29cc	674		0.060	J100F8-4310-5

OPEN CHAMBER - BBC HIGH COMPRESSION DOME

- Hollow dome design fits most open chamber STD GM®, Dart®, and Brodix® Heads
- CNC machined domes with radiused valve reliefs provide optimum flame travel
- 990-2930-150 wall wrist pin (150 grams) included
- Fits tall deck, when used with .400 long rods.
- 60449, 60459, 61459, 60479, 60499
- Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings
- Forged from Premium 2618 aluminium alloy
- Pin fitting and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Will not fit GM Signature Series or Edelbrock Cylinder Heads: P/N# 60549, 60559, 61559,

00449, 60459, 61459, 60479, 60499														
Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings														
Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc	118cc	124cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP139831	489	4.280	4.250	6.385	9.780	1.270	13.8	12.7	11.8	43cc	574	B	0.030	J100F8-4280-5
SRP139832	496	4.310	4.250	6.385	9.780	1.270	13.8	12.7	11.8	43cc	592	B	0.060	J100F8-4310-5
SRP139542	496	4.310	4.250	6.135	9.780	1.520	13.8	12.9	12.1	43cc	647	M	0.060	J100F8-4310-5
SRP139543	498	4.320	4.250	6.135	9.780	1.520	13.8	12.9	12.1	43cc	652	M	0.070	J100F8-4320-5
SRP139833	498	4.320	4.250	6.385	9.780	1.270	13.8	12.9	12.1	43cc	595	B	0.070	J100F8-4320-5
SRP139834	505	4.350	4.250	6.385	9.780	1.270	14.0	13.1	12.3	43cc	611	B	0.100	J100F8-4350-5
SRP139544	505	4.350	4.250	6.135	9.780	1.520	14.0	13.1	12.3	43cc	664		0.100	J100F8-4350-5
SRP140328	533	4.470	4.250	6.385	9.780	1.270	13.9	12.8	12.0	36cc	609	B,L	.STD	J100S8-4470-5
SRP140329	540	4.500	4.250	6.385	9.780	1.270	13.9	12.8	12.0	36cc	625	B	0.030	J100F8-4500-5
SRP140341	540	4.500	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	596	B	0.030	J100F8-4500-5
SRP140342	548	4.530	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	611	B	0.060	J100F8-4530-5
SRP140330	548	4.530	4.250	6.385	9.780	1.270	13.8	13.0	12.0	36cc	640	B	0.060	J100F8-4530-5
SRP152156	555	4.560	4.250	6.385	9.780	1.270	13.6	12.8	12.1	33cc	631	B	0.090	J100H8-4560-5
SRP231510	555	4.560	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	632	B	0.090	J100H8-4560-5
SRP152157	565	4.600	4.250	6.385	9.780	1.270	13.8	13.0	12.3	33cc	650	B	0.130	J100L8-4600-5
SRP139530	460	4.280	4.000	6.135	9.780	1.645	13.7	12.8	11.9	48cc	662		0.030	J100F8-4280-5
SRP139835	460	4.280	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	585	B,L	0.030	J100F8-4280-5
SRP139836	466	4.310	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	599	B	0.060	J100F8-4310-5
SRP139531	466	4.310	4.000	6.135	9.780	1.645	13.9	12.9	12.1	48cc	690		0.060	J100F8-4310-5
SRP140685	466	4.310	4.000	6.385	9.780	1.395	13.9	12.9	12.1	48cc	634		0.060	J100F8-4310-5
SRP140686	469	4.320	4.000	6.385	9.780	1.395	13.9	13.0	12.8	48cc	643		0.070	J100F8-4320-5
SRP139532	469	4.320	4.000	6.135	9.780	1.645	13.9	12.9	12.1	48cc	689		0.070	J100F8-4320-5
SRP139837	469	4.320	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	606	B	0.070	J100F8-4320-5
SRP139838	475	4.350	4.000	6.535	9.780	1.245	14.0	13.1	12.3	48cc	621	B	0.100	J100F8-4350-5
SRP139533	475	4.350	4.000	6.135	9.780	1.645	14.1	13.2	12.3	48cc	702		0.100	J100F8-4350-5
SRP140687	475	4.350	4.000	6.385	9.780	1.395	14.1	13.2	12.3	48cc	659		0.100	J100F8-4350-5
SRP139534	502	4.470	4.000	6.135	9.780	1.645	13.7	12.8	12.0	41cc	702	M	.STD	J100S8-4470-5
SRP139535	508	4.500	4.000	6.135	9.780	1.645	13.8	12.9	12.2	41cc	720	M	0.030	J100F8-4500-5
SRP140682	508	4.500	4.000	6.385	9.780	1.395	14.0	13.1	12.3	41cc	668		0.030	J100F8-4500-5
SRP152159	508	4.500	4.000	6.535	9.780	1.245	13.7	12.8	12.1	41cc	634	B	0.030	J100F8-4500-5
SRP152160	515	4.530	4.000	6.535	9.780	1.245	13.9	12.9	12.0	41cc	650	B,M	0.060	J100F8-4530-5
SRP152161	522	4.560	4.000	6.535	9.780	1.245	13.7	12.8	12.1	39cc	636	B	0.090	J100H8-4560-5
SRP152154	522	4.560	4.000	6.385	9.780	1.395	13.7	12.8	12.1	39cc	672	M	0.090	J100H8-4560-5
SRP152155	531	4.600	4.000	6.385	9.780	1.395	13.9	13.0	12.3	39cc	697		0.130	J100L8-4600-5
SRP152162	531	4.600	4.000	6.535	9.780	1.245	13.9	13.0	12.3	39cc	655	B	0.130	J100L8-4600-5

400 / 440 BIG BLOCK WEDGE

- 4032 low expansion high silicon aluminum alloy heat treated to SRP specifications
 - Pin fitting and double spiro locks included
 - 1.094 x 2.930 x .150 straight wall wrist pin included (170 grams) Note H
 - Redesigned valve pockets for larger valves and high-lift cams
- Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
 - .990 x 2.930 x .150 straight wall wrist pin included (150 grams) Note E

400 Flat Top

Std Bore: 4.345. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression	80cc Ratio	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP213453	462	4.375	3.750	6.768	9.963	1.320	11.4	10.5	10.1	-6cc	558	E	0.030	J100F8-4375-5

440 Flat Top

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression	80cc Ratio	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP231521	493	4.350	4.150	6.768	10.708	1.865	12.4	11.4	11.0	-6cc	656	E	0.030	J100F8-4350-5
SRP213459	499	4.375	4.150	6.768	10.708	1.865	12.5	11.5	11.1	-6cc	670	E	0.055	J100F8-4375-5
SRP213455	445	4.350	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	690	H	0.030	J100F8-4350-5
SRP213456	447	4.360	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	699	H	0.040	J100F8-4360-5
SRP213457	450	4.375	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	701	H	0.055	J100F8-4375-5
SRP213458	450	4.375	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	707	E	0.055	J100F8-4375-5

SMALL BLOCK 340 / 360

- 4032 low expansion high silicon alloy heat treated to SRP specifications
 - Pin fitting and double spiro locks included
 - .984 x 2.750 x .150 straight wall wrist pin included (138 grams)
- Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

340 Flat Top

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP142068	345	4.070	3.313	6.125	9.586	1.804	10.5	9.8	9.2	-5cc	530		0.030	J100F8-4070-5
SRP310725	347	4.080	3.313	6.125	9.586	1.804	10.6	10.0	9.4	-5CC	541		0.040	J100F8-4080-5

360 Flat Top

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP142069	365	4.030	3.580	6.125	9.585	1.670	11.1	10.5	9.9	-5cc	489		0.030	J100F8-4030-5
SRP142070	367	4.040	3.580	6.125	9.585	1.670	11.1	10.5	10.0	-5cc	497		0.040	J100F8-4040-5
SRP142071	371	4.060	3.580	6.125	9.585	1.670	11.2	10.6	10.0	-5cc	503		0.060	J100F8-4060-5

360 Stroker Inverted Dome

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP220156	408	4.030	4.000	6.125	9.585	1.460	10.7	10.2	9.7	-16.9cc	457		0.030	J100F8-4030-5
SRP220157	410	4.040	4.000	6.125	9.585	1.460	10.8	10.3	9.8	-16.9cc	462		0.040	J100F8-4040-5

BOSS 302 Dome

- Ideal for high performance street/strip or vintage road racing.
 - Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Forged from Premium 4032 aluminium alloy
 - Solid dome w/ special profile fits small chamber Australian 302 2V head. Can also be milled flat for use with aftermarket heads
 - .912 x 2.750 x .140 straight wall wrist pin (123g), pin fitting and double spiro locks included

Boss 302

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	52cc Compression	60cc Ratio	74cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP289554	304	4.020	3.000	5.155	8.195	1.540	11.9	10.5	8.9	3.5cc	536	D,S,M	0.020	S100S8-4020-5
SRP289555	306	4.030	3.000	5.155	8.195	1.540	11.9	10.6	8.9	3.5cc	540	D,S	0.030	S100S8-4030-5

WINDSOR DOME

- Ideal for oval track to street/strip applications.
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Forged from Premium 2618 aluminium alloy
 - 912 x 2.750 x .140 straight wall wrist pin included (123g)
- Forced Pin Oiler for increased wrist pin lubrication
 - Pin fitting and double spiro locks included

302 Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150069	306	4.030	3.000	5.090	8.190	1.600	14.9	13.3	12.4	18cc	525		0.030	J100F8-4030-5
SRP150070	307	4.040	3.000	5.090	8.190	1.600	15.0	13.4	12.5	18cc	528		0.040	J100F8-4040-5

351W Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150072	355	4.020	3.500	5.956	9.480	1.774	14.8	13.4	12.6	10cc	540	L	0.020	J100F8-4020-5
SRP150073	357	4.030	3.500	5.956	9.480	1.774	14.8	13.4	12.6	10cc	543		0.030	J100F8-4030-5
SRP150075	362	4.060	3.500	5.956	9.480	1.774	15.0	13.6	12.8	10cc	560	M	0.060	J100F8-4060-5

WINDSOR FLAT TOP

- Fits Ford® TFS®, GT40®, Canfield®, Brodix® Track I, OE & Dart® Windsor.
 - 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
 - Includes wrist pin see footnotes for diameter D=912x2750 140 wall, C=927x2750 150 wall
- Does not fit Twisted Wedge®, N351 or Edlebrock 7721.
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

302 Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP151866	302	4.000	3.000	5.090	8.190	1.600	9.6	8.9	8.4	-5cc	497	D	STD	J100F8-4000-5
SRP138733	304	4.020	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5cc	504	D	0.020	J100F8-4020-5
SRP138734	306	4.030	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5cc	513	D	0.030	J100F8-4030-5
SRP138735	307	4.040	3.000	5.090	8.190	1.600	9.8	9.1	8.5	-5cc	518	D	0.040	J100F8-4040-5
SRP138736	310	4.060	3.000	5.090	8.190	1.600	9.8	9.2	8.6	-5cc	524	D,M	0.060	J100F8-4060-5

302 Stroker Combinations

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP140688	345	4.020	3.400	5.400	8.200	1.100	10.8	10.1	9.4	-5cc	416	B,C	0.020	J100F8-4020-5
SRP140689	346	4.030	3.400	5.400	8.200	1.100	10.8	10.1	9.4	-5cc	423	B,C	0.030	J100F8-4030-5
SRP140690	348	4.040	3.400	5.400	8.200	1.100	10.9	10.2	9.5	-5cc	431	B,C	0.040	J100F8-4040-5
SRP146077	352	4.060	3.400	5.400	8.200	1.100	11.0	10.2	9.5	-5cc	437	B,C	0.060	J100F8-4060-5
SRP231589	363	4.125	3.400	5.400	8.200	1.100	11.4	10.6	9.9	-5cc	472	B,C	0.125	J100F8-4125-5
SRP206066	331	4.030	3.250	5.400	8.190	1.165	10.4	9.7	9.1	-5cc	429	C	0.030	J100F8-4030-5
SRP206057	316	4.030	3.100	5.400	8.180	1.230	10.0	9.3	8.7	-5cc	442	C,L	0.030	J100F8-4030-5

351W Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP138730	357	4.030	3.500	5.956	9.480	1.774	11.2	10.4	9.7	-5cc	541	D	0.030	J100F8-4030-5
SRP138731	358	4.040	3.500	5.956	9.480	1.774	11.2	10.4	9.8	-5cc	548	D	0.040	J100F8-4040-5
SRP138732	362	4.060	3.500	5.956	9.480	1.774	11.3	10.5	9.8	-5cc	549	D	0.060	J100F8-4060-5

351W Stroker Combinations

Std Bore: 4.000 (Stock Block), 4.125 (Aftermarket/SVO block). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP140688	432	4.020	4.250	6.250	9.475	1.100	13.3	12.3	11.5	-5cc	418	B,C	0.020	J100F8-4020-5
SRP140689	434	4.030	4.250	6.250	9.475	1.100	13.3	12.4	11.6	-5cc	421	B,C	0.030	J100F8-4030-5
SRP140690	435	4.040	4.250	6.250	9.475	1.100	13.4	12.5	11.7	-5cc	425	B,C	0.040	J100F8-4040-5
SRP146077	437	4.060	4.250	6.250	9.475	1.100	13.5	12.6	11.7	-5cc	430	B,C	0.060	J100F8-4060-5
SRP231589	454	4.125	4.250	6.250	9.475	1.100	13.9	12.9	12.0	-5cc	472	B,C	0.125	J100F8-4125-5
SRP206059	418	4.030	4.100	6.125	9.475	1.300	12.9	12.0	11.2	-5cc	458	C	0.030	J100F8-4030-5
SRP206057	418	4.030	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5cc	447	C	0.030	J100F8-4030-5
SRP206058	418	4.040	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5cc	449	C	0.040	J100F8-4040-5
SRP206060	408	4.030	4.000	6.125	9.475	1.350	12.6	11.7	11.0	-5cc	468	C	0.030	J100F8-4030-5
SRP206059	408	4.030	4.000	6.200	9.500	1.300	12.6	11.7	11.0	-5cc	458	C	0.030	J100F8-4030-5
SRP206057	408	4.030	4.000	6.250	9.480	1.230	12.2	11.4	10.7	-5cc	447	C	0.030	J100F8-4030-5
SRP206058	408	4.040	4.000	6.250	9.480	1.230	12.7	11.8	11.0	-5cc	449	C	0.040	J100F8-4040-5
SRP231591	427	4.125	4.000	6.250	9.480	1.230	13.2	12.2	11.4	-5cc	460	C	0.125	J100F8-4125-5
SRP206060	395	4.030	3.875	6.200	9.488	1.350	12.3	11.4	10.6	-5cc	468	C	0.030	J100F8-4030-5
SRP206059	395	4.030	3.875	6.250	9.488	1.300	12.3	11.4	10.6	-5cc	458	C	0.030	J100F8-4030-5
SRP206059	393	4.030	3.850	6.250	9.475	1.300	12.2	11.3	10.6	-5cc	458	C	0.030	J100F8-4030-5
SRP206060	393	4.030	3.850	6.200	9.475	1.350	12.2	11.3	10.6	-5cc	468	C	0.030	J100F8-4030-5
SRP138734	392	4.030	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5cc	460	D	0.030	J100F8-4030-5
SRP138735	394	4.040	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5cc	518	D	0.040	J100F8-4040-5
SRP138736	398	4.060	3.850	5.956	9.481	1.600	12.3	11.5	10.7	-5cc	523	D,M	0.060	J100F8-4060-5
SRP231593	411	4.125	3.850	5.956	9.481	1.600	12.7	11.8	11.0	-5cc	517	D,L	0.125	J100F8-4125-5
SRP206060	388	4.030	3.800	6.250	9.500	1.350	12.0	11.2	10.5	-5cc	468	C	0.030	J100F8-4030-5
SRP206060	383	4.030	3.750	6.250	9.475	1.350	11.9	11.1	10.3	-5cc	468	C	0.030	J100F8-4030-5
SRP140692	377	4.030	3.700	6.200	9.480	1.430	11.7	10.9	10.2	-5cc	483	C	0.030	J100F8-4030-5

WINDSOR INVERTED DOME

•Fits Ford® TFS®, GT40®, Canfield®, Brodix® Track I, OE & Dart® Windsor.

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications

•Includes wrist pin see footnotes for diameter D=912x2750 140 wall, C=927x2750 150 wall

•Does not fit Twisted Wedge®, N351 or Edlebrock 7721.

•CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

302 Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP138726	306	4.030	3.000	5.090	8.190	1.600	8.5	8.0	7.5	-14.5cc	488	D	0.030	J100F8-4030-5
SRP138727	307	4.040	3.000	5.090	8.190	1.600	8.5	8.0	7.5	-14.5cc	496	D	0.040	J100F8-4040-5
SRP138728	310	4.060	3.000	5.090	8.190	1.600	8.6	8.1	7.6	-14.5cc	501	D,M	0.060	J100F8-4060-5

302 Stroker Combinations

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP151867	341	4.000	3.400	5.400	8.200	1.100	9.8	9.8	8.7	-12.5cc	393	B,C	.STD	J100F8-4000-5
SRP151868	346	4.030	3.400	5.400	8.200	1.100	9.9	9.9	8.7	-12.5cc	403	B,C	0.030	J100F8-4030-5
SRP231569	363	4.125	3.400	5.400	8.200	1.100	10.3	9.7	9.1	-12.5cc	416	B,C	0.125	J100F8-4125-5
SRP206068	331	4.030	3.250	5.400	8.190	1.165	9.0	8.5	8.0	-15cc	419	B,C	0.030	J100F8-4030-5
SRP231573	347	4.125	3.250	5.400	8.190	1.165	9.4	8.9	8.4	-15cc	428	B,C,M	0.125	J100F8-4125-5

351W Stock Block

Std Bore: . Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP138722	357	4.030	3.500	5.956	9.480	1.774	8.7	8.2	7.8	-24cc	521	D	0.030	J100F8-4030-5
SRP149606	357	4.030	3.500	5.956	9.490	1.784	9.8	9.2	8.7	-14cc	515	D	0.030	J100F8-4030-5
SRP149607	388	4.040	3.500	5.956	9.490	1.784	9.8	9.2	8.7	-14cc	519	D	0.040	J100F8-4040-5

351W Stroker Combinations

Std Bore: . Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP151867	427	4.000	4.250	6.250	9.475	1.100	11.4	10.7	10.0	-12.5cc	392	B,C	STD	J100F8-4000-5
SRP151868	434	4.040	4.250	6.250	9.475	1.100	11.5	10.8	10.2	-12.5cc	408	B,C	0.030	J100F8-4030-5
SRP231569	454	4.125	4.250	6.250	9.475	1.100	11.9	11.2	10.6	-12.5cc	416	B,C	0.125	J100F8-4125-5
SRP206063	418	4.030	4.100	6.125	9.475	1.300	9.3	9.1	8.6	-28cc	450	C	0.030	J100F8-4030-5
SRP206061	418	4.030	4.100	6.200	9.480	1.230	10.5	9.9	9.4	-19cc	434	C	0.030	J100F8-4030-5
SRP206062	418	4.040	4.100	6.200	9.480	1.230	10.5	9.9	9.4	-19cc	439	C	0.040	J100F8-4040-5
SRP206064	408	4.030	4.000	6.125	9.475	1.350	9.0	8.6	8.2	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	408	4.030	4.000	6.200	9.500	1.300	9.8	9.3	8.8	-28cc	450	C	0.030	J100F8-4030-5
SRP206061	408	4.030	4.000	6.250	9.480	1.230	10.3	9.7	9.2	-19cc	434	C	0.030	J100F8-4030-5
SRP206062	408	4.040	4.000	6.250	9.480	1.230	10.3	9.7	9.2	-19cc	439	C	0.040	J100F8-4040-5
SRP231596	427	4.125	4.000	6.250	9.480	1.230	10.7	10.1	8.5	-19cc	436	C	0.125	J100F8-4125-5
SRP206064	393	4.030	3.875	6.200	9.488	1.350	9.0	8.5	8.0	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	395	4.030	3.875	6.250	9.488	1.300	9.3	8.8	8.3	-28cc	450	C	0.030	J100F8-4030-5
SRP206064	393	4.030	3.850	6.200	9.475	1.350	8.7	8.3	7.9	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	395	4.030	3.850	6.250	9.475	1.300	9.0	8.6	8.2	-28cc	450	C	0.030	J100F8-4030-5
SRP138726	392	4.030	3.850	5.956	9.481	1.600	10.4	9.8	9.2	-14.5cc	488	D	0.030	J100F8-4030-5
SRP138727	394	4.040	3.850	5.956	9.481	1.600	10.5	9.9	9.3	-14.5cc	496	D	0.040	J100F8-4040-5
SRP138728	398	4.060	3.850	5.956	9.481	1.600	10.5	9.9	9.3	-14.5cc	501	D,M	0.060	J100F8-4060-5
SRP231597	411	4.125	3.850	6.250	9.475	1.300	9.4	9.0	8.5	-28cc	452	C	0.125	J100F8-4125-5
SRP206064	388	4.030	3.800	6.250	9.500	1.350	9.0	8.6	8.5	-32cc	462	C	0.030	J100F8-4030-5
SRP206064	383	4.030	3.750	6.250	9.475	1.350	8.5	8.1	7.7	-32cc	462	C	0.030	J100F8-4030-5

351 CLEVELAND FLAT TOP

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications

•Includes wrist pin see footnotes for diameter

•Footnote C =927x2750 150 wall.

•Pin fitting and double spiro locks included

•Footnote D =912x2750 140 wall,

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	80cc	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP206069	393	4.030	3.850	6.000	9.175	1.250	10.6	9.8	9.4	-3cc	470	C	0.030	J100F8-4030-5
SRP231321	395	4.040	3.850	6.000	9.175	1.250	10.6	9.8	9.4	-3cc	475	C	0.040	J100F8-4040-5
SRP206044	357	4.030	3.500	5.778	9.188	1.660	9.7	9.0	8.6	-3cc	542	D	0.030	J100F8-4030-5
SRP206045	357	4.030	3.500	6.000	9.190	1.440	9.7	9.0	8.6	-3cc	507	C	0.030	J100F8-4030-5
SRP231320	359	4.040	3.500	5.778	9.188	1.660	9.8	9.0	8.7	-3cc	547	D	0.040	J100F8-4040-5

SRP FORD CLEVELAND 351 - 408 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	80cc	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP305535	393	4.020	3.850	6.000	9.2	1.190	10.49	9.67	9.31	-3	472		.020	J100F8-4020-5
SRP345682	381	4.020	4.000	6.000	9.2	1.200	10.9	10.0	9.7	-3		B,C,M	.020	JS100S8-4020-5
SRP345683	383	4.030	4.000	6.000	9.2	1.200	11.0	10.1	9.7	-3		B,C,M	.030	JS100S8-4030-5
SRP345684	385	4.040	4.000	6.000	9.2	1.200	11.0	10.1	9.8	-3		B,C,M	.040	JS100S8-4040-
SRP345682	406	4.020	3.750	6.125	9.2	1.200	10.3	9.5	9.1	-3		B,C,M	.020	JS100S8-4020-5
SRP345683	408	4.030	3.750	6.125	9.2	1.200	10.3	9.5	9.2	-3		B,C,M	.030	JS100S8-4030-5
SRP310728	408	4.020	4.000	6.000	9.2	1.190	10.90	10.04	9.67	-3cc	458		.020	J100F8-4020-5
SRP310729	408	4.030	4.000	6.000	9.2	1.190	10.95	10.09	9.71	-3cc	463		.030	J100F8-4030-5
SRP310730	408	4.040	4.000	6.000	9.2	1.250	11.00	10.13	9.75	-3cc	471		.040	J100F8-4040-5
SRP345684	410	4.040	3.750	6.125	9.2	1.200	10.4	9.6	9.2	-3		B,C,M	.040	JS100S8-4040-5

SRP FORD CLEVELAND 351 - 427 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP310787	427	4.125	4.000	6.000	9.2	1.200	10.38	9.64	9.31	-12cc	474		STD	J100F8-4125-5
SRP310788	427	4.125	4.000	6.000	9.2	1.200	9.99	9.31	9.01	-16cc	479		STD	J100F8-4125-5

SRP FORD CLEVELAND 351 - 408 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP310743	408	4.020	4.000	6.000	9.2	1.190	9.67	9.00	8.70	-15cc	443		.020	J100F8-4020-5
SRP310744	408	4.030	4.000	6.000	9.2	1.190	9.71	9.04	8.74	-15cc	448		.030	J100F8-4030-5
SRP310745	408	4.040	4.000	6.000	9.2	1.190	9.75	9.08	8.78	-15cc	456		.040	J100F8-4040-5

SRP FORD CLEVELAND 351 - 393 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP345771	381	4.020	3.750	6.125	9.200	1.200	9.0	8.4	8.2	-16		B,C,M	.020	JS100S8-4020-5
SRP345772	383	4.030	3.750	6.125	9.200	1.200	9.0	8.4	8.2	-16		B,C,M	.030	JS100S8-4030-5
SRP345774	385	4.040	3.750	6.125	9.200	1.200	9.1	8.5	8.3	-16		B,C,M	.040	JS100S8-4040-5
SRP302431	393	4.020	3.850	6.000	9.2	1.250	9.60	8.92	8.62	-11.7	455		.020	J100F8-4020-5
SRP302432	393	4.030	3.850	6.000	9.2	1.250	9.64	8.96	8.66	-11.7	458		.030	J100F8-4030-5
SRP351393-040	393	4.040	3.850	6.000	9.2	1.250	9.69	9.00	8.70	-11.7	463		.040	J100F8-4040-5
SRP345771	406	4.020	4.000	6.000	9.200	1.200	9.6	9.0	8.6	-16		B,C,M	.020	JS100S8-4020-5
SRP345772	408	4.030	4.000	6.000	9.200	1.200	9.6	9.0	8.6	-16		B,C,M	.030	JS100S8-4030-5
SRP345774	410	4.040	4.000	6.000	9.200	1.200	9.7	9.0	8.7	-16		B,C,M	.040	JS100S8-4040-5

FOR CLEVELAND 351 - 434 WITH DART 9.2 DECK BLOCK

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP315481	434	4.155"	4.000"	6.125"	9.2	1.070"	10.75	9.96	9.61	-10CC	448		.030	JS100S8-4155-5
SRP313299	434	4.155"	4.000"	6.125"	9.2	1.070"	11.50	10.64	10.24	-3CC	444		.030	JS100S8-4155-5

FORD 6CYL DOHC 4.0L

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	66cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP309126	4.0L	3.650	3.910	6.059		1.213		8.70		-12CC	373			
SRP309127	4.0L	3.670	3.910	6.059		1.213		8.81		-12CC	376			

460 FLAT TOP & INVERTED DOME

*4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
 *Includes wrist pin see footnotes for diameter •Footnote F =1.040 x 2.930 x .150 straight wall. •Footnote E =.990 x 2.930 x .150 straight wall

460 Flat Top Series

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150727	501	4.390	4.140	6.800	10.290	1.420	12.5	11.7	10.8	-3cc	583	E	0.030	J100F8-4390-5
SRP150725	501	4.390	4.140	6.700	10.290	1.520	12.5	11.7	10.8	-3cc	602	E	0.030	J100F8-4390-5
SRP150726	512	4.440	4.140	6.700	10.290	1.520	12.6	11.9	10.9	-3cc	628	E	0.080	J100F8-4440-5
SRP150728	512	4.440	4.140	6.800	10.290	1.420	12.6	11.9	10.9	-3cc	604	E	0.080	J100F8-4440-5
SRP150723	466	4.390	3.850	6.605	10.300	1.770	11.7	11.0	10.1	-3cc	648	F	0.030	J100F8-4390-5
SRP150724	477	4.440	3.850	6.605	10.290	1.760	11.8	11.1	10.2	-3cc	674	F	0.080	J100F8-4440-5

460 Inverted Dome Series

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP154166	501	4.390	4.140	6.700	10.290	1.520	9.9	9.5	8.9	-28cc	619	E	0.030	J100F8-4390-5
SRP154167	512	4.440	4.140	6.700	10.290	1.520	10.1	9.6	9.0	-28cc	646	E	0.080	J100F8-4440-5

390/428 "FE" FLAT TOP

For the first time ever, our race-proven SRP design is available for the Big Block Ford "FE" series. Available for both stock stroke and stroker applications. Bore sizes for the 428 block are set at .025" over to allow the use of popular file-fit rings. These pistons offer thick .250" top ring lands for use with limited nitrous or boost while still offering substantial weight savings. Wrist pin diameter is .975" for part numbers designed for 6.490" OEM rods and .990" for part numbers designed for aftermarket 6.700" rods (see footnotes). Includes: Pin# 975-2750-16-51S (Footnote P) or 990-2750-15-51S (Footnote E) Double Spiro Locks (#990-042-CS)

390/428 FE FLAT TOP SERIES

Std Bore: 4.050 (390), 4.130 (428). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	68cc Compression Ratio	72cc Compression Ratio	76cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP261497	434	4.080	4.150	6.700	10.150	1.375	11.8	11.3	10.9	-5cc	485	E,L	0.030	J100F8-4080-5
SRP261500	450	4.155	4.150	6.700	10.150	1.375	12.2	11.7	11.2	-5cc	492	E,L	0.025	S100S8-4155-5
SRP261496	416	4.080	3.980	6.490	10.150	1.670	11.4	10.9	10.5	-5cc	534	P	0.030	J100F8-4080-5
SRP261499	432	4.155	3.980	6.490	10.150	1.670	11.7	11.2	10.8	-5cc	544	P	0.025	S100S8-4155-5

390/428 FE INVERTED DOME SERIES

Std Bore: 4.050 (390), 4.130 (428). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	68cc Compression Ratio	72cc Compression Ratio	76cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP271155	445	4.080	4.250	6.700	10.150	1.325	9.8	9.5	9.2	-26cc	463	E, M	0.030	J100F8-4080-5
SRP271156	461	4.155	4.250	6.700	10.150	1.325	10.0	9.6	9.3	-28cc	468	E, M	0.025	S100S8-4155-5
SRP271151	416	4.080	3.980	6.490	10.150	1.670	9.8	9.4	9.1	-20cc	519	P, M	0.030	J100F8-4080-5
SRP271152	432	4.155	3.980	6.490	10.150	1.670	9.9	9.5	9.2	-22cc	518	P, M	0.025	S100S8-4155-5

HOLDEN 355 DISH PISTONS

SRP HOLDEN 355 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP302424	355	4.020	3.480	5.627	1.500	12.14	10.40	9.72	-12cc	480
SRP302425	355	4.030	3.480	5.627	1.500	12.19	10.45	9.76	-12cc	483
SRP302426	355	4.040	3.480	5.627	1.500	12.25	10.49	9.81	-12cc	488
SRP302427	355	4.060	3.480	5.627	1.500	12.36	10.59	9.89	-12cc	497

SRP HOLDEN 355 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP302428	355	4.030	3.480	5.627	1.500	14.72	12.19	11.25	Flat	518
SRP302430	355	4.040	3.480	5.627	1.500	14.79	12.25	11.30	Flat	516

SRP HOLDEN 355 DISH PISTONS WITH 5.7 CHEV ROD 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP311074	355	4.030	3.480	5.700	1.420	12.19	10.45	9.76	-12cc	477
SRP311075	355	4.040	3.480	5.700	1.420	12.25	10.49	9.81	-12cc	482
SRP311076	355	4.060	3.480	5.700	1.420	12.36	10.59	9.89	-12cc	490

SRP HOLDEN 355 FLAT TOP PISTONS WITH 5.7 ROD 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP311080	355	4.030	3.480	5.700	1.420	14.72	12.19	11.25	Flat	504
SRP311081	355	4.040	3.480	5.700	1.420	14.79	12.25	11.30	Flat	509
SRP311082	355	4.060	3.480	5.700	1.420	14.93	12.36	11.40	Flat	517



SUBARU BRZ FA20 / TOYOTA FRS 4U-GSE / TOYOTA GT-86 4U-GSE

Part No	Bore	Over	Stroke	Rod Length	C/D	Head CC	CR With .024	Dish/Dome	Gram	Footnote	Skirt	Included Ring Set
SRP315114	86.0	STD	86	129.3	32.75	39	9.5:1	-16.4	324	T	FSR	JG1004-3386
SRP315117	86.0	STD	86	129.3	32.75	39	10.5:1	-10.2	Call	T	FSR	JG1004-3386
SRP315120	86.0	STD	86	129.3	32.75	39	13.5:1	2.5	Call	V	FSR	JG1004-3386
SRP315115	86.5	0.50	86	129.3	32.75	39	9.5:1	-17	Call	T	FSR	JG1004-3405
SRP315118	86.5	0.50	86	129.3	32.75	39	10.5:1	-10.7	Call	T	FSR	JG1004-3405
SRP315121	86.5	0.50	86	129.3	32.75	39	13.5:1	2.0	Call	V	FSR	JG1004-3405
SRP315116	87.0	1.00	86	129.3	32.75	39	9.5:1	-17.7	Call	T,M	FSR	JG1004-3425
SRP315119	87.0	1.00	86	129.3	32.75	39	10.5:1	-11.3	Call	T,M	FSR	JG1004-3425
SRP315122	87.0	1.00	86	129.3	32.75	39	13.5:1	1.6	Call	V,M	FSR	JG1004-3425

JE PISTON RINGS PREMIUM RACE SERIES PISTON RINGS**1/16" – 1/16" – 3/16" Low Tension Rings****Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.390"	1/16-1/16-3/16	JJ10008-4390-5
3.935"	1/16-1/16-3/16	JJ10008-3935-5
4.000"	1/16-1/16-3/16	JJ10008-4000-5
4.010"	1/16-1/16-3/16	JJ10008-4010-0
4.020"	1/16-1/16-3/16	JJ10008-4020-5
4.030"	1/16-1/16-3/16	JJ10008-4030-5
4.040"	1/16-1/16-3/16	JJ10008-4040-5
4.060"	1/16-1/16-3/16	JJ10008-4060-5
4.080"	1/16-1/16-3/16	JJ10008-4080-5
4.095"	1/16-1/16-3/16	JJ10008-4095-5
4.120"	1/16-1/16-3/16	JJ10008-4120-5
4.125"	1/16-1/16-3/16	JJ10008-4125-5
4.130"	1/16-1/16-3/16	JJ10008-4130-5
4.135"	1/16-1/16-3/16	JJ10008-4135-5
4.145"	1/16-1/16-3/16	JJ10008-4145-5
4.155"	1/16-1/16-3/16	JJ10008-4155-5
4.165"	1/16-1/16-3/16	JJ10008-4165-5
4.250"	1/16-1/16-3/16	JJ10008-4250-5
4.280"	1/16-1/16-3/16	JJ10008-4280-5
4.310"	1/16-1/16-3/16	JJ10008-4310-5
4.310"	1/16-1/16-3/16	JJ10008-4320-5
4.350"	1/16-1/16-3/16	JJ10008-4350-5
4.360"	1/16-1/16-3/16	JJ10008-4360-5
4.375"	1/16-1/16-3/16	JJ10008-4375-5
4.440"	1/16-1/16-3/16	JJ10008-4440-5
4.500"	1/16-1/16-3/16	JJ10008-4500-5
4.530"	1/16-1/16-3/16	JJ10008-4530-5
4.560"	1/16-1/16-3/16	JJ10008-4560-5
4.625"	1/16-1/16-3/16	JJ10008-4625-5

1/16" – 1/16" – 3/16" Low Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.070"	1/16-1/16-3/16	JJ100L8-4070-5
4.600"	1/16-1/16-3/16	JJ100L8-4600-5

1/16" – 1/16" – 3/16" Standard Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.470"	1/16-1/16-3/16	JJ100S8-4470-5
4.560"	1/16-1/16-3/16	JJ100S8-4560-5
4.600"	1/16-1/16-3/16	JJ100S8-4600-5

1/16" – 1/16" – 3/16" Standard Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
3.766"	1/16-1/16-3/16	JJ100F8-3766-5
4.390"	1/16-1/16-3/16	JJ100F8-4390-5
4.000"	1/16-1/16-3/16	JJ100F8-4000-5
4.010"	1/16-1/16-3/16	JJ100F8-4010-0
4.020"	1/16-1/16-3/16	JJ100F8-4020-5
4.030"	1/16-1/16-3/16	JJ100F8-4030-5
4.040"	1/16-1/16-3/16	JJ100F8-4040-5
4.060"	1/16-1/16-3/16	JJ100F8-4060-5
4.070"	1/16-1/16-3/16	JJ100F8-4070-5
4.080"	1/16-1/16-3/16	JJ100F8-4080-5
4.120"	1/16-1/16-3/16	JJ100F8-4120-5
4.125"	1/16-1/16-3/16	JJ100F8-4125-5
4.130"	1/16-1/16-3/16	JJ100F8-4130-5
4.135"	1/16-1/16-3/16	JJ100F8-4135-5
4.145"	1/16-1/16-3/16	JJ100F8-4145-5
4.155"	1/16-1/16-3/16	JJ100F8-4155-5
4.165"	1/16-1/16-3/16	JJ100F8-4165-5
4.185"	1/16-1/16-3/16	JJ100F8-4185-5
4.210"	1/16-1/16-3/16	JJ100F8-4210-5
4.250"	1/16-1/16-3/16	JJ100F8-4250-5
4.280"	1/16-1/16-3/16	JJ100F8-4280-5
4.310"	1/16-1/16-3/16	JJ100F8-4310-5
4.320"	1/16-1/16-3/16	JJ100F8-4320-5
4.350"	1/16-1/16-3/16	JJ100F8-4350-5
4.360"	1/16-1/16-3/16	JJ100F8-4360-5
4.375"	1/16-1/16-3/16	JJ100F8-4375-5
4.440"	1/16-1/16-3/16	JJ100F8-4440-5
4.500"	1/16-1/16-3/16	JJ100F8-4500-5
4.530"	1/16-1/16-3/16	JJ100F8-4530-5
4.580"	1/16-1/16-3/16	JJ100F8-4580-5
4.625"	1/16-1/16-3/16	JJ100F8-4625-5

**1.2mm – 1.5mm – 3.0mm Standard Tension****Series: JG31F8**

Top Ring Type •Carbon Steel, nitride, Barrel Face, Back Cut, Torsional
Second Ring Type •Iron, Phosphate, napier, Back Cut, Neutral
Oil Ring Type •Carbon Steel, Chrome, Full Seal, Flex Vent

Bore	Thickness	Part No.
4.075"	1.2-1.5-3.0mm	JG31F8-4075-5

1/16" – 1/16" – 3/16" High Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.560"	1/16-1/16-3/16	JJ100H8-4560-5
4.610"	1/16-1/16-3/16	JJ100H8-4610-5

.043 – 1/16" – 3/16" Low Tension Rings**Series: J200**

Top Ring Type DMB, Moly • Second Ring Type IPT, Cast
• Oil Ring Type UF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	.043-1/16-3/16	JJ20008-4000-5
4.020"	.043-1/16-3/16	JJ20008-4020-5
4.030"	.043-1/16-3/16	JJ20008-4030-5
4.040"	.043-1/16-3/16	JJ20008-4040-5
4.060"	.043-1/16-3/16	JJ20008-4060-5
4.125"	.043-1/16-3/16	JJ20008-4125-5
4.130"	.043-1/16-3/16	JJ20008-4130-5
4.145"	.043-1/16-3/16	JJ20008-4145-5
4.155"	.043-1/16-3/16	JJ20008-4155-5
4.280"	.043-1/16-3/16	JJ20008-4280-5
4.310"	.043-1/16-3/16	JJ20008-4310-5
4.375"	.043-1/16-3/16	JJ20008-4375-5
4.440"	.043-1/16-3/16	JJ20008-4400-5
4.530"	.043-1/16-3/16	JJ20008-4530-5
4.560"	.043-1/16-3/16	JJ20008-4560-5

.043 – 1/16" – 3/16" Ultra Low Tension Rings**Series: J200**

Top Ring Type DMB, Moly • Second Ring Type IPT, Cast
• Oil Ring Type CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ200U8-4600-5

1/16" – 1/16" – 3mm Low Tension Rings**Series: J300**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3mm	JJ30008-4000-5
4.010"	1/16-1/16-3mm	JJ30008-4010-0
4.020"	1/16-1/16-3mm	JJ30008-4020-5
4.030"	1/16-1/16-3mm	JJ30008-4030-5
4.040"	1/16-1/16-3mm	JJ30008-4040-5
4.060"	1/16-1/16-3mm	JJ30008-4060-5
4.070"	1/16-1/16-3mm	JJ30008-4070-5
4.080"	1/16-1/16-3mm	JJ30008-4080-5
4.095"	1/16-1/16-3mm	JJ30008-4095-5
4.120"	1/16-1/16-3mm	JJ30008-4120-5
4.125"	1/16-1/16-3mm	JJ30008-4125-5
4.130"	1/16-1/16-3mm	JJ30008-4130-5
4.135"	1/16-1/16-3mm	JJ30008-4135-5
4.145"	1/16-1/16-3mm	JJ30008-4145-5
4.155"	1/16-1/16-3mm	JJ30008-4155-5
4.165"	1/16-1/16-3mm	JJ30008-4165-5
4.185"	1/16-1/16-3mm	JJ30008-4185-5
4.500"	1/16-1/16-3mm	JJ30008-4500-5

1/16" – 1/16" – 3/16" Low Tension Rings**Gapless 2nd ring****Series: J500**

Top Ring Type DMB, Moly • Second Ring Type IPG, Gapless
• Oil Ring Type CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3/16	JJ50008-4000-5
4.020"	1/16-1/16-3/16	JJ50008-4020-5
4.030"	1/16-1/16-3/16	JJ50008-4030-5
4.040"	1/16-1/16-3/16	JJ50008-4040-5
4.060"	1/16-1/16-3/16	JJ50008-4060-5
4.080"	1/16-1/16-3/16	JJ50008-4080-5
4.120"	1/16-1/16-3/16	JJ50008-4120-5
4.125"	1/16-1/16-3/16	JJ50008-4125-5
4.130"	1/16-1/16-3/16	JJ50008-4130-5
4.135"	1/16-1/16-3/16	JJ50008-4135-5
4.145"	1/16-1/16-3/16	JJ50008-4145-5

1/16" – 1/16" – 3/16" Std Tension Rings**Gapless 2nd ring Series: J500**

Top Ring Type DMB, Moly • Second Ring Type IPG Gapless
• Oil Ring Type : CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3/16	JJ500F8-4000-5
4.020"	1/16-1/16-3/16	JJ500F8-4020-5
4.030"	1/16-1/16-3/16	JJ500F8-4030-5
4.040"	1/16-1/16-3/16	JJ500F8-4040-5
4.060"	1/16-1/16-3/16	JJ500F8-4060-5
4.125"	1/16-1/16-3/16	JJ500F8-4125-5
4.130"	1/16-1/16-3/16	JJ500F8-4130-5
4.135"	1/16-1/16-3/16	JJ500F8-4135-5
4.140"	1/16-1/16-3/16	JJ500F8-4140-5
4.145"	1/16-1/16-3/16	JJ500F8-4145-5
4.165"	1/16-1/16-3/16	JJ500F8-4165-5

1.5mm - 1.5mm - 3mm Low Tension**Series: J600**

Top Ring Type DMR, Moly
Second Ring Type IPE, Iron, phosphate, Napier Back cut
Oil Ring Type CUF, Chrome, Flex Vent, Carbon Steel

Bore	Thickness	Part No.
4.040	1.5-1.5-3.0mm	JJ61908-4040-5
4.125	1.5-1.5-3.0mm	JJ61908-41A25-5

1.5mm – 1.5mm – 3mm Low Tension Rings**Series: J600**

Top Ring Type DMR, Moly • Second Ring Type • IPC, Cast
• Oil Ring Type: CUF, Chrome, Flexvent, Carbon Steel
Backcut Top & 2nd Ring

Bore	Thickness	Part No.
3.550"	1.5-1.5-3mm	JJ68008-3550-5
3.570"	1.5-1.5-3mm	JJ68008-3570-5
3.900"	1.5-1.5-3mm	JJ68008-3900-3
3.910"	1.5-1.5-3mm	JJ68008-3910-3
4.000"	1.5-1.5-3mm	JJ60008-4000-5
4.020"	1.5-1.5-3mm	JJ60008-4020-5
4.040"	1.5-1.5-3mm	JJ60008-4040-5
4.060"	1.5-1.5-3mm	JJ60008-4060-5
4.080"	1.5-1.5-3mm	JJ60008-4080-5
4.125"	1.5-1.5-3mm	JJ60008-4125-5
4.130"	1.5-1.5-3mm	JJ60008-4130-0
4.135"	1.5-1.5-3mm	JJ60008-4135-5
4.145"	1.5-1.5-3mm	JJ60008-4145-5
4.150"	1.5-1.5-3mm	JJ60008-4150-5
4.155"	1.5-1.5-3mm	JJ60008-4155-5
4.165"	1.5-1.5-3mm	JJ60008-4165-5
4.185"	1.5-1.5-3mm	JJ60008-4185-5

.043" – .043" – 3mm Low Tension Rings**Backcut Top & 2nd Ring****Series: J700**

Top Ring Type •DMR, Moly
Second Ring Type •IPC, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	.043-.043-3mm	JJ70008-4000-5
4.020"	.043-.043-3mm	JJ70008-4020-5
4.030"	.043-.043-3mm	JJ70008-4030-5
4.040"	.043-.043-3mm	JJ70008-4040-5
4.060"	.043-.043-3mm	JJ70008-4060-5
4.080"	.043-.043-3mm	JJ70008-4080-5
4.120"	.043-.043-3mm	JJ70008-4120-5
4.125"	.043-.043-3mm	JJ70008-4125-5
4.130"	.043-.043-3mm	JJ70008-4130-5
4.135"	.043-.043-3mm	JJ70008-4135-5
4.145"	.043-.043-3mm	JJ70008-4145-5
4.155"	.043-.043-3mm	JJ70008-4155-5
4.165"	.043-.043-3mm	JJ70008-4165-5

.043" - .043" - 3mm Low Tension

Series: J700

Top Ring Type: DMR, Moly
Second Ring Type: IPC, Iron, phosphate, Taper Face, Back cut
Oil Ring Type: CUF, Chrome, Flex Vent, Carbon Steel

Bore	Thickness	Part No.
4.185	.043". .043" 3.0mm	JJ70108-4185-5

.043" - .043" - 3mm Low Tension Rings

Backcut Top Ring

Series: J770

Top Ring Type: •DMR, Moly
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.560"	.043-.043-3mm	JJ77008-4560-5
4.600"	.043-.043-3mm	JJ77008-4600-5
4.610"	.043-.043-3mm	JJ77008-4610-5
4.625"	.043-.043-3mm	JJ77008-4625-5
4.675"	.043-.043-3mm	JJ77008-4675-5

.017" - 1/16" - 3/16" High Tension Rings

Series: J880 - D017 Dykes Top Ring

Top Ring Type: •DMR, Moly
Second Ring Type: •IPT, Cast
Oil Ring Type: •DMD, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.310"	017-1/16-3/16	JJ880H8-4310-5

JE PRO STEEL SERIES

1.2mm - 1.5mm - 3mm Low Tension Rings

Series: J750

Top Ring Type: •CMR, Moly/Steel
Second Ring Type: •IPE, Cast/Hook
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.030"	1.2-1.5-3.0mm	JJ75008-4030-5
4.040"	1.2-1.5-3.0mm	JJ75008-4040-5
4.060"	1.2-1.5-3.0mm	JJ75008-4060-5
4.125"	1.2-1.5-3.0mm	JJ75008-4125-5
4.130"	1.2-1.5-3.0mm	JJ75008-4130-5
4.135"	1.2-1.5-3.0mm	JJ75008-4135-5
4.145"	1.2-1.5-3.0mm	JJ75008-4145-5
4.155"	1.2-1.5-3.0mm	JJ75008-4155-5
4.165"	1.2-1.5-3.0mm	JJ75008-4165-5
4.170"	1.2-1.5-3.0mm	JJ75008-4170-5
4.185"	1.2-1.5-3.0mm	JJ75008-4185-5

1.2mm - 1.5mm - 3mm Standard Tension Rings

Series: J750

Top Ring Type: •CMR, Moly/Steel
Second Ring Type: •IPE, Cast/Hook
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.030"	1.2-1.5-3.0mm	JJ750F8-4030-5
4.040"	1.2-1.5-3.0mm	JJ750F8-4040-5
4.060"	1.2-1.5-3.0mm	JJ750F8-4060-5
4.125"	1.2-1.5-3.0mm	JJ750F8-4125-5
4.135"	1.2-1.5-3.0mm	JJ750F8-4135-5
4.145"	1.2-1.5-3.0mm	JJ750F8-4145-5
4.155"	1.2-1.5-3.0mm	JJ750F8-4155-5
4.165"	1.2-1.5-3.0mm	JJ750F8-4165-5

1/16" - 1/16" - 3/16" Low Tension Rings

Halffire Ring Set - Hardened Ductile Iron

Series: J820

Top Ring Type: •HPB, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.155"	1/16" 1/16" 3/16"	JJ82008-4155-5

HNS - HARDENED NITROUS SERIES

.043" - 1/16" - 3/16" Low Tension Rings

Series: J840

Top Ring Type: •HPB, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ840L8-4600-5

.043" - 1/16" - 3/16" Low Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ860L8-4600-5
4.610"	.043-1/16-3/16	JJ860L8-4610-5
4.625"	.043-1/16-3/16	JJ860L8-4625-5

.043" - 1/16" - 3/16" Standard Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.500"	.043-1/16-3/16	JJ860F8-4500-5
4.530"	.043-1/16-3/16	JJ860F8-4530-5
4.580"	.043-1/16-3/16	JJ860F8-4580-5
4.625"	.043-1/16-3/16	JJ860F8-4625-5

.043" - 1/16" - 3/16" High Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.560"	.043-1/16-3/16	JJ860H8-4560-5
4.610"	.043-1/16-3/16	JJ860H8-4610-5

.017" - 1/16" - 3/16" High Tension Rings

Series: J890 - D017 Dykes Top Ring

Top Ring Type: •DMD, Moly/Dykes
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.185"	017-1/16-3/16	JJ890F8-4185-5
4.250"	017-1/16-3/16	JJ890F8-4250-5
4.310"	017-1/16-3/16	JJ890F8-4310-5
4.375"	017-1/16-3/16	JJ890F8-4375-5
4.500"	017-1/16-3/16	JJ890F8-4500-5
4.530"	017-1/16-3/16	JJ890F8-4530-5

1/16" - 1/16 - 3/16" Standard Tension Rings

Economy Ring Set

Top Ring Type: •DMK

Second Ring Type: •IPT

Oil Ring Type: •CUF

Bore	Thickness	Part No.
4.020"	1/16-1/16-3/16	JS100S8-4020-5
4.030"	1/16-1/16-3/16	JS100S8-4030-5
4.040"	1/16-1/16-3/16	JS100S8-4040-5
4.060"	1/16-1/16-3/16	JS100S8-4060-5
4.125"	1/16-1/16-3/16	JS100S8-4125-5
4.145"	1/16-1/16-3/16	JS100S8-4145-5
4.155"	1/16-1/16-3/16	JS100S8-4155-5
4.165"	1/16-1/16-3/16	JS100S8-4165-5
4.280"	1/16-1/16-3/16	JS100S8-4280-5
4.310"	1/16-1/16-3/16	JS100S8-4310-5
4.350"	1/16-1/16-3/16	JS100S8-4350-5
4.500"	1/16-1/16-3/16	JS100S8-4500-5
4.530"	1/16-1/16-3/16	JS100S8-4530-5
4.560"	1/16-1/16-3/16	JS100S8-4560-5
4.600"	1/16-1/16-3/16	JS100S8-4600-5

CHROME PISTON RING SETS

4 Cylinder Chrome ring sets

Top Ring Type: •CUR, CUS
Second Ring Type: •Various (Refer To JE Cat)
Oil Ring Type: •CUF, CUS

Cyl	Bore	Thickness mm	Part No.
4cyl	72.5mm	1.0-1.2-2.8-72.50	JJC2504-2854
4cyl	75.5mm	1.2-1.5-3.0-75.50	JJC2304-2972
4cyl	76.987mm	1.2-1.5-4.0-77.00	JJC1604-3031
4cyl	77.495mm	1.2-1.5-4.0-77.50	JJC1604-3051
4cyl	78mm	1.2-1.2-2.8-78.00	JJC42F4-3071
4cyl	78mm	1.2-1.5-2.8-78.00	JJC3004-3071
4cyl	78.5mm	1.2-1.5-2.8-78.50	JJC3004-3091
4cyl	81.5mm	1.0-1.2-2.8-81.50	JJC2604-3209
4cyl	83.5mm	1.5-1.5-3.0-83.50	JJC6004-3287
4cyl	85.496mm	1.2-1.5-3.0-85.49	JJC1904-3366
4cyl	85.750mm	1.2-1.5-3.0-3.76	JJC1904-3376
4cyl	86mm	1.2-1.2-3.0-86.00	JJC2704-3386
4cyl	86mm	1.2-1.5-3.0-3.86	JJC1904-3386
4cyl	86mm	1.5-1.5-3.0-86.00	JJC2904-3386
4cyl	86.487mm	1.2-1.5-4.0-3.405	JJC15F4-3405
4cyl	86.487mm	1.5-1.5-4.0-3.405	JJC11F4-3405
4cyl	86.5mm	1.2-1.5-3.0-86.50	JJC2104-3406
4cyl	87mm	1.2-1.5-3.0-87.00	JJC2104-3425
4cyl	87.503mm	1.2-1.2-2.8-3.445	JJC8004-3445
4cyl	88.011mm	1.2-1.2-3.0-3.465	JJC1204-3465
4cyl	88.011mm	1.2-1.5-4.0-80.00	JJC1704-3150
4cyl	88.992mm	1.2-1.2-2.8-90.00	JJC1304-3543
4cyl	89mm	1.2-1.2-2.5-89.00	JJC7004-3504
4cyl	89.5mm	1.2-1.2-2.5-89.50	JJC7004-3524
4cyl	91.1mm	1.2-1.5-3.0-3.587	JJC2204-3587
4cyl	92mm	1.2-1.5-3.0-3.622	JJC9004-3622
4cyl	92mm	1.2-1.5-4.0-92.00	JJC4004-3622
4cyl	92.5mm	1.2-1.5-4.0-92.50	JJC4004-3642
4cyl	92.989mm	1.5-1.5-3.0-93.00	JJC1804-3661
4cyl	99.492mm	1.2-1.5-2.8-3.917	JJC14F4-3917
4cyl	99.5mm	1.2-1.2-2.5-99.50	JJC3104-3917
4cyl	3.642"	1.2-1.5-3.0-3.642	JJC2404-3642

(Subaru Rings)

4cyl	99.75mm	1.2-1.2-2.5-99.75	JJC4404-3928
4cyl	100mm	1.2-1.2-2.5-100.0	JJC4404-3938

6 CYLINDER CHROME RING SETS

Cyl	Bore	Thickness	Part No.
6cyl	86.5mm	1.2-1.5-3.0-86.50	JJC2106-3406
6cyl	87mm	1.2-1.5-3.0-87.00	JJC2106-3425
6cyl	91.59mm	1.2-1.5-3.0-3.606	JJC2206-3606
6cyl	92.989mm	1.5-1.5-3.0-93.00	JJC1806-3661
6cyl	95.5mm	1.2-1.2-2.5-95.50	JJC2806-3760
6cyl	95.75mm	1.2-1.2-2.5-95.75	JJC2806-3770
6cyl	96mm	1.2-1.2-2.5-96.00	JJC2806-3780
6cyl	96.25mm	1.2-1.2-2.5-96.25	JJC2806-3789
6cyl	96.5mm	1.2-1.2-2.5-96.50	JJC2806-3799
6 cyl	3.405"	1.5-1.5-4.0-3.405	JJC11F6-3405
6cyl	3.445"	1.5-1.5-2.8-3.445	JJC50F6-3445
6cyl	3.386"	1.2-1.5-3.0-3.386	JJC1906-3386

8 CYLINDER CHROME RING SETS

Cyl	Bore	Thickness	Part No.
8cyl	3.760"	1.2-1.2-2.5-95.50	JJC2808-3760
8cyl	3.770"	1.2-1.2-2.5-95.75	JJC2808-3770
8cyl	3.780"	1.2-1.2-2.5-96.00	JJC2808-3780
8cyl	3.780"	1.2-1.2-2.5-96.25	JJC2808-3789
8cyl	3.799"	1.2-1.2-2.5-96.50	JJC2808-3799

GAS NITRIDED PISTON RING SETS

4 Cylinder Gas Nitrided Piston ring Sets

Top Ring Type: •CNS

Second Ring Type: •DPE

Oil Ring Type: •CNF

Cyl	Bore	Thickness	Part No.
4cyl	73mm	1.0-1.2-2.8-2.874	JJG1004-2874
4cyl	75mm	1.0-1.2-2.8-2.953	JJG1004-2953
4cyl	75.5mm	1.0-1.2-2.8-2.972	JJG1004-2972
4cyl	76mm	1.0-1.2-2.8-2.992	JJG1004-2992

Cyl	Bore	Thickness	Part No.
4cyl	79mm	1.0-1.2-2.8-79.00	JJG1004-3110
4cyl	81mm	1.0-1.2-2.8-81.00	JJG1004-3189
4cyl	81.5mm	1.0-1.2-2.8-3.209	JJG1004-3209
4cyl	82mm	1.0-1.2-2.8-3.228	JJG1004-3228
4cyl	82.29mm	1.2-1.5-3.0-82.29	JJG2604-3240
4cyl	82.55mm	1.0-1.2-2.8-3.250	JJG1004-3250
4cyl	83mm	1.0-1.2-2.8-3.268	JJG1004-3268
4cyl	83mm	1.2-1.5-3.0-83.00	JJG2904-3268
4cyl	83.5mm	1.0-1.2-2.8-3.287	JJG1004-3287
4cyl	83.99	1.0-1.2-2.8-83.99	JJG1004-3307
4cyl	84.5mm	1.0-1.2-2.8-3.327	JJG1004-3327
4cyl	85mm	1.0-1.2-2.8-3.346	JJG1004-3346
4cyl	85mm	1.2-1.5-3.0-85.00	JJG2704-3347
4cyl	85.49mm	1.0-1.2-2.8-85.49	JJG1004-3366
4cyl	85.5mm	1.2-1.5-3.0-85.49	JJG2704-3366
4cyl	85.75mm	1.2-1.5-3.0-85.75	JJG2704-3376
4cyl	86mm	1.0-1.2-2.8-3.386	JJG1004-3386
4cyl	86mm	1.2-1.5-3.0-86.00	JJG2804-3386
4cyl	86.5mm	1.0-1.2-2.8-3.405	JJG1004-3405
4cyl	87mm	1.0-1.2-2.8-3.425	JJG1004-3425
4cyl	87mm	1.5-1.5-4.0-87.00	JJG2104-3425
4cyl	87.5mm	1.0-1.2-2.8-3.445	JJG1004-3445
4cyl	87.5mm	1.5-1.5-4.0-87.50	JJG2204-3445
4cyl	87.75mm	1.5-1.5-4.0-87.75	JJG2304-3455
4cyl	88mm	1.0-1.2-2.8-3.465	JJG1004-3465
4cyl	88.01mm	1.5-1.5-4.0-88.01	JJG2304-3465
4cyl	88.5mm	1.0-1.2-2.8-3.484	JJG1004-3484
4cyl	88.5mm	1.5-1.5-4.0-88.50	JJG2206-3484
4cyl	89mm	1.0-1.2-2.8-3.504	JJG1004-3504
4cyl	89mm	1.5-1.5-4.0-89.00	JJG2004-3504
4cyl	89.25mm	1.5-1.5-4.0-89.25	JJG2004-3514
4cyl	89.5mm	1.0-1.2-2.8-3.524	JJG1004-3524
4cyl	89.5mm	1.5-1.5-4.0-3.524	JJG2004-3524
4cyl	89.76mm	1.5-1.5-4.0-89.76	JJG2004-3534
4cyl	90mm	1.0-1.2-2.8-3.543	JJG1004-3543
4cyl	91mm	1.0-1.2-2.8-3.583	JJG1004-3583
4cyl	91.1mm	1.5-1.5-4.0-91.10	JJG2404-3587
4cyl	92mm	1.0-1.2-2.8-3.622	JJG1004-3622
4cyl	92.1mm	1.5-1.5-4.0-92.10	JJG2404-3626
4cyl	92.5mm	1.0-1.2-2.8-3.642	JJG1004-3642
4cyl	92.5mm	1.5-1.5-4.0-92.50	JJG2504-3642
4cyl	92.76mm	1.5-1.5-4.0-92.76	JJG2504-3652
4cyl	93mm	1.0-1.2-2.8-3.661	JJG1004-3661
4cyl	94mm	1.0-1.2-2.8-3.701	JJG1004-3701

CHEV SMALL BLOCK 350

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	-5cc	9.65:1	9.25:1	8.90:1	SPH345ACP STD
4.020"	3.480"	1.560"	-5cc	9.70:1	9.30:1	8.93:1	SPH345ACP 020
4.030"	3.480"	1.560"	-5cc	9.73:1	9.33:1	8.97:1	SPH345ACP 030
4.040"	3.480"	1.560"	-5cc	9.77:1	9.37:1	9.00:1	SPH345ACP 040
4.060"	3.480"	1.560"	-5cc	9.85:1	9.45:1	9.08:1	SPH345ACP 060

CHEV SMALL BLOCK 350

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.020"	3.480"	1.260"	-5cc	9.69:1	9.29:1	8.93:1	SPH140CL 020
4.030"	3.480"	1.260"	-5cc	9.73:1	9.33:1	8.97:1	SPH140CL 030
4.040"	3.480"	1.260"	-5cc	9.77:1	9.37:1	9.00:1	SPH140CL 040

CHEV SMALL BLOCK 350

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.480"	1.560"	3.5cc	10.7:1	10.2:1	9.78:1	SPH618CP 030
4.040"	3.480"	1.560"	3.5cc	10.8:1	10.3:1	9.82:1	SPH618CP 040

CHEV SMALL BLOCK 383

• Ring Grooves: 1/16 - 1/16 - 3/16" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.130"	-5cc	10.4:1	9.96:1	9.56:1	SPH124CL STD
4.020"	3.750"	1.130"	-5cc	10.5:1	10.0:1	9.64:1	SPH124CL 020
4.030"	3.750"	1.130"	-5cc	10.5:1	10.1:1	9.68:1	SPH124CL 030
4.040"	3.750"	1.130"	-5cc	10.6:1	10.1:1	9.72:1	SPH124CL 040
4.060"	3.750"	1.130"	-5cc	10.7:1	10.2:1	9.81:1	SPH124CL 060

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.425"	3.5cc	11.5:1	10.9:1	10.5:1	SPH624CP 030
4.040"	3.750"	1.425"	3.5cc	11.5:1	11.0:1	10.5:1	SPH624CP 040

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.425"	-12.5cc	9.55:1	9.18:1	8.85:1	SPH859CP STD
4.020"	3.750"	1.425"	-12.5cc	9.63:1	9.26:1	8.93:1	SPH859CP 020
4.030"	3.750"	1.425"	-12.5cc	9.67:1	9.30:1	8.96:1	SPH859CP 030
4.040"	3.750"	1.425"	-12.5cc	9.71:1	9.34:1	9.00:1	SPH859CP 040
4.060"	3.750"	1.425"	-12.5cc	9.79:1	9.42:1	9.08:1	SPH859CP 060

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.425"	-5cc	10.3:1	9.84:1	9.45:1	SPH860CP STD
4.020"	3.750"	1.425"	-5cc	10.4:1	9.92:1	9.53:1	SPH860CP 020
4.030"	3.750"	1.425"	-5cc	10.4:1	9.97:1	9.57:1	SPH860CP 030
4.040"	3.750"	1.425"	-5cc	10.4:1	10.0:1	9.61:1	SPH860CP 040
4.060"	3.750"	1.425"	-5cc	10.5:1	10.1:1	9.69:1	SPH860CP 060

CHEV SMALL BLOCK 400

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.565" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.145"	3.750"	1.560"	-12.5cc	10.1:1	9.72:1	9.37:1	SPH601CP 020
4.155"	3.750"	1.560"	-12.5cc	10.1:1	9.76:1	9.40:1	SPH601CP 030
4.165"	3.750"	1.560"	-12.5cc	10.2:1	9.80:1	9.44:1	SPH601CP 040

CHEV SMALL BLOCK 400

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.125"	3.750"	1.425"	-6cc	10.7:1	10.3:1	9.87:1	SPH616CP
4.145"	3.750"	1.425"	-6cc	10.8:1	10.4:1	9.95:1	SPH616CP 020
4.155"	3.750"	1.425"	-6cc	10.8:1	10.4:1	9.99:1	SPH616CP 030
4.165"	3.750"	1.425"	-6cc	10.9:1	10.4:1	10.0:1	SPH616CP 040

CHEV SMALL BLOCK 400

• Ring Grooves: 1/16 - 1/16 - 3/16" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.125"	3.750"	1.130"	-5cc	11.0:1	10.5:1	10.1:1	SPH122CL STD
4.155"	3.750"	1.130"	-5cc	11.1:1	10.6:1	10.2:1	SPH122CL 030

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	10.5cc	9.37:1	8.56:1	8.27:1	SPH426CP 030
4.290"	4.000"	1.640"	10.5cc	9.41:1	8.59:1	8.30:1	SPH426CP 040
4.310"	4.000"	1.640"	10.5cc	9.48:1	8.66:1	8.36:1	SPH426CP 060

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dish	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	-2cc	8.50:1	7.84:1	7.60:1	SPH625CP 030
4.290"	4.000"	1.640"	-2cc	8.54:1	7.87:1	7.63:1	SPH625CP 040
4.310"	4.000"	1.640"	-2cc	8.60:1	7.94:1	7.69:1	SPH625CP 060

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	22cc	10.3:1	9.32:1	8.97:1	SPH693CP 030
4.290"	4.000"	1.640"	22cc	10.4:1	9.36:1	9.01:1	SPH693CP 040

CHEV BIG BLOCK 454 STROKER

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.250"	1.525"	11.2cc	10.1:1	8.88:1	8.58:1	SPH552CP 030
4.310"	4.250"	1.525"	11.2cc	10.2:1	9.31:1	8.98:1	SPH552CP 060
4.350"	4.250"	1.525"	11.2cc	10.4:1	9.46:1	9.13:1	SPH552CP 100

CHRYSLER SMALL BLOCK 360

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.123" • Pin: 0.984" Press Fit or Floating

Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.000"	3.578"	1.660"	-5cc	9.94:1	9.72:1	9.39:1	SPH116CP
4.030"	3.578"	1.660"	-5cc	10.0:1	9.85:1	9.50:1	SPH116CP 030
4.040"	3.578"	1.660"	-5cc	10.1:1	9.89:1	9.54:1	SPH116CP 040
4.060"	3.578"	1.660"	-5cc	10.2:1	9.97:1	9.62:1	SPH116CP 060

CHRYSLER SMALL BLOCK 360

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.123" • Pin: 0.984" Press Fit

Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.000"	3.578"	1.637"	-10cc	9.00:1	8.83:1	8.56:1	SPH405CP
4.030"	3.578"	1.637"	-10cc	9.11:1	8.94:1	8.66:1	SPH405CP 030
4.060"	3.578"	1.637"	-10cc	9.22:1	9.04:1	8.77:1	SPH405CP 060

FORD 302 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.090" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.000"	3.000"	1.605"	-8cc	8.86:1	8.51:1	8.09:1	SPH273CP STD
4.020"	3.000"	1.605"	-8cc	8.93:1	8.58:1	8.16:1	SPH273CP 020
4.030"	3.000"	1.605"	-8cc	8.97:1	8.61:1	8.19:1	SPH273CP 030
4.040"	3.000"	1.605"	-8cc	9.00:1	8.64:1	8.22:1	SPH273CP 040
4.060"	3.000"	1.605"	-8cc	9.08:1	8.71:1	8.29:1	SPH273CP 060

FORD 347 WINDSOR

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 5.400" • Pin: 0.912" Press Fit or Floating

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.000"	3.400"	1.090"	-5cc	10.8:1	10.3:1	9.77:1	SPH139CL STD
4.020"	3.400"	1.090"	-5cc	10.9:1	10.4:1	9.86:1	SPH139CL 020
4.030"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.90:1	SPH139CL 030
4.040"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.94:1	SPH139CL 040
4.060"	3.400"	1.090"	-5cc	11.1:1	10.6:1	10.0:1	SPH139CL 060

FORD 347 WINDSOR

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 5.400" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.020"	3.400"	1.090"	-5cc	10.9:1	10.4:1	9.86:1	SPH146CL 020
4.030"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.90:1	SPH146CL 030
4.040"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.94:1	SPH146CL 040
4.060"	3.400"	1.090"	-5cc	11.1:1	10.6:1	10.0:1	SPH146CL 060

FORD 351 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.000"	3.500"	1.772"	-16cc	9.08:1	8.80:1	8.33:1	SPH336CP
4.020"	3.500"	1.772"	-16cc	9.11:1	8.88:1	8.40:1	SPH336CP 020
4.030"	3.500"	1.772"	-16cc	9.14:1	8.91:1	8.43:1	SPH336CP 030
4.040"	3.500"	1.772"	-16cc	9.18:1	8.95:1	8.47:1	SPH336CP 040

FORD 393 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.030"	3.850"	1.615"	-15cc	10.4:1	10.2:1	9.56:1	SPH132CP 030

FORD 393 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.020"	3.850"	1.605"	-8cc	10.9:1	10.5:1	9.89:1	SPH273CP 020
4.030"	3.850"	1.605"	-8cc	10.9:1	10.6:1	9.94:1	SPH273CP 030
4.040"	3.850"	1.605"	-8cc	11.0:1	10.6:1	9.98:1	SPH273CP 040
4.060"	3.850"	1.605"	-8cc	11.1:1	10.7:1	10.1:1	SPH273CP 060

FORD 351 CLEVELAND

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.780" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	63cc	
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CHEV & HOLDEN LS1

•Ring Grooves: 1.5 - 1.5 - 3.0mm •Rod Length: 6.125" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	66cc	72cc	Part No.
3.897"	4.000"	1.125"	-5cc	10.7:1	10.5:1	9.85:1	SPLW2624F STD
3.917"	4.000"	1.125"	-5cc	10.8:1	10.6:1	9.94:1	SPLW2624F.25MM

CHEV & HOLDEN LS2

•Ring Grooves: 1.5 - 1.5 - 3.0mm •Rod Length: 6.100" •Pin: 0.945" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	66cc	72cc	Part No.
4.000"	3.620"	1.328"	-5cc	10.4:1	10.2:1	9.53:1	SPL2640F STD
4.020"	3.620"	1.328"	-5cc	10.5:1	10.3:1	9.61:1	SPL2640F 50MM

CHEV SMALL BLOCK 327

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.250"	1.671"	-5.4cc	8.96:1	8.60:1	8.27:1	SPL2165F STD
4.030"	3.250"	1.671"	-5.4cc	9.07:1	8.71:1	8.37:1	SPL2165F 030
4.040"	3.250"	1.671"	-5.4cc	9.11:1	8.74:1	8.41:1	SPL2165F 040
4.060"	3.250"	1.671"	-5.4cc	9.18:1	8.81:1	8.47:1	SPL2165F 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.563"	-6cc	9.60:1	9.21:1	8.85:1	SPL2256F STD
4.020"	3.480"	1.563"	-6cc	9.68:1	9.28:1	8.92:1	SPL2256F 020
4.030"	3.480"	1.563"	-6cc	9.72:1	9.32:1	8.96:1	SPL2256F 030
4.040"	3.480"	1.563"	-6cc	9.76:1	9.36:1	9.00:1	SPL2256F 040
4.060"	3.480"	1.563"	-6cc	9.85:1	9.44:1	9.07:1	SPL2256F 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	2.4cc	10.5:1	10.0:1	9.59:1	SPL2304F STD
4.030"	3.480"	1.560"	2.4cc	10.6:1	10.2:1	9.71:1	SPL2304F 030
4.060"	3.480"	1.560"	2.4cc	10.8:1	10.3:1	9.83:1	SPL2304F 06

CHEV SMALL BLOCK 350

•Ring Grooves: 1/16 - 1/16 - 1/8" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.480"	1.560"	11cc	11.9:1	11.3:1	10.7:1	SPL2252AF 030
4.040"	3.480"	1.560"	11cc	11.9:1	11.3:1	10.7:1	SPL2252AF 040
4.060"	3.480"	1.560"	10cc	11.9:1	11.3:1	10.7:1	SPL2252AF 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	-21cc	8.80:1	8.50:1	8.22:1	SPL2441F STD
4.030"	3.480"	1.560"	-21cc	8.92:1	8.61:1	8.32:1	SPL2441F 030

CHEV SMALL BLOCK 383

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.430"	-3.4cc	10.8:1	10.3:1	9.88:1	SPL2491F 030
4.060"	3.750"	1.430"	-3.4cc	10.9:1	10.4:1	10.0:1	SPL2491F 060

CHEV SMALL BLOCK 383

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.430"	-12cc	9.68:1	9.31:1	8.97:1	SPLW2605F 030

CHEV SMALL BLOCK 400

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.155"	3.750"	1.425"	-16cc	9.78:1	9.43:1	9.10:1	SPLW2606F 030

CHEV SMALL BLOCK 400

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.155"	3.750"	1.420"	-3.4cc	11.0:1	10.6:1	10.2:1	SPL2489F 030

CHEV BIG BLOCK 454

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.135" •Pin: 0.990" Press Fit							
Bore	Stroke	Height	Dome	107cc	117cc	119cc	Part No.
4.250"	4.000"	1.645"	31cc	11.2:1	10.2:1	10.0:1	SPL2349F STD
4.280"	4.000"	1.645"	30cc	11.2:1	10.2:1	10.0:1	SPL2349F 030

CHEV BIG BLOCK 454

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.135" •Pin: 0.990" Press Fit							
Bore	Stroke	Height	Dish	107cc	117cc	119cc	Part No.
4.280"	4.000"	1.640"	-5cc	8.36:1	7.83:1	7.73:1	SPL2377F 030
4.290"	4.000"	1.640"	-5cc	8.40:1	7.86:1	7.76:1	SPL2377F 040
4.310"	4.000"	1.640"	-5cc	8.46:1	7.92:1	7.82:1	SPL2377F 060

CHRYSLER SMALL BLOCK 318

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.123" •Pin: 0.984" Press Fit or Floating							
Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
3.940"	3.313"	1.759"	-1.5cc	8.70:1	8.52:1	8.24:1	SPL2329F 030

CHRYSLER SMALL BLOCK 360

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.123" •Pin: 0.984" Press Fit							
Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.030"	3.578"	1.591"	0cc	9.13:1	8.96:1	8.68:1	SPL2386F 030
4.040"	3.578"	1.591"	0cc	9.16:1	8.99:1	8.71:1	SPL2386F 040

FORD 302 WINDSOR

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.090" •Pin: 0.912" Press Fit							
Bore	Stroke	Height	Dish	58cc	60cc	63cc	Part No.
4.000"	3.000"	1.605"	-3cc	9.55:1	9.30:1	9.02:1	SPL2482F
4.030"	3.000"	1.605"	-3cc	9.67:1	9.42:1	9.13:1	SPL2482F 030
4.040"	3.000"	1.605"	-3cc	9.72:1	9.46:1	9.17:1	SPL2482F 040
4.060"	3.000"	1.605"	-3cc	9.80:1	9.54:1	9.25:1	SPL2482F 060

FORD 351 CLEVELAND

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.780" •Pin: 0.912" Press Fit							
Bore	Stroke	Height	Dish	63cc	67cc	76cc	Part No.
4.000"	3.500"	1.647"	-1.5cc	10.1:1	9.66:1	8.79:1	SPL2379F STD
4.030"	3.500"	1.647"	-1.5cc	10.2:1	9.78:1	8.90:1	SPL2379F 030
4.040"	3.500"	1.647"	-1.5cc	10.3:1	9.82:1	8.94:1	SPL2379F 040

HOLDEN V8 355 STROKER

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	44cc	56cc	62cc	Part No.
4.030"	3.480"	1.430"	-12cc	12.3:1	10.5:1	9.82:1	SPLW2605F 030

HOLDEN V8 355 STROKER

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	44cc	56cc	62cc	Part No.
4.030"	3.480"	1.430"	-3.4cc	14.0:1	11.7:1	10.8:1	SPL2491F 030
4.060"	3.480"	1.430"	-3.4cc	14.2:1	11.8:1	11.0:1	SPL2491F 060



SPEED-PRO E-SERIES RING SETS

Speed-Pro's E-series piston rings are suitable for stock replacement and mild performance applications. They are available in cast or moly.

Cast rings are recommended for use in dusty conditions or with improper bore finishes such as when re-ringing a block without honing. Moly rings are recommended for all performance applications and will last longer than cast rings when used with the proper bore finish.

CHEVROLET RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Chevrolet 305	3.736"	5/64 - 5/64 - 3/16		SPE356K STD
Chevrolet 305	3.756"	5/64 - 5/64 - 3/16		SPE356K 020
Chevrolet 305	3.766"	5/64 - 5/64 - 3/16		SPE356K 030
Chevrolet 305	3.776"	5/64 - 5/64 - 3/16		SPE356K 040
Chevrolet 305	3.796"	5/64 - 5/64 - 3/16		SPE356K 060
Chevrolet 283-307	3.875"	5/64 - 5/64 - 3/16	SPE245X STD	
Chevrolet 283-307	3.895"	5/64 - 5/64 - 3/16	SPE245X 020	SPE245K 020
Chevrolet 283-307	3.905"	5/64 - 5/64 - 3/16		SPE245K 030
Chevrolet 283-307	3.915"	5/64 - 5/64 - 3/16		SPE245K 040
Chevrolet 283-307	3.935"	5/64 - 5/64 - 3/16		SPE245K 060
Chevrolet 327-350	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	SPE251K STD
Chevrolet 327-350	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	SPE251K 020
Chevrolet 327-350	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	SPE251K 030
Chevrolet 327-350	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	SPE251K 040
Chevrolet 327-350	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	SPE251K 060
Chevrolet 400	4.125"	5/64 - 5/64 - 3/16	SPE243X STD	SPE243K STD
Chevrolet 400	4.145"	5/64 - 5/64 - 3/16	SPE243X 020	SPE243K 020
Chevrolet 400	4.155"	5/64 - 5/64 - 3/16	SPE243X 030	SPE243K 030
Chevrolet 400	4.165"	5/64 - 5/64 - 3/16	SPE243X 040	SPE243K 040
Chevrolet 400	4.185"	5/64 - 5/64 - 3/16	SPE243X 060	SPE243K 060
Chevrolet 396	4.094"	5/64 - 5/64 - 3/16	SPE232X STD	
Chevrolet 396	4.114"	5/64 - 5/64 - 3/16		SPE232K 030
Chevrolet 396	4.124"	5/64 - 5/64 - 3/16		SPE232K 040
Chevrolet 396	4.134"	5/64 - 5/64 - 3/16		
Chevrolet 396	4.154"	5/64 - 5/64 - 3/16	SPE232X 060	
Chevrolet 427-454	4.250"	5/64 - 5/64 - 3/16	SPE233X STD	SPE233K STD
Chevrolet 427-454	4.270"	5/64 - 5/64 - 3/16		SPE233K 020
Chevrolet 427-454	4.280"	5/64 - 5/64 - 3/16	SPE233X 030	SPE233K 030
Chevrolet 427-454	4.290"	5/64 - 5/64 - 3/16	SPE233X 040	SPE233K 040
Chevrolet 427-454	4.310"	5/64 - 5/64 - 3/16	SPE233X 060	SPE233K 060
Chev LS1 & LS6	3.900"	1.5 - 1.5 - 3.0mm		SPE938K STD
Chev LS1 & LS6	3.910"	1.5 - 1.5 - 3.0mm		SPE938K 25MM
Chev Vortec & LS2	4.000"	1.5 - 1.5 - 3.0mm		SPE921K STD
Chev Vortec & LS2	4.020"	1.5 - 1.5 - 3.0mm		SPE921K 020
Chev Vortec & LS2	4.030"	1.5 - 1.5 - 3.0mm		SPE921K 030
Chev Vortec & LS2	4.040"	1.5 - 1.5 - 3.0mm		SPE921K 040
Chev Vortec & LS2	4.060"	1.5 - 1.5 - 3.0mm		SPE921K 060

CHRYSLER RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Chrysler 273	3.625"	5/64 - 5/64 - 3/16		SPE239K STD
Chrysler 273	3.645"	5/64 - 5/64 - 3/16	SPE239X 020	
Chrysler 273	3.655"	5/64 - 5/64 - 3/16	SPE239X 030	
Chrysler 273	3.685"	5/64 - 5/64 - 3/16	SPE239X 060	
Chrysler 318	3.910"	5/64 - 5/64 - 3/16		SPE178K STD
Chrysler 318	3.930"	5/64 - 5/64 - 3/16		SPE178K 020
Chrysler 318	3.940"	5/64 - 5/64 - 3/16		SPE178K 030
Chrysler 318	3.950"	5/64 - 5/64 - 3/16		SPE178K 040
Chrysler 318	3.970"	5/64 - 5/64 - 3/16		SPE178K 060
Chrysler 340	4.040"	5/64 - 5/64 - 3/16		SPE286K STD
Chrysler 340	4.070"	5/64 - 5/64 - 3/16	SPE286X 030	SPE286K 030
Chrysler 340	4.080"	5/64 - 5/64 - 3/16	SPE286X 040	SPE286K 040
Chrysler 340	4.100"	5/64 - 5/64 - 3/16	SPE286X 060	SPE286K 060
Chrysler 360	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	SPE251K STD
Chrysler 360	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	SPE251K 020
Chrysler 360	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	SPE251K 030
Chrysler 360	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	SPE251K 040
Chrysler 360	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	SPE251K 060
Chrysler 440	4.320"	5/64 - 5/64 - 3/16		SPE424K STD
Chrysler 440	4.340"	5/64 - 5/64 - 3/16		SPE424K 020
Chrysler 440	4.350"	5/64 - 5/64 - 3/16		SPE424K 030
Chrysler 440	4.360"	5/64 - 5/64 - 3/16		SPE424K 040
Chrysler 440	4.380"	5/64 - 5/64 - 3/16		SPE424K 060

HOLDEN RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Holden LS1 & LS6	3.900"	1.5 - 1.5 - 3.0mm		SPE938K STD
Holden LS1 & LS6	3.910"	1.5 - 1.5 - 3.0mm		SPE938K 25MM
Holden L76 & LS2	4.000"	1.5 - 1.5 - 3.0mm		SPE921K STD
Holden L76 & LS2	4.020"	1.5 - 1.5 - 3.0mm		SPE921K 020
Holden L76 & LS2	4.030"	1.5 - 1.5 - 3.0mm		SPE921K 030
Holden L76 & LS2	4.040"	1.5 - 1.5 - 3.0mm		SPE921K 040
Holden L76 & LS2	4.060"	1.5 - 1.5 - 3.0mm		SPE921K 060

UNIVERSAL V8 RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
4.000" Bore V8	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	SPE251K STD
4.020" Bore V8	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	SPE251K 020
4.030" Bore V8	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	SPE251K 030
4.040" Bore V8	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	SPE251K 040
4.060" Bore V8	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	SPE251K 060
4.125" Bore V8	4.125"	5/64 - 5/64 - 3/16	SPE243X STD	SPE243K STD
4.145" Bore V8	4.145"	5/64 - 5/64 - 3/16	SPE243X 020	SPE243K 020
4.155" Bore V8	4.155"	5/64 - 5/64 - 3/16	SPE243X 030	SPE243K 030
4.165" Bore V8	4.165"	5/64 - 5/64 - 3/16	SPE243X 040	SPE243K 040
4.185" Bore V8	4.185"	5/64 - 5/64 - 3/16	SPE243X 060	SPE243K 060
4.250" Bore V8	4.250"	5/64 - 5/64 - 3/16	SPE233X STD	SPE233K STD
4.270" Bore V8	4.270"	5/64 - 5/64 - 3/16	SPE233X 020	SPE233K 020
4.280" Bore V8	4.280"	5/64 - 5/64 - 3/16	SPE233X 030	SPE233K 030
4.290" Bore V8	4.290"	5/64 - 5/64 - 3/16	SPE233X 040	SPE233K 040
4.310" Bore V8	4.310"	5/64 - 5/64 - 3/16	SPE233X 060	SPE233K 060

PLASMA MOLY RING SETS

Speed-Pro Plasma Moly ring sets are suitable for race and hot street engines. They feature high strength ductile iron top rings with plasma moly facing, cast iron tapered face second rings and SS-50 stainless steel oil rings. These rings have standard gaps and do not require file fitting.

Application	Size	Thickness	Part No
4.030" Bore V8	4.030"	5/64 - 5/64 - 3/16"	SPR9903 030
4.000" Bore V8	4.000"	1/16 - 1/16 - 3/16"	SPR9902 STD
4.020" Bore V8	4.020"	1/16 - 1/16 - 3/16"	SPR9902 020
4.030" Bore V8	4.030"	1/16 - 1/16 - 3/16"	SPR9902 030
4.040" Bore V8	4.040"	1/16 - 1/16 - 3/16"	SPR9902 040
4.060" Bore V8	4.060"	1/16 - 1/16 - 3/16"	SPR9902 060
4.000" Bore V8	4.000"	1/16 - 1/16 - 1/8"	SPR9968 STD
4.020" Bore V8	4.020"	1/16 - 1/16 - 1/8"	SPR9968 020
4.030" Bore V8	4.030"	1/16 - 1/16 - 1/8"	SPR9968 030
4.040" Bore V8	4.040"	1/16 - 1/16 - 1/8"	SPR9968 040
4.060" Bore V8	4.060"	1/16 - 1/16 - 1/8"	SPR9968 060
4.125" Bore V8	4.125"	1/16 - 1/16 - 3/16"	SPR10375 STD
4.155" Bore V8	4.155"	1/16 - 1/16 - 3/16"	SPR10375 030
4.250" Bore V8	4.250"	1/16 - 1/16 - 3/16"	SPR9904 STD
4.280" Bore V8	4.280"	1/16 - 1/16 - 3/16"	SPR9904 030
4.310" Bore V8	4.310"	1/16 - 1/16 - 3/16"	SPR9904 060

UNIVERSAL SPORT COMPACT RING SETS

Speed-Pro sealed power sport compact ring sets feature chrome top rings which makes them perfect for turbo and nitrous applications. The popular .86mm bore size suits many Honda, Mitsubishi, Nissan and Toyota 4 cylinder engines. Check ring thickness before ordering.

Application	Bore	Thickness	Part No
85.0mm Bore 4 Cyl.	85.0mm	1.5 - 1.5 - 4.0mm	SPE455K STD
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 4.0mm	SPE455K 1.0MM
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 4.0mm	SPE523K STD
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 3.0mm	SPE539K STD
86.5mm Bore 4 Cyl.	86.5mm	1.5 - 1.5 - 3.0mm	SPE539K 50MM
86.0mm Bore 4 Cyl.	86.0mm	1.2 - 1.5 - 3.0mm	SPE885K STD

PLASMA MOLY RING SETS - FILE FIT

Speed-Pro Plasma Moly ring sets feature high strength ductile iron top rings with plasma moly facing, cast iron tapered face second rings and SS-50 stainless steel oil rings. They are supplied .005" oversize and must be filed to the proper gap on installation allowing engine builders to set ring gaps for maximum power.

Application	Size	Thickness	Part No
3.900" Bore LS1	3.905"	1.5 - 1.5 - 3.0mm	SPR10598 13
3.910" Bore LS1	3.915"	1.5 - 1.5 - 3.0mm	SPR10598 38
4.000" Bore LS2	4.005"	1.5 - 1.5 - 3.0mm	SPR10603 5
4.020" Bore LS2	4.025"	1.5 - 1.5 - 3.0mm	SPR10603 25
4.030" Bore LS2	4.035"	1.5 - 1.5 - 3.0mm	SPR10603 35
4.040" Bore LS2	4.045"	1.5 - 1.5 - 3.0mm	SPR10603 45
4.000" Bore V8	4.005"	5/64 - 5/64 - 3/16"	SPR9343 005
4.020" Bore V8	4.025"	5/64 - 5/64 - 3/16"	SPR9343 025
4.030" Bore V8	4.035"	5/64 - 5/64 - 3/16"	SPR9343 035
4.040" Bore V8	4.045"	5/64 - 5/64 - 3/16"	SPR9343 045
4.060" Bore V8	4.065"	5/64 - 5/64 - 3/16"	SPR9343 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 3/16"	SPR9771 005
4.020" Bore V8	4.025"	1/16 - 1/16 - 3/16"	SPR9771 025
4.030" Bore V8	4.035"	1/16 - 1/16 - 3/16"	SPR9771 035
4.040" Bore V8	4.045"	1/16 - 1/16 - 3/16"	SPR9771 045
4.060" Bore V8	4.065"	1/16 - 1/16 - 3/16"	SPR9771 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 1/8"	SPR9342 005
4.030" Bore V8	4.035"	1/16 - 1/16 - 1/8"	SPR9342 035
4.040" Bore V8	4.045"	1/16 - 1/16 - 1/8"	SPR9342 045
4.060" Bore V8	4.065"	1/16 - 1/16 - 1/8"	SPR9342 065
4.125" Bore V8	4.130"	5/64 - 5/64 - 3/16"	SPR5879 005
4.155" Bore V8	4.160"	5/64 - 5/64 - 3/16"	SPR5879 035
4.125" Bore V8	4.130"	1/16 - 1/16 - 3/16"	SPR10248 005
4.145" Bore V8	4.150"	1/16 - 1/16 - 3/16"	SPR10248 025
4.155" Bore V8	4.160"	1/16 - 1/16 - 3/16"	SPR10248 035
4.165" Bore V8	4.170"	1/16 - 1/16 - 3/16"	SPR10248 045
4.185" Bore V8	4.190"	1/16 - 1/16 - 3/16"	SPR10248 065
4.250" Bore V8	4.255"	5/64 - 5/64 - 3/16"	SPR9590 005
4.280" Bore V8	4.285"	5/64 - 5/64 - 3/16"	SPR9590 035
4.310" Bore V8	4.315"	5/64 - 5/64 - 3/16"	SPR9590 065
4.250" Bore V8	4.255"	1/16 - 1/16 - 3/16"	SPR9745 005
4.280" Bore V8	4.285"	1/16 - 1/16 - 3/16"	SPR9745 035
4.310" Bore V8	4.315"	1/16 - 1/16 - 3/16"	SPR9745 065
4.390" Bore V8	4.395"	5/64 - 5/64 - 3/16"	SPR10246 035
4.400" Bore V8	4.405"	5/64 - 5/64 - 3/16"	SPR10246 045
4.360" Bore V8	4.365"	1/16 - 1/16 - 3/16"	SPR9374 005
4.390" Bore V8	4.395"	1/16 - 1/16 - 3/16"	SPR9374 035
4.375" Bore V8	4.380"	1/16 - 1/16 - 3/16"	SPR9799 005
4.440" Bore V8	4.445"	1/16 - 1/16 - 3/16"	SPR10133 005
4.470" Bore V8	4.475"	1/16 - 1/16 - 3/16"	SPR10133 035
4.466" Bore V8	4.471"	2.0 - 1.5 - 4.0mm	SPR10575 005
4.500" Bore V8	4.505"	1/16 - 1/16 - 3/16"	SPR10451 005
4.530" Bore V8	4.535"	1/16 - 1/16 - 3/16"	SPR10451 035

Application	Size	Thickness	Part No
4.563" Bore V8	4.568"	.043 - 1/16 - 3/16	SPR10450 005
4.603" Bore V8	4.608"	.043 - 1/16 - 3/16	SPR10450 045
4.600" Bore V8	4.605"	1/16 - 1/16 - 3/16"	SPR10519 005
4.625" Bore V8	4.630"	1/16 - 1/16 - 3/16"	SPR10433 005

SPEED-PRO PLASMA MOLY RING SETS

- FILE FIT (Low Tension Oil Rings)

These Plasma Moly ring sets feature low tension oil rings which create less friction are normally used with a vacuum pump or dry sump system with vacuum in the crankcase. They are supplied .005" oversize and must be filed to the proper gap on installation

Application	Size	Thickness	Part No
3.905" Bore V8	3.910"	1/16 - 1/16 - 3/16	SPR9621 035
3.935" Bore V8	3.940"	1/16 - 1/16 - 3/16	SPR9621 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 3/16"	SPR9401 005
4.030" Bore V8	4.035"	1/16 - 1/16 - 3/16"	SPR9401 035
4.000" Bore V8	4.005"	.043 - 1/16 - 3/16"	SPR9786 005
4.030" Bore V8	4.035"	.043 - 1/16 - 3/16"	SPR9786 035
4.060" Bore V8	4.065"	.043 - 1/16 - 3/16"	SPR9786 065
4.040" Bore V8	4.045"	1/16 - 1/16 - 3.0mm	SPR20107 045
4.030" Bore V8	4.035"	.043 - .043 - 3.0mm	SPR20100 035
4.040" Bore V8	4.045"	.043 - .043 - 3.0mm	SPR20100 045
4.020" Bore V8	4.025"	1.5 - 1.5 - 3.0mm	SPR20102 025
4.030" Bore V8	4.035"	1.5 - 1.5 - 3.0mm	SPR20102 035
4.040" Bore V8	4.045"	1.5 - 1.5 - 3.0mm	SPR20102 045
4.155" Bore V8	4.160"	1/16 - 1/16 - 1/8"	SPR10206 035
4.125" Bore V8	4.130"	1/16 - 1/16 - 1/8"	SPR9345 005
4.155" Bore V8	4.160"	1/16 - 1/16 - 1/8"	SPR9345 035
4.125" Bore V8	4.130"	.043 - 1/16 - 3/16"	SPR9787 005
4.155" Bore V8	4.160"	.043 - 1/16 - 3/16"	SPR9787 035
4.185" Bore V8	4.190"	.043 - 1/16 - 3/16"	SPR9787 065
4.155" Bore V8	4.160"	.043 - .043 - 3.0mm	SPR20109 035
4.165" Bore V8	4.170"	.043 - .043 - 3.0mm	SPR20109 045
4.185" Bore V8	4.190"	.043 - .043 - 3.0mm	SPR20109 065
4.250" Bore V8	4.255"	1/16 - 1/16 - 3/16"	SPR9344 005
4.280" Bore V8	4.285"	1/16 - 1/16 - 3/16"	SPR9344 035
4.310" Bore V8	4.315"	1/16 - 1/16 - 3/16"	SPR9344 065
4.280" Bore V8	4.285"	.043 - 1/16 - 3/16"	SPR9788 035
4.310" Bore V8	4.315"	.043 - 1/16 - 3/16"	SPR9788 065
4.563" Bore V8	4.568"	.043 - 1/16 - 3/16"	SPR10318 005
4.603" Bore V8	4.608"	.043 - 1/16 - 3/16"	SPR10318 045
4.600" Bore V8	4.605"	1/16 - 1/16 - 3/16"	SPR10519 005
4.600" Bore V8	4.605"	.043 - .043 - 3.0mm	SPR20104 005
4.600" Bore V8	4.605"	.043 - .043 - 3/16"	SPR20105 005
4.675" Bore V8	4.680"	.043 - .043 - 3.0mm	SPR20106 005

PISTON ACCESSORIES

SPEED-PRO GUDGEON PINS

Speed-Pro replacement gudgeon pins are internally tapered to reduce weight without compromising strength. For stock or high performance applications.

Application	Diameter	Length	Weight	Part No
Chev Big Block	0.990"	2.925"	155g	SPP-2283
Ford Small Block	0.912"	3.025"	145g	SPP-7007
Chev Small Block	0.927"	3.000"	147g	SPP-7054
Chev Small Block	0.927"	2.980"	145g	SPP-2208

SPEED-PRO CIRCLIPS & SPIROLOX

Replacement locks for Speed-Pro forged and hypereutectic pistons.

OD is approximate dimension when uninstalled.

Application	Type	OD	Thick	Part No.
Ford Big Block	Circlip	1.180"	0.050"	SPLR179
Chev BB, Chrysler	Circlip	1.120"	0.050"	SPLR186
Chev, Ford, Holden	Circlip	1.041"	0.042"	SPLR194
Chev, Ford, Holden	Spirolox	1.013"	0.042"	SPLR260
Chev BB, Chrysler	Spirolox	1.072"	0.050"	SPLR261

JE RAIL SUPPORTS

JE Rail Supports feature a special locking detent to prevent rotation of the rail and keep the rail support gap 90° from the pin bore opening on the piston. This JE exclusive feature prevents the rail from rotating in the oil groove.

Bore Range	Grams	Part no.
3.999-4.029	8	J4000-183
4.030-4.059	8	J4030-183
4.060-4.079	8	J4060-183
4.120-4.154	8	J4125-183
4.155-4.184	8	J4155-183
4.248-4.279	9	J4250-193
4.280-4.309	9	J4280-193
4.500-4.529	10	J4500-203
4.530-4.559	10	J4530-203
4.600-4.635	10	J4600-203

(Rail supports range from 2.999 to 4.700 available call rocket for more information)

JE WRIST PINS

JE's philosophy of supplying the finest products at competitive prices have never been more evident than in the line of wrist pins. Developed specifically for use with JE pistons, these pins are available in a wide variety of materials, diameters, length and wall thickness.

Part Number eg

Break Down: 945-2750-14-51S

Diameter - .095" Outside Dimension

Length 2.750" - Overall Length Of Wrist Pins In Inches

Wall Thickness .150" - Number Indicates First Two Decimal Places

Series/Material - 5115 Low Carbon Steel, Straight Wall

SLEEVES



L.A. Sleeve Co. Cylinder Sleeves

Re-sleeve worn or seized cylinders with sleeves manufactured by L.A. Sleeve Co. An economical solution available for all styles of engines including street, race, marine, motorcycle and more, great for boosted applications and saving you thousands. Centrifugal castings used in these sleeves are made from a carbon-chrome-molybdenum alloy of 200 Brinell hardness, ensuring ease of installation, trouble free boring and a dependable, long-lasting engine.

LA-3822	Block Sleeve 3.660 Bore Suit Ford 5.4L Modular V8
LA-FI3133D	Block Sleeve 3.970 Bore Suit S/B Chev 350
LA-FI3135D	Block Sleeve 3.970 Bore Suit S/B Chev 350
LA-FI3137D	Block Sleeve 4.090 Bore Suit S/B Chev 400
LA-FI3138D	Block Sleeve 4.090 Bore Suit S/B Chev 400
LA-FI3139D	Block Sleeve 4.210 Bore Suit B/B Chev 427-454
LA-FI3146	Block Sleeve 4.245 Bore Suit Ford 8.3L
LA-FI3186DF	Block Sleeve 3.150 Bore Suit Honda B18 (Double Flat)
LA-FI3186SF	Block Sleeve 3.150 Bore Suit Honda B18 (Single Flat)
LA-FL3188	Block Sleeve 4.050 Bore Suit Chev/Holden Lst
LA-FL3189	Block Sleeve 3.875 Bore Suit Chev/Holden Lst
LA-FL3216DF	Honda D16 Double Flat Per Cylinder
LA-FL3216SF	Honda D16 Singleflat Per Cylinder
LA-FL3229DF	Honda Double Flat Per Cylinder
LA-FL3229SF	Honda Single Flat Per Cylinder
LA-FL3235	LS1, LS6 Std Replacem Per Cylinder
LA-FL3236	LS2 4.060 To 4.155 Per Cylinder
LA-FL3237	Sbc Bowtie Per Cylinder
LA-FL3238	Sbc Oversize Od Per Cyl "Bowtie"
LA-FL3239	Bbc Flanged Per Cylinder
LA-FL3240	Bbc Flanged Per Cylinder
LA-FL3245	Ford 351 Windsor Per Cylinder
LA-FL3246	Ford 351 Cleveland Per Cylinder
LA-FL3250	Mopar Small Block Per Cylinder
LA-FL3251	Mopar Small Block Per Cylinder
LA-FL3252	Mopar S/Block Tall Per Cylinder
LA-FL3270DF	Honda B16 Doubleflat Per Cylinder
LA-FL3270SF	Honda B16 Singleflat Per Cylinder
LA-FI3275	Nissan SR20 Per Cylinder
LA-FL3276	Nissan SR20 Per Cylinder
LA-FL3277	Subaru EJ20/EJ25 Per Cylinder
LA-FL3278	Subaru EJ25100-102Mm Per Cylinder
LA-FL3283DF	Nissan RB26 Double Per Cylinder
LA-FL3283SF	Nissan RB26 Single Per Cylinder
LA-TFX1	Tfx Sleeve Suit BA Hemi 4.187 Suit Brad Anderson Hemi Block



Darton Sleeves BY SPECIAL ORDER

Darton has been manufacturing precision performance sleeves since 1978. Darton sleeves are made from centrifugally cast ductile iron material that is more abrasion resistant and harder on the surface than any other product available. This feature provides for good oil retention, ring seal, and the ultimate in leak down performance. Sold as complete sets of 4 or 6 sleeves.

Application	Bore	OD	Part No.
Nissan SR20	3.370"	3.751"	BC8208
Nissan RB30	3.345"	3.641"	BC8024
Nissan RB26	3.345"	3.540"	BC8023
Subaru EJ20	3.605"	4.101"	BC8060
Subaru EJ25	3.890"	4.251"	BC8062



LS Cylinder Sleeves 4.125" Bore, 9.241" Deck

Description	Part No.
Inner Cylinder 3,4,5,6	RHS549103-1
Outer L/H Cylinder 1, 8	RHS549114-1
Outer R/H Cylinder 2, 7	RHS549111-1

TIMING CHAINS AND SETS



Timing Chain Sets

These high quality timing sets feature a cast iron cam sprocket, full roller chain and 9-position multi-index crank sprocket.

289-302-351 Windsor Engines FMM-6268-A302
429-460 Big Block Engines FMM-6268-B429



TIMING CHAIN SETS

All JP Performance Timing Chain Sets are supplied with induction hardened and multiple keyway crank sprockets (which have the keyways index marked for easier timing) and balanced camshaft sprockets and a true roller timing chain. Also all sets for engines without factory fitted thrust plates are machined with a reverse oiler groove.

Application	Part No.
LS1 Single Row with Torrington	JP5618T
LS1 Double Row with Torrington	JP5615T
LS2 Single Row with Torrington	JP5622T
LS2 Double Row with Torrington	JP5623T
Chev Small Block 283-400	JP5981
Chev 348/409 "W" Series Double Row	JP5610
Chev SB W/Torrington Suit Raised Cam Rocket Block	JP5616T
Ford 302-351 Cleveland	JP5978
Ford 289-351 Windsor	JP5982
Holden V6 VR-VT Single Row	JP5619
Holden V6 VR-VT Double Row	JP5620
Holden B8 253-304-308	JP5979
Ford 6cyl 170-200	JP5608

HOLDEN 6 GEAR DRIVES

JP Engineering Products make a range of timing gears for Holden 6s cylinder. These cover all requirements whether they be standard replacement or performance. All sets include cam gear, crank gear and thrust plate.

Description	Part No.
FX-EJ Grey motor	JP5986
Helical Cut Steel/Alloy, Metric Pitch	JP5954
Helical Cut Steel/Alloy, Imperial Pitch	JP5993
Straight Cut Steel, Multi Keyway	JP5994
Helical Cut Steel/Alloy, Multi Keyway	JP5998
Helical Cut Steel, Multi Keyway	JP5999



ECONOMY BLUE LABEL TIMING SETS

Rollmaster economy timing sets are for stock or mild engine rebuilds. They feature a single keyway crank sprocket and are fitted with a Rolon split roller chain. Not recommended for high performance engines.

Application	Part No.
Chev Small Block 283-400	ROEC1000
Ford 289-351 Windsor, pre-EFI	ROEC3010
Ford 302-351 Cleveland	ROEC3080
Ford 6 Cylinder XR-XF	ROEC3170
Holden V8 253-308	ROEC6000

PREMIUM RED LABEL TIMING SETS

Rollmaster premium timing sets are the strongest and lightest sets available. Fully CNC machined for accuracy, they feature 7 or 9 keyway crank sprockets for easy camshaft degreasing and Iwis full roller double row chains for strength and durability.

CHEVROLET SMALL BLOCK

Application	Part No.
Chev Small Block 283-400	ROCS1000
Chev Small Block with Torrington	ROCS1040
Chev Small Block Nitrided with Torrington	ROCS1050
Chev Small Block TPI and Vortec	ROCS1080
SB Chev.005 Tunnel Bore Timing Set	ROCS1000LB5
SB Chev .010" Tunnel Bore Timing Set	ROCS1000LB10
SB Chev Torrington, Nitrided, Line Bore .005"	ROCS1050LB5
SBC D/R Set W/BB Snout, Torr/Nitrided	ROCS1116
SBC D/R BB Snout Raised Cam,Torr/Nitrided	ROCS1120

CHEV & HOLDEN LS Engines

Application	Part No.
LSA Gen III Single Row - Must Use 3 bolt Cam With Torrington Bearing	ROCS10100
LSA Gen III Double Row - Must Use 3 bolt Cam With Torrington Bearing	ROCS10110
LS1 Single Row with Torrington	ROCS1135
LS1 Double Row with Torrington	ROCS1136
LS1 D/Row Timing Set W/Torr & Nitrided	ROCS1160
LS1 Gen 3 D/Row Chain Oil Pump Spacers	ROSP3M-LS1
LS1 .005" Tunnel Bore, Double Row with Torrington	ROCS1136LB5
LS1 .010" Tunnel Bore, Double Row with Torrington	ROCS1136LB10
LS2 Single Row with Torrington	ROCS1180
LS2 Double Row with Torrington	ROCS1185
LS2, RHS Block Raised Cam .388",1 Trigger Sens	ROCS10000
LS2, Double Row Torr/Nitrided 1 Trigger Sensor	ROCS10005
L98 GEN3 (VE Com) Single Row Single Bolt	ROCS1197
L98 GEN3 (VE Com) Double Row Single Bolt	ROCS1198
LS7 Single Row with Torrington	ROCS1190
LS7 GEN3 Double Row with Torrington 3 Bolt	ROCS1195
LS7 D/Timing Set 3 Bolt, Multi Trigger Sensor, Torr, Nitrided	ROCS10040

CHEVROLET BIG BLOCK

Application	Part No.
Chev Big Block 396-454	ROCS2000
Chev Big Block with Torrington	ROCS2020
Chev Big Block GEN 6 with Torrington	ROCS2090
Chev Big Block .010" Line Bore T/Set	ROCS2000LB10
Chev Big Block .005" Line Bore T/Set	ROCS2000LB5
BBC Merlin D/Row, Raised Cam, W/Torrington	ROCS2060

CHRYSLER

Application	Part No.
Chrysler Small Block 273-360	ROCS5000
Chrysler Big Block Single Bolt 361-440	ROCS5100
Chrysler Slant 6 Cylinder 225	ROCS5300
Chrysler Hemi 6 Cylinder 3-Bolt	ROCS5310
Chrysler Hemi 6 Cyl. 3-Bolt Nitrided	ROCS5315
Chrysler Hemi 6 Cylinder Single Bolt	ROCS5320
SB Chrysler W/.010" Line Bore	ROCS5000LB10
SB Chrysler W/.005" Line Bore	ROCS5000LB5
SB Chrysler Both Gears Nitrided	ROCS5010
SB Chrysler W/.010" L/B Both Gears Nitrided	ROCS5010LB10
SB Chrysler W/.005" L/B Both Gears Nitrided	ROCS5010LB5
BB Chrysler 3 Bolt T/Set Torr/ Nitrided	ROCS5150
Hemi 6, 3 Bolt L/B-.005" Torr/Nitr Both Gears	ROCS5315LB5

FORD SMALL BLOCK

Application	Part No.
Ford 289-351 Windsor, pre-EFI	ROCS3010
Ford 5.0L HO with Hyd Roller Cam	ROCS3040
Ford 302W HO EFI	ROCS3071
Ford 302-351 Cleveland	ROCS3080
Ford 302-351 Cleveland SVO, Scat Crank	ROCS3110
Ford 302-351C SVO, Scat, Nitrided/Torrington	ROCS3130
Ford 302-351 Windsor Pre-EFI, Nitrided Sprockets	ROCS3020
Ford .010" Line Bore 302-351 Cleveland	ROCS3080LB10
Ford 302-351 Cleveland .010 Line Bore with Scat Crank	ROCS3110LB10
Ford 6 Cylinder XR-XF	ROCS3170
Ford W D/Row, Pre EFI, W/Torr & Thrust Plate	ROCS10025
Ford 289-351W,302 Boss, .005 Lb Fits Dart Block	ROCS3010LB5
Ford 289-351W,302 Boss, Fits Dart Block	ROCS3031
Ford W 302 HO EFI Torr/Nitrided .005 Line bore	ROCS3071LB5
Ford 302-351 Clev With .005 Thou Line Bore	ROCS3080LB5
Ford 302-351 Clev L/B .010" W/Shim & Nitrided	ROCS3090LB10
Ford 302-351 Clev w/Torr & Nitrided Gears	ROCS3091
Ford Boss SVO 351C Scat/Eagle Crank .005" L/B	ROCS3110LB5
Ford SVO W/.010" Line Bore Torr/Nitrided	ROCS3130LB10
Ford SVO W/.005" Line Bore Torr/Nitrided	ROCS3130LB5
Ford 289-351W,302 Boss, Fits Dart Block w/Torrington Brg & Nitrided Sprockets	ROCS3031
Ford 289-351W,302 Boss, .005" L/B, Fits Dart Block w/Torrington Brg & Nitrided Sprockets	ROCS3031LB5

FORD 4CYL

Ford 1100-1600 4cyl OHV	ROCS3140
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FORD BIG BLOCK

Application	Part No.
Ford Big Block 429-460	ROCS4000
Ford Big Block FE 352-428	ROCS4040
Ford Y-Block 239-312	ROCS4060
Ford Big Block 429-460 Torr/Nitrid	ROCS4020
Ford 429-460 .005"LB Torrington,Both Nitrided	ROCS4020LB5
Ford FE 390-427-428 L/Bore .005"	ROCS4040LB5
Ford FE 390-427-428 L/Bore .010"	ROCS4040LB10

HOLDEN

Application	Part No.
Holden V8 253-304-308	ROCS6000
Holden V6 VN Single Row	ROCS6100
Holden V6 VP Single Row	ROCS6110
Holden V6 VN Double Row *	ROCS6120
Holden V6 VR-VT Single Row & Keyway	ROCS6140
Holden V6 & L67 VR-VT Single Row	ROCS6141
Holden V6 & L67 VR-VT Double Row *	ROCS6150
Holden 173-202 Straight Cut Gear Drive	ROGD6000
Holden 173-202 Straight Cut Gear Drive With Vernier Adjustment	ROGD6000HV
Holden V8.010" Line Bore	ROCS6000LB10
Holden V8 .002 Line Bore	ROCS6000LB2
Holden V8 .005 Line Bore	ROCS6000LB5
Holden V6 VP Double Row	ROCS6130
* Must Remove Balance Shaft, PFM Only	

OLDSMOBILE & PONTIAC

Application	Part No.
Oldsmobile V8 260-455	ROCS7040
Pontiac V8 403	ROCS7040
Pontiac V8 287-455 excl. 403	ROCS7050

ROVER & LEYLAND

Application	Part No.
Rover V8 3.5L & Leyland 4.4L	ROCS7000
BMC A Series Timing Chain Set	ROCS8000
NISSAN	
Application	Part No.
Nissan L20B 4Cyl Timing Chain Set	ROCS9130

PREMIUM VERNIER ADJUSTABLE TIMING SETS

These premium red label sets feature vernier adjustable cam sprockets for infinite cam timing adjustment without disassembly. All feature nitrided teeth on both sprockets and all except Holden V8 have a Torrington Bearing on the cam sprocket.

Application	Part No.
Chev & Holden LS1	ROCS1265
Chev Small Block	ROCS1230
LS1 Vernier Cam Sprocket W/Torrington, 3 Bolt	ROCS1235
LS2 Vernier Cam Sprocket W/Torr, 1 Trigger Sen	ROCS1240
LS7 Vernier Cam Sprocket W/Torr, Multi Trig Sen	ROCS1245
Chev Big Block 396-454	ROCS2290
Ford 302-351 Cleveland	ROCS3201
Ford 289-351 Windsor, pre-EFI	ROCS3240
Ford 6 Cyl EA-AU Cam Sprocket Only	ROCS3255
Holden/Nissan RB30 Cam Gear Only	ROBD9260A
Holden V8 253-304-308	ROCS6200
Holden V6 VR-VT Vernier Set Double Row	ROCS6240
Ford 2 LT OHC	ROBD3251SA
Ford 302-351HO EFI Vernier Set Nitrided/Torr	ROCS3241
Ford Modular Boss V8 Vernier Gear Set	ROCS3260
SB Chrysler 273-360 Vernier Set	ROCS5200
Nissan RB20/25/26 GEARS SET OF 2	ROBD9270A
Nissan SR20 Vernier Cam Pulleys Set Of 2	ROCS9280SA

REPLACEMENT CHAINS

Premium Iwis Double Row, True Roller replacement chains for Romac Blue & Red Label Timing Sets.

Application	Part No.
Chev & Holden LS1 Single Row	RO3SR60-2
Chev & Holden LS1 Double Row	RO3DR60-2
Chev Small Block 283-400	RO3DR58-2
Chev Big Block 396-454	RO3DR66-2
Chrysler Small Block	RO3DR68-2
Ford 6 Cylinder XR-X	RO3DR52-2
Ford 289-351 Windsor	RO3DR58-2
Ford 302-351 Cleveland	RO3DR64-2
Ford Big Block 429-460	RO3DR66-2
Holden V8 253-304-308	RO3DR62-2
Holden VN V6 Double Row	RO3DR54-2
Rover & Leyland V8	RO3DR54-2

REPLACEMENT BRASS SHIMS

Replacement brass shims used behind the cam sprocket on kits without torrington bearings.

Application	Part No.
Chev Small Block	ROS1880
Chev Big Block	ROS1955
Ford 302-351 Cleveland	ROS1712
Ford 289-351 Windsor	ROS1712W

REPLACEMENT TORRINGTON BEARINGS

Replacement bearings used behind the cam sprocket on kits with torrington bearings.

Application	Part No.
Chev Small Block	ROB1113
Chev Big Block Gen-IV	ROB1113
Chev Big Block Gen-V & VI	ROB1114
Chev & Holden LS1	ROB1114
Chrysler Big Block	ROB1113
Ford 289-351 Windsor	ROB1114



MELLING
PERFORMANCE

MELLINGS TIMING CHAIN SET

Melling timing chain kits provide an efficient and economical way to provide the timing components needed for a quality engine rebuild. Timing chain options include both standard and roller chains to provide matches with the high quality sprockets and if necessary tensioners and guides that fit the application. Both OEM and performance timing chain kits are available. Melling chains and sprockets are manufactured using the highest designs, quality materials and workmanship. Melling chain kits offer you the coverage and choices of standard, HD and performance to fulfill your timing needs at every service level.

STREET ROLLER KIT

• Cast Iron Sprocket • .200 Double Roller Chain • 3 Keyway

Application	Part No.
SB Chev 262-400	ME40201
BB Chev 396-454	ME40205
Ford 302-351 Cleveland	ME40405
SB Ford 289-302-351W	ME40206
BB Ford 429-460	ME40403
BB Ford FE 330-390-427	ME40204
SB Chrysler 318-340-360	ME40202
BB Chrysler 383-440 1-Bolt	ME40407
BB Chrysler 383-440 3-Bolt	ME40217

BILLET ROLLER KIT

• Billet Sprockets • .250 Double & Single Roller Chain
• 9 Keyway • Torrington Thrust Bearing

GM LS1, LS2, LS6, 3-Bolt Single Row	ME48560T-9
GM LS1, LS2, LS6, 3-Bolt Double Row	ME48561T-9

Magnum Belt

Drive Systems

Comp Cams Magnum Belt Drive Systems are ideal for all street performance and budget-minded race applications and are available for internal (wet) applications & external (dry) applications. Designed to absorb crankshaft harmonics guarding against valve train instability they feature an infinitely adjustable camshaft sprocket for absolute timing accuracy and a high-strength belt for increased durability over any chain or gear drive.

Description

Chevrolet Small Block - Wet System

Chevrolet Small Block - Dry System

Accessories

Replacement Belt for C06100 (72 teeth)

Upper Replacement Oil Seal for C06100

Cam Gear Bolt (LH Thread) for C06100

Retainer Washer (Cam Gear for C06100)

* Fitment to the World Products Motown Block requires extensive machining to the block, oil galley plugs and cover.



C06100

Part No.

C05100

C06100*

Part No.

C06100B

C06100US

C06100LHB

C06100RW

Hi-Tech Belt Drive Systems

Comp Cams Hi-Tech Belt Drive Systems are ideal for serious street performance and race applications. Designed to absorb crankshaft harmonics guarding against performance robbing valve train instability, they feature: extreme application belt for high rpm & high compression durability, infinitely adjustable Vernier sprocket for absolute timing accuracy, unique belt idler system to reduce flip throughout rpm range and a unique camshaft thrust adjustment system without shims. They include double lip seals for long life & maximum crankcase vacuum. Different diameter idlers are available for racers with align bored blocks

Description

Chev Big Block, Standard Cam Location

Accessories

Timing Belt-81 Tooth for 6200

Lower Crank Seal for C06200

Upper Seal Retainer O-Ring

Roller Thrust Bearing for C06200 & C06300

Replacement Belt for C06507 (74 Teeth)

Part No.

C06200

Part No.

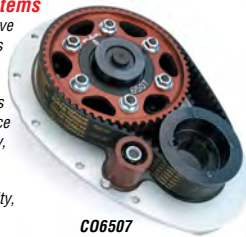
C06200TB

C06200CRS

C06200RO

C03110TB

C06507B



C06507



Gates Timing Belts

- 3 times more strength and durability.
- withstands EXTREME engine temp.
- Designed specifically for modified or turbo-charged engines.
- Constructed with a high strength glass tensile cord to increase its performance and reliability.

Application

Holden Commodore VL RB30 1986-88	Part No.
Honda Civic 1.6L ZC 1987-91	T175R
Honda Civic 1.6L DOHC VTEC B16A 1989-94	T145R
Honda Prelude 2.2L F22A 1991-97 - Camshaft	T184R
Honda Prelude 2.2L F22A 1991-97 - Balance Shaft	T187R
Mazda 1.6L B6 & 1.8L BP DOHC Incl. Turbo	T186R
Mitsubishi Lancer 1.8L 4G93-S4 1992-96 - Balance Shaft	T179R
Mitsubishi Lancer EVO 4G63-T 1996-On - Camshaft	T168R
Mitsubishi Lancer EVO 4G63-T 1996-On - Balance Shaft	T167R
Mitsubishi Fto 1994-01 2.0I V6 Mivec	T168R
Nissan Silvia / 180SX CA18DE & CA18DET 1980-95	T987
Nissan 300ZX VG30 DOHC 1989-93	T137R
Nissan Skyline RB20, RB25, RB26 DOHC Incl. Turbo	T180R
Nissan Skyline RB30	T1040R
Nissan RB30 With Twin Cam Head	T175R
Proton Satria 1.8L 4G93 DOHC 1997-On	T866
Subaru Impreza 1.6L EJ16 1993-98	T935R
Subaru Impreza 2.0L EJ20 DOHC 1993-On	T254R
Subaru Impreza 2.0L EJ20 SOHC 1998-On	T277R
Toyota Celica 2.0L 3S-GE, 3S-GTE 1985-94	T304R
Toyota Corolla 1.6L 4A-GE 1986-92	T125R
Toyota Soarer 2.5L 1JZ-GTE 1991-On	T176R
Toyota Starlet 1.3L 4E-FTE 1989-On	T923R
Toyota Supra 2.8L 5M	T900R
Toyota Supra 3.0L 7M-GE, 7M-GTE 1986-93	T101R
Toyota Supra 3.0L 2JZ-GE, 2JZ-GTE 1993-97	T237R
	T215R

JESEL®

VALVETRAIN INNOVATION

Cam timing adjustment is made externally providing the easiest and most accurate tuning available.

Billet aluminum Spider is made from 2024-T6 for strength.

Patented High Torq Drive™ reinforced belt operates dry and spins with less friction than timing chains or gear drives and also absorbs harmonics.

Billet aluminum 7075 Upper Pulley features patented High Torq Drive™ tooth configuration.

Crank Pulley is heat-treated steel and incorporates a high-torque drive tooth configuration.

Kit hardware is all Grade 8 Allen and Torx head design. Cam Tightening Spanner Wrench included.



JESEL Belt Drives

JESEL Belt Drives Have Won More NASCAR, NHRA & IHRA Races Than All Other Competitors Combined It's safe to say that JESEL is the originator of the modern racing belt drive system. Like most JESEL valvetrain components its belt drive was born out of necessity as NASCAR racers were experiencing frequent timing chain failures in 500-mile races. It has been refined over the years to a precise timing system that is durable enough to endure tough 24-hour races such as Daytona and Le Mans or a full-season of circle track competition. Racers have been rewarded with years of service from their JESEL belt drives by simply replacing the belt at recommended service intervals. Besides being more durable than gear or chain drives, JESEL's belt drive systems offer a number of advantages. They are:

- Extremely accurate cam timing
 - Adjust cam timing ± 10 degrees in seconds (without removing the water pump)
 - Swap cams easily through front cover without cover removal
 - Reduces crankshaft harmonics
- Stronger than chains or gear drives Built to Last – Built to Win! Every JESEL belt drive system is built using the finest materials and coatings available, and is machined to precise tolerances in JESEL's state-of-the-art CNC machining centers. Check out these unmatched key features.

CHEVROLET SMALL BLOCK

Small Block & 90°V6 / Standard Cam Height	JEKBD-31000
Small Block with Big Block Crank Snout	JEKBD-31200
Small Block with OEM Hydraulic Roller Cam	JEKBD-33000
SB2.2, Needle Thrust, No Pan Seal Groove	JEKBD-31260
SB2.2, Needle Thrust	JEKBD-31260PS
SB2.2, Removeable Thrust, No Pan Seal Groove	JEKBD-31260
SB2.2, Removeable Thrust	JEKBD-31260PS
Chevy Old Fire V6	JEKBD-31400
Dart SB / Olds Rocket, +.391" Raised Cam	JEKBD-31500
Dart SB / Olds, +.391" Raised Cam, BB Crank	JEKBD-31550
Small Block, +.441 Raised Cam	JEKBD-31580
Small Block, +.441 Raised Cam / BB Crank	JEKBD-31590
LS-1 Corvette	JEKBD-31600
GM R03	JEKBD-31700

CHEVROLET BIG BLOCK

BB & DRCE Olds / GEN 6 CNC Block	JEKBD-32000
BB Chevy Mark 5	JEKBD-32200
BB Chevy Gen 6 (6 Bolt Cover)	JEKBD-32300
BB +.250 Raised Cam	JEKBD-32500
BB +.400 Raised Cam	JEKBD-35500
BB +.600 Raised Cam DRCE 2	JEKBD-36000
BB +1.000 Raised Cam Donovan 800 / Dart Titan	JEKBD-36100
KB Olds +.250 / Aries New Century	JEKBD-35400
Rodeck 5.0 BC	JEKBD-36200
DRCE 3 Pro Stock	JEKBD-36300

FORD SMALL BLOCK

SB Ford Mechanical Fuel Pump	JEKBD-34150
SB Ford Electric Fuel Pump	JEKBD-34160
SB Ford/Electric Water Pump	JEKBD-34170
SB Ford w/ Motor Plate	JEKBD-34175
Jesel Spacer SB Ford,	
'93 & Older CVR Water Pump Drivers Side	JESPC-34010D

FORD BIG BLOCK

BB Ford 460 w/ Electric Fuel Pump	JEKBD-34500
BB Ford 460 w/ Mechanical Fuel Pump	JEKBD-34550

CHRYSLER SMALL BLOCK

Dodge R5C	JEKBD-35850C
Dodge R5C Less Cover	JEKBD-35853
Dodge R3, Mechanical Fuel Pump	JEKBD-35860
Dodge R3	JEKBD-35870

CHRYSLER BIG BLOCK

BB Chrysler / 426 Hemi	JEKBD-35000
BB Chrysler +.250 Cam Height	JEKBD-35800
Hemi 99 Pro Stock	JEKBD-35990

REPLACEMENT BELTS

20mm SB Chevy	JEBEL-30960
25mm Chevy SB & 90° V6	JEBEL-30990
25mm BB Chevy & Chrysler	JEBEL-31010
25mm LS-1	JEBEL-31045
27mm SB Raised Cam	JEBEL-31052
25mm BBC & Chrysler (WHITE RHINO)	JEBEL-32010

REPLACEMENT SEALS & THRUST PLATES

Crank Seal, 2.500" OD x 2.125" ID x .215"	JESEL-37200
Crank Seal, BB Chev & Chrysler, Rocket, R3	JESEL-37300
Crank Seal, SB Dust Cover	JESEL-37450
Crank Seal, SB Chevy 20mm Belt	JESEL-37700
Cam Seal, All Except Dodge R5	JESEL-38000
Cam Seal, Dodge R5	JESEL-38100
Cam Thrust Plate, SB/BB Chevy, Chrysler	JEPLT-35260
Cam Thrust Plate, BB Chevy / 70mm Cam	JEPLT-35262
Cam Thrust Plate, Thrust Hemi 99, Dodge R5	JESEL-35265
Cam Thrust Plate, Cam Seal, Dodge R6	JEPLT-35266
Cam Thrust Plate, SB2.2	JEPLT-35270
Cam Thrust Plate, Steel, SB2.2	JEPLT-35272
Cam Thrust Plate, Dodge R5	JEPLT-35275
Cam Thrust Plate, LS-1	JEPLT-35286
Cam Thrust Plate, GM LSX	JEPLT-35287
Cam Thrust Plate, World Warhawk LS7-X	JEPLT-35289
Cam Thrust Plate, R99/DRCE III	JEPLT-35290
Cam Thrust Plate, SB Ford, 55mm Cam Retainer	JEPLT-35295
Cam Thrust Plate, Dodge R3 Block	JEPLT-35305

Solid One Piece Upper Pulley Belt Drives

For engine builders and racers currently running chain or gear drives, Jesel now has a cost effective alternative Camshaft Belt Drive. This drive features a solid, one piece upper pulley design that offers cam timing adjustability of $\pm 8^\circ$. Proven standard features such as a 25mm reinforced High Torq Drive belt, bronze thrust washers and high vacuum Teflon coated cam and crank seals will reward the racer with years of dependable service. Camshaft belt drives reduce oil windage, they are significantly stronger than timing chains and are gentler than gear drives on the valvetrain.

Description	Part Number.
Chevrolet Small Block 262-400	JEKBD-38100
Chevrolet Big Block 396-454	JEKBD-38200
Chrysler Big Block 383-440	JEKBD-38400
Ford Windsor 289-351	JEKBD-38300



TIMING CHAIN ACCESSORIES



GM12581276



GM12588670

GM TIMING CHAIN DAMPENER

Chev LS7 with 2-Stage Oil Pump
Chev LS2 with Standard Oil Pump

GM12581276
GM12588670



TIMING CHAIN TENSIONER

Chev LS3/L92

GM12626407

GEAR DRIVES



SBC SINGLE IDLER GEAR DRIVE

High performance single idler gear drive for Small Block. Includes polished aluminium cover. Does not suit OEM roller cam engines.

SBC Single Idler Gear Drive **RPCR8410**

BBC DUAL IDLER GEAR DRIVE

High performance dual idler gear drive for Big Block Chev 1965-90. Fits under stock cover but does not suit OEM roller cam engines.

BBC Dual Idler Gear Drive **RPCR8412**



Flathead Timing Gear Sets

Steel crank gears and aluminium cam gears for added strength compared to the stock fibre gear which can strip, especially when running bigger cams and heavier springs.

Description	Part No.
Timing Gear Set 1949-53	SP221-2727S
Steel Crank Gear 1949-53	SP221-2701
Steel Crank Gear 1946-48	SP221-4704
Aluminium Cam Gear 1946-48	SP221-4706



JP Performance Idler Gear Drives

A-Grade Drawn Cup Needle Bearings rated to 12000RPM and dynamic load rating of 8.6kN (1935Lbf). Thrust washers rated to 16000RPM and dynamic load capacity of 7.2kN (1620Lbf). Induction Hardened Gears for longer life under harsh conditions. CNC turned for greatest accuracy. Precision laser cut idler plates. Shot peened gears to relieve stress. Case hardened and ground idler shafts to improve bearing life. Cam Bushes in 0, 2, 4 and 6 degrees for greater timing accuracy. Chev Kits include Cam Lock Tab and Thrust Bearing Assembly. Detailed instructions for rapid and correct installation.

JP5702	CHEV SB V8 DUAL IDLER GEAR DRIVE
JP5706	CHEV BB V8 DUAL IDLER GEAR DRIVE
JP5701	HOLDEN V8 DUAL IDLER GEAR DRIVE
JP5703	FORD CLEVELAND V8 DUAL IDLER GEAR DRIVE
JP5704	FORD WINDSOR V8 DUAL IDLER GEAR DRIVE
JP5708	FORD WINDSOR EFI V8 DUAL IDLER GEAR DRIVE



Gear Drives

Precision machined, heat-treated billet steel gears for timing accuracy & durability. Features 3 keyway crank sprocket for 4-degree incremental adjustability, 4-degree maximum advance/retard. Unique design virtually eliminates timing movement throughout the rpm range. Complete ready-to-install kit, including bolts & lock plate, ideal for street performance applications that desire that whining blower sound.

Description	Part No.
Chevrolet Small Block Gear Drive System	C04100
Chevrolet Big Block Gear Drive System	C04110
Ford Small Block Gear Drive System	C04120

Chevrolet Small Block V8 305, 350

With Factory Roller Cam Gear Drive System **C04136 1,2**
(1 OE Roller Blocks must counter sync bolts)
(2 Not for use in LT1 engines)

GM LS Gear Drive Timing Set

These gear drive timing sets are specifically designed for LS engines used in racing, street, marine and extreme applications.

They provide the most accurate valve timing possible by eliminating chain flutter and backlash. They bolt on without modification, maintaining the stock oil pump and timing cover for all LS-based engines except dry sump models.

Dry sump engines (LS7, LS9, etc.) require an external oil pump.

These are the world's only gear drives for LS engines and are based on the award-winning COMP Cams® LS Sprint Car Gear Drive. LS Gear Drive Timing Sets are designed for three-bolt cams and work with all 24x and 58x LS engines. **GM LS Gear Drive Timing Set (Standard GM Blocks) C05495**



Edelbrock Accu-Drive® Camshaft Gear Drives by Cloyes

The Accu-Drive® camshaft gear drive kit replaces a stock timing chain with a precision gear drive system. The gear drive can be easily installed.

Most Accu-Drives require no modifications to the engine block, although some fitting of the axles and front cover may be required. A unique feature of the Edelbrock Accu-Drive® system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears, assuring absolutely equal load sharing between the crankshaft and the camshaft gears. The gears are made from billet SAE-1144 steel with induction hardened teeth. Gear teeth are shaved for precision operation. The set features hardened and ground idler pins from billet steel.

- Accurate Timing Control... No Chain to Stretch
- Smooth Cam Rotation for Precise Valve Timing
- Provides Multiple Cam Timing Adjustments for Optimum Performance
- Compatible with all Standard Camshafts

Important Note: Accu-Drive® Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors.

ED7890	Chevy 262-400 V8 (1957-95)
ED7891	Chevy 396-454 V8 (1965-90)
ED7892	Ford 289-302 V8 (1962-85), 351-Windsor (1969-96)
ED7892	Ford 5.0L (1985-95 hydraulic roller lifter cams)
ED7896	Ford 351-C V8 (not for 351M/400)
ED7894	Ford 429-460 V8 (1968-87)
ED7895	Pontiac 326-455 V8



Milodon Gear Drives

The Milodon gear drives are a professional style three-gear unit which, unlike a four-gear type, does not rob any power from the engine to run. The billet steel gears mounted solidly to the block, will not and can not, allow the timing to vary, unlike a flexible belt or chain. The design allows precise camshaft advance & retard using Milodon's adjustable bolt pattern cam gear and cam hub assembly. These benefits add up to increased horsepower output and higher RPM potential.



FULL COVER STYLE

Milodon full cover style gear drives include an aluminium timing cover with a billet removable cam cover for effortless adjustment of cam timing. They are Available in the standard "flat cover" configuration which uses a stock style water pump or the "blown/injected with fuel pump drive" style that does not use a stock-style water pump. Blown engines will require a fuel pump extension.

Application	Part No.
Chev Small Block Flat Cover Style	M112000
Chev Small Block Blown Injected Style	M112250
Chev Big Block Flat Cover Style	M112600
Chev Big Block Blown Injected Style	M112700

UNDER COVER STYLE

The Milodon Under Cover gear drives fit under the stock front cover with very slight fitting and mounts the fixed idler gear solidly to a 3/8" thick steel plate which is bolted securely to the block. This fixed idler system will fully compensate for any crank position, even if the block has been severely align bored, without any sacrifices.

Application	Part No.
Chrysler Small Block 318-360	M113600
Chrysler Hemi 331-392	M113600
Ford Windsor 302-351	M114100
Ford Cleveland 302-351	M114200
Ford FE Big Block 390-428	M114500
Ford Big Block 429-460	M114600

HARMONIC BALANCERS



ATI SUPER DAMPERS

The patented ATI Super Damper is the only damper designed exclusively for high performance engines.

- Eliminates torsional crankshaft vibrations
- Exceeds SFI 18.1 specs
- Laser engraved 360° timing marks
- Black zinc chromate finished

Application	Part No
Chev Small Block 7.074" Internal Balance	AT1917785
Chev Small Block 7.074" Internal Balance L/Weight	AT1917780
Chev Small Block 6.375" Internal Balance	AT1917781
Chev Small Block 6.325" Internal Balance	AT1917782
Chev Big Block 7.074" External Balance	AT1917740
Chev Big Block 8.074" Internal Balance	AT1917062
Chev & Holden LS1 with A/C Pulley	AT1917242
Ford Windsor & Cleveland External Balance	AT1918900
Ford Windsor & Cleveland Internal Balance	AT1918920
Nissan RB26DETT R32 GTR	AT1917752
Nissan RB26DETT R32 GTR - Underdrive	AT1918599
Nissan RB26DETT R33 & R34 GTR	AT1917753
Nissan RB26DETT R33 & R34 GTR - Underdrive	AT1918598
Nissan RB26DETT Race Only (no accessory drive)	AT1918596
Nissan SR20DET RWD	AT1918582
Nissan VR38DETT	AT1918641
Subaru FA-20	AT1918482
Toyota 2JZGTE 1994-98 - 15% Overdrive	AT1918562

ATI service kits

7" BAL 3 RING SERVICE DUROMER KIT	AT1918960-70
6.32" BAL 3 RING SERVICE DUROMER KIT	AT1918980-70V
5.5" BAL 3 RING SERVICE DUROMER KIT	AT1918985-70

CRANKSHAFT HUBS

Steel crankshaft hubs only. Normally used for supercharged applications where a damper is not required.

Application	Part No
Chev Small Block	AT1916040
Chev Small Block with BB Snout & 6-Bolt Pattern	AT1916134
Chev Small Block with BB Seal & 6-Bolt Pattern	AT1916172
Toyota 2JZGTE 1994-98	AT1916023

CRANK PIN DRILL FIXTURE KIT

The ATI Crank Pin Drill Fixture Kit for the LS1 Super Damper allows you to install 1 or 2 dowel pins to the LS1 crank, eliminating the damper twist on the shaft. In most applications, the crank may be drilled and the pin installed with the engine in the car. This is a must for engines used in circle track racing or supercharging. **LS1 Crank Pin Drill Fixture Kit AT1918993**





ATI BALANCER PULLEYS

Application	Part No.
Chev & Holden LSA 6.2L, 7.480" O.D., NO Supercharger Pulley	ATI918854
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 8.46" O.D., 5% Overdrive	ATI916105
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 8.86" O.D., 10% Overdrive	ATI916106
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 7.99" O.D., Stock Size	ATI916153
Nissan RB26DETT R32-R34 Water Pump Pulley 4-Rib	ATI916744



PROFORM HARMONIC BALANCERS

Fits Chevy small and big block engines. These are brand-new OE replacement harmonic balancers. Affordable pricing eliminates the need to clean your old stock balancer.

PR66509	Chevy S/B 350 - Center Timing Mark 6-3/4.
PR66510	Chevy S/B - Internal 6-3/4.
PR66511	Chevy S/B - Internal 8.
PR66513	Chevy S/B 400 - External.
PR66508	Chevy B/B 396.
PR66512	Chevy B/B 454. Pre-1989 - External.



RPCR3853



RPC BALANCERS

Built to exceed OEM specs, these are a very affordable quality solution.

Application	Finish	Part No.
SBC 262-350 6-3/4 Internal balance.	Black	RPCR3848
SBC 262-350 8" Internal balance.	Black	RPCR3850
SBC 400 8" Ext balance.	Black	RPCR3851
BBC 8" 396/427 Int balance.	Black	RPCR3852
BBC 8" 454/502.	Black	RPCR3853
SB CHRY 7.25".	Black	RPCR3854
BB CHRY 7.25".	Black	RPCR3855

RPCR3871



SFI BALANCERS

SBC SFI 6.75" 283-400 Int balance.	Black	RPCR3868
SBC SFI 8" 283-350 Int balance.	Black	RPCR3870
SBC SFI 8" 400 Ext balance.	Black	RPCR3871
BBC SFI 8" 454-502 Ext balance .	Black	RPCR3873
SB CHRY SFI 7.25".	Black	RPCR3874
BB/CHRY SFI 7.25".	Black	RPCR3875



HARMONIC BALANCERS

SPORTS SERIES

Romac sports series harmonic balancers feature billet steel inner and outers separated by a premium neoprene elastomer. They are suitable for street or race engines and are SFI and ANDRA approved.



Application	Part No.
Chevy	
SB Chev 3-Bolt Alloy spacer	RO0206S
Chev Small Block 283-350	RO0202
Chev Small Block 400	RO0205
Chev Small Block 5-3/4" (STD Pulleys won't fit)	RO0206
Chev Small Block 283-350 .001" UNDER ID	RO0202-001
Chev Small Block 283-350 .002" UNDER ID	RO0202-002
Small Block Chev 400 Bal Ext C/W .001" Under ID	RO0205-001
SBC L/W Balancer .001 Under ID	
STD PULLEYS DO NOT FIT	RO0206-001
Chev Big Block 427-502 Internal Balance	RO0207
Chev Big Block 454-502 External Balance	RO0208
Big Block Chev 396-427 Har/Bal Internal .001" Under ID	RO0207-001
BBC Neutral Blower Bal 6 Bolt Face, Dual Keyway	RO0207-B-6
BBC 454 Blower Bal 6 Bolt	
External, Dual Key, .001" Under	RO0208-B-6B-001
BBC Blower Bal Std 6 Bolt Face, Dual Keyway External Bal	RO0208B

Holden

Holden 6 Cylinder Blue Motor	RO0201B
Holden 6 Cylinder Red Motor	RO0201R
Holden V8 253-304-308	RO0220
Holden 253-308-308 V8	
Harmonic Bal -.010" Under ID	RO0220-010
Holden V8 253-308-308 Blower	
Bal W/6 Bolt Face, Dual Key	RO0220-B-6
Holden 253-308-308 V8	
Harmonic Bal -.005" Under ID	RO0220-005

Pontiac

Pontiac V8 287-455	RO0223
Chrysler	
Chrysler Hemi 6 Cylinder Wide Version	RO0216
Chrysler Small Block 340 Internal Bal.	RO0218
Chrysler Small Block 360 External Bal.	RO0218C/W
Chrysler Big Block 361-440	RO0214
Chrysler B/B 440 Balancer Odd Bolt Pattern	RO0215
Chrysler Big Block 361-440, .001" Under I.D	RO0214-001
Chrysler 340 Blower Bal Internal,	
Dual Key, Std 6 Bolt	RO0218/B
Chrysler Slant 6 Balancer	RO0224
Ford	
Ford 6 Cylinder XR-XE	RO0217
Ford 6 Cylinder XF-XG	RO0222
Ford 6cyl AU 6 Groove Serpentine	
Balancer w/trigger plate	RO0249
Ford 6cyl EA Falcon Twin 'V'	
Belt + 5 Groove Serpentine	RO0248
Ford 289-351 Windsor 280z (Flat Face)	RO0209/28
Ford 289-351 Windsor 280z (Raised Face)	RO0241/28
Ford 289-351 Windsor Internal Balance	RO0210
Ford 289-351 Windsor	
50oz 3&4 Bolt, External Balance	RO0209/50
Ford 289-351 Windsor Internal Bal, .001" Under	RO0210-001
Ford 289-351 Windsor Neutral Blower	
Ford 289-351 Windsor 280z (Raised Face)	
.002" Under I.D	RO0241/28-002
Dual Key -6 Bolt Face	RO0210B
Ford 302-351 Cleveland External Balance	RO0203
Ford 302-351 Cleveland Internal Balance	RO0204
Ford Cleveland 302-351 Har/Bal .002" Under Id	RO0203-002
Ford Windsor Blower 280z Dual Key,	
6 Bolt, External	RO0209/28/B
Ford 302 Boss External Balance	RO0211
Ford 5.0L HO Internal Balance	RO0240
Ford Modular V8 5.4L	RO0245
Ford 460 Blower Bal-6 Bolt Face-Dual Keyway	RO0213/B-6
Ford Big Block 429-460	RO0213
Ford FE Big Block 352-428	RO0219
Ford FE 427 W/Pulley All Steel Factory Replica	RO0250
BMC	
A Series Leyland Mini Cooper S	RO0239

PERFORMANCE SERIES

Romac performance series balancers feature billet steel inner and aluminium outers for lighter weight and superior dampening compared to steel balancers. These balancers are suitable for street and race engines and are recommended for all high comp and stroker motors. SFI and ANDRA approved.

Application	Part No.
Chevy	
Chev Small Block 283-350	RO0202SA
Chev SB 283-350 Blown Dual Keyway	RO0202SA/B
Chev Small Block 400	RO0205SA
Chev SB 5-3/4 Light Weight	
Steel/Alloy .002 Under ID	RO0206SA-002
Chev Small Block 6.2" Steel/Alloy	
Bal-.002" Undersize Id	RO0202SA-002
Chev SB Steel/Alloy Blower 6 Bolt Face,	
Dual Keyway 3/16"	RO0202SA/B6
Chev SB 6" Steel/Alloy 3 Bolt -	
Does Not Accept Factory Pulleys	RO0206SA
Chev & Holden LS1	RO0285SA
Chev & Holden LS1, 25% Underdrive	RO0285SA/U
Chev Big Block 427-502 Internal Bal.	RO0207SA
Chev Big Block 454-502 External Balance	RO0208SA

Chrysler

Chrysler Hemi 6 Cylinder Wide Version	RO0216SA
Chrysler Small Block 340 Internal Bal.	RO0218SA
Chrysler Big Block 361-440	RO0214SA
Chrysler Slant 6 Balancer Steel/Alloy	RO0224SA
Chrysler Small Block 340 External Bal	RO0218SA/CW

Ford

Ford 6cyl EA Falcon St/Alloy 'V' Belt + 5 Groove Serpentine	RO0248SA
Ford 6 EF-AU 6 Groove Serp Bal Steel/Alloy, W/Trigger Plate	RO0249SA
Ford Modular V8 5.4L	RO0245SA
Ford Modular Coyote V8	
Steel/Alloy Bal 8 & 6 Rib	RO0336SA
Ford Ho 280z S/Alloy C/W Bal Early	
Raised Step-Wind & Boss	RO0241SA/28
Ford W 5l AU XR8 Ext Bal 50oz	
W/Rear Bolt On Chopper Plate	RO0251SA
Ford W 5l AU XR8 Neutral Bal	
W/Rear Bolt On Chopper Plate	RO0252SA
Ford Windsor External Bal Steel	
Inner/Allot Out 280z	RO0209SA/28
Cleveland Blower Bal Steel/Alum	
Dual Key (Neutral) 4 Bolt Face	RO0204SA/B-4
Ford 302-351 Cleveland External Balance	RO0203SA
Ford 302-351 Cleveland Internal Balance	RO0204SA
Ford Windsor External Bal Steel	
Inner/Allot Out 280z, .002" Under i.d	RO0209SA/28-002
Ford 289-351 Windsor Neutral Steel/Alloy,	
RH T/Marks, 6-Bolt Blower, Dual Keyway	RO0210SVOSA/B-6
Clev Steel/Alloy Blower 4 Bolt Bal,	
External, Dual Keyway	RO0203SA/B-4
Clev Steel/Alloy 6 Bolt Blower Bal,	
External, Dual Keyway	RO0203SA/B-6
Clev Int Blower Bal Steel/Alum Dual Key	
(Neutral) 6 Bolt Face	RO0204SA/B-6
Ford 289-351 Windsor Neutral Steel/Alloy,	
RH T/Marks	RO0210SA/SVO
Ford 289-351W HQ Blower Bal	
Steel/Alloy 4 Bolt, Neutral	RO0240SA/B
Ford 289-351W Blower Bal	
Steel/Alloy 280z, 4 Bolt	RO0241SA/28/B
FFord 289-351 Windsor 280z (Flat Face)	RO0209SA

Ford 289-351 Windsor 280z (Raised Face)	RO0241SA
Ford 289-351 Windsor Internal Balance	RO0210SA
Ford 5.0L HO Internal Balance	RO0240SA
Ford Big Block 429-460	RO0213SA
Ford FE Big Block 352-428	RO0219SA

Holden

Holden 6 Cylinder Blue Motor	RO0201SA/B
Holden 6 Cylinder Red Motor	RO0201SA/R
Holden V8 253-304-308	RO0220SA
Holden V8 383 Stroker C/Weighted	RO0221SA
Holden/Nissan RB30E & RB30ET	RO0330SA
Gen 3 LS1 Neutral Balancer Serp	
Outer Deep Dish Inner Hub	RO0285SA
Gen 3 LS1 25% Under Driven Balancer	
Neutral-Serp Outer	RO0285SA/U

Pontiac

Pontiac V8 287-455	RO0223SA
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BMC

BMC British Steel/Alloy MGA- MGB	RO0235SA
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PRO SERIES

Romac pro series balancers feature billet aluminium inner and outers for light weight and quicker acceleration. These balancers are strictly race only for engines without crank driven accessories. Engines with accessories driven off the inner hub of the balancer should use a balancer with a steel inner hub. SFI and ANDRA approved.

Application	Part No.
Chev Small Block 283-350 Larger seal	RO0202AA
Chev Big Block 427-502 Internal Bal.	RO0207AA
Ford 302-351C Int/Bal Larger Seal	RO0204AA
Holden 6 Cylinder Red Motor	RO0201AA/R
Holden V8 Larger Seal	RO0220AA Larger

Large ID Alloy Balancer seals

ID Front Seal, SBC-Hold V8, Suit Alloy Balancer	RO19215
Larger ID Front Seal, Windsor, Suit Blower & All Alloy Bal	RO19215



SCAT PERFORMANCE HARMONIC BALANCERS

Scat Performance SFI harmonic dampers are constructed of 1045 steel for increased durability and consistency at higher RPMs. All of our dampers feature a bonding process which adheres the elastomer to the I.D. of the inertia ring and the O.D. of the hub. Our dampers all feature laser etched timing marks against a painted black background. In addition, we engrave a mark every 90° which is also laser etched. (90° marks not on small block Ford dampers. Harmonic dampers for EFI applications do not have timing marks)

STREET PERFORMANCE BALANCERS

Application	Part No
Chev SB 350, 6" Internal	SCA80010
Chev SB 350, 6-3/4" Internal	SCA80000
Chev SB 400, 6-3/4" External	SCA80001
Chev SB 350, 8" Internal	SCA80002
Chev SB 350, 8" External	SCA80003
Chev BB 396-427, 8" Internal	SCA80004
Chev BB 454-502, 8" External	SCA80005
Chev LS1 Camaro/Commodore, 7.5" 3.70" Length	SCA80032
Chev LS1/LS6 Corvette, 7.5" 2.94" Length	SCA80033
Chrysler SB 318-340-360, 7.4"	SCA80012
Chrysler BB 383-440	SCA80013
Ford SB 6.4" 280z External, 3.05" Length	SCA80006
Ford SB 6.4" 500z External, 3.05" Length	SCA80007
Ford BB 429-460, 6.7"	SCA80008
Ford FE 352-428, 7.5", Includes Pulley	SCA80009

PERFORMANCE BALANCERS SFI APPROVED

Application	Part No
Chev SB 350, 6" Internal	SCA90010
Chev SB 350, 6-3/4" Internal	SCA90000
Chev SB 400, 6-3/4" External	SCA90001
Chev SB 350, 8" Internal	SCA90002
Chev SB 350, 8" External	SCA90003
Chev BB 396-427, 8" Internal	SCA90004
Chev BB 454-502, 8" External	SCA90005
Chrysler SB 318-340-360, 7.4"	SCA90012
Chrysler BB 383-440	SCA90013
Ford SB 6.4" 280z External, 3.05" Length	SCA90006
Ford SB 6.4" 500z External, 3.05" Length	SCA90007
Ford BB 429-460, 6.7"	SCA90008
Ford FE 352-428, 7.5" Includes Pulley	SCA90009

FORD SMALL BLOCK PULLEY SPACERS

Scat small block Ford balancers have both 3 & 4 bolt patterns. These dampers are made to the 3.050" length as used on 1969 and earlier vehicles and can be used on later models with the addition of a pulley spacer.

Application	Part No
.350" Thick for 302-351C & 1969-79 351W	SCD-81006
.950" Thick for 1970-96 302W & 1980-96 351W	SCD-81007
.875" Thick	SCD-81008



Nuline Stock Replacement Balancers

These balancers are perfect for stock replacement and mild street applications. For Performance or extended RPM application a Powerbond Street or Race series balancer should be used instead for extra insurance. Popular applications are listed below but a full range is available so if you don't see your model, please contact Rock.

Application	Part No.
Chev Small Block 283-350 (Int. Bal.) 6" Diameter	PBHB1012-N
Chev Small Block 283-350 (Int. Bal.) 8" Diameter	PBHB1046-N
Chev Small Block 383-400 (Ext. Bal.) 8" Diameter	PBHB1050-N
Chev LS1 GENIII	PBHB1480-N
Chev Big Block 396-427 (Int. Bal.) 7" Diameter	PBHB1019-N
Chev Big Block 396-427 (Int. Bal.) 8" Diameter	PBHB1211-N
Chev Big Block 454 (Ext. Bal.) 8" Diameter	PBHB1018-N
Chrysler 6cyl 225 Slant	PBHB1001-N
Chrysler 6cyl 215-265 Hemi (Except 6-Pack)	PBHB1003-N
Chrysler V8 Small Block 318-340	PBHB1004-N
Chrysler V8 Small Block 360	PBHB1108-N
Chrysler V8 Big Block 440	PBHB1112-N
Ford 6cyl XK-XW	PBHB6312-N
Ford 6cyl XY-XE Single V-Pulley	PBHB1006-N
Ford 6cyl XY-XE Double V-Pulley	PBHB1007-N
Ford 6cyl XF	PBHB1021-N
Ford 6cyl 3.9L EA to 8/89	PBHB1057-N
Ford 6cyl 3.9L EA-ED 8/89-On	PBHB1073-N
Ford 6cyl 4.0L EF to 8/96	PBHB1283-N
Ford 6cyl 4.0L EF-EL 8/96-On	PBHB1432-N
Ford 6cyl 4.0L AU	PBHB1462-N
Ford 6cyl 4.0L BA Incl. Turbo	PBHB1157-N
Ford 5.0L V8 EB-EL	PBHB1084-N
Ford 5.0L V8 AU	PBHB1463-N
Ford 5.4L V8 BA	PBHB1116-N
Ford 289-302W 3-Bolt (C/Sunk) 6.33" OD	PBHB1008-N
Ford 289-302W 3-Bolt (Raised) 6.33" OD	PBHB1202-N
Ford 302-351W 3-Bolt (Raised) 6.5" OD, 28oz	PBHB1203-N
Ford 302-351W 3-Bolt (C/Sunk) 6.5" OD, 28oz	PBHB1009-N
Ford 302-351W 4-Bolt (Raised) 28oz C/Weight hub	PBHB1060-N
Ford 302-351W 4-Bolt (Raised) 28oz C/Weight ring	PBHB1070-N
Ford 5.0L 302W EFI 4-Bolt 50oz	PBHB1084-N
Ford 302-351 Cleveland (Ext. Bal.)	PBHB1082-N
Ford 429-460 Big Block	PBHB1210-N
Holden 6cyl 149-202 Red	PBHB17A-N
Holden 6cyl 173 Blue	PBHB876-N
Holden 6cyl 202 Blue/Black	PBHB9752-N
Holden VL RB30	PBHB1085-N
Holden VN 3.8L V6 Series 1	PBHB1074-N
Holden V6 VN-VP to Eng. 1274843	PBHB1083-N
Holden V6 VP-VR Eng. 1274844 on	PBHB1207-N
Holden V6 VS Series I	PBHB1237-N
Holden V6 VS Series II - VY	PBHB1434-N
Holden V6 VS-VX Supercharged	PBHB1461-N
Holden V8 253-308	PBHB1081-N
Holden LS1 GENIII	PBHB1480-N
Holden LS2, L98	PBHB1117-N
Mitsubishi 4G63	PBHB1262-N

Powerbond Power Pulley Kit

Under drive balancer kit produces more horsepower by reducing parasitic power loss from driving engine accessories including alternator, power steering, and air conditioning

Application	Part No.
Holden Commodore	PBK001
VT-VZ 1999-06 LS1	PBK001



Street Series

The Powerbond Street Series is the economical choice for high powered street engines and race classes that require an OEM style balancer. The unique high pressure long cure bonded dampening rubber eliminates spinning and component separation giving reliable performance in engines used to 6500rpm. Powerbond Street Series combine new high strength SG (Nodular) Iron balancer centres with new inertia rings, bonded then balanced to extremely tight tolerances. All Powerbond Street balancers feature easy to read permanently etched timing marks on the outer ring.



Race Series

The Powerbond Race Series brings the advantages of bonded balancers to high revving race and street/race applications where an SFI approved balancer is required. Every Race Series Powerbond balancer features a precision CNC machined AUSI 1045 forged steel hub bonded to an equally strong forged steel inertia ring. Every model has easy to read computer etched timing marks. The new two stage clear over black finish is extremely resistant to scratching and corrosion. All Powerbond Race Series balancers meet SFI specification 18.1.

CHEVROLET

Application	Diam.	Street	Race
283, 307	6.10"	PB1012-ST	PB1012-SS
283, 307 with Big Block Snout	6.10"	-	PB1160-SS
283, 350	6.75"	PB2221-ST	PB2221-SS
283, 350 with Big Block Snout	6.75"	-	PB1161-SS
283, 350	8.00"	PB1046-ST	PB1046-SS
350 LT1 1993-97 Serpentine	7.50"	PB1481-ST	PB1481-SS
350 LT1 93-97 10% Underdrive	6.75"	-	PBU1481-SS10
350 LT1 8-Rib Serpentine	7.50"	-	PB81481-SS
383, 400 (Ext. Balance)	7.00"	-	PB1118-SS
383, 400 (Ext. Balance)	8.00"	PB1050-ST	PB1050-SS
LS1, GENIII	7.50"	PB1480-ST	PB1480-SS
LS1, GENIII 10% Underdrive	6.81"	-	PBU1480-SS10
LS1, GENIII 25% Underdrive	6.22"	-	PBU1480-SS25*
LS1, GENIII 10% Overdrive	8.25"	-	PB01480-SS10
LS1, GENIII 8-Rib Serpentine 7.50"	-	-	PB81480-SS
LS1, GENIII 8-Rib 5% Overdrive 7.88"	-	-	PB081480-SS5
LS1 GENIII 8 Rib, 6 Bolt S/C	7.50"	-	PB1480-SC
LS1 GENIII 8 Rib, 6 Bolt S/C	7.50"	-	PB081480-SC10
10% Overdrive	-	-	-
LS1, GENIII 10-Rib Serpentine	7.50"	-	PB101480-SS
LS6, LS2, LS3	7.50"	-	PB1117-SS
LS6, LS2, LS3 10% Underdrive	6.75"	-	PBU1117-SS10
LS6, LS2, LS3 25% Underdrive	6.22"	-	PBU1117-SS25
LS6, LS2, LS3 8-Rib Serpentine	7.50"	-	PB81117-SS
LS6, LS2, LS3 8 Rib, 3 Bolt S/C	7.50"	-	PB81117-SC
LS7 25% Underdrive	7.64"	-	PBU1503-SS25
LSA VF 6.2L S/C 5% O/D	-	-	PB01662-SS5
LSA VF 6.2L S/C 10% O/D	-	-	PB01662-SS10
LSA VF 6.2L S/C 18% O/D	-	-	PB01662-SS18
LSA VF 6.2L S/C 22% O/D	-	-	PBK027
LSA VF 6.2L S/C 28% O/D	-	-	PBK028
427-454 Big Block (Int. balance) 7.00"	PB1019-ST	PB1019-SS	
427-454 Big Block (Int. balance) 8.00"	PB1211-ST	PB1211-SS	
454 Big Block (Ext. Balance) 8.00"	PB1018-ST	PB1018-SS	

NISSAN

Application	Diam.	Street	Race
Silvia CA18DET 25% Underdrive 5.98"	-	PBU1504-SS25	
Silvia CA18DET 20% Underdrive 5.98"	-	PBU150-SS20	
200SX '94-on 25% Underdrive 5.16"	-	PBU1104-SS25	

HOLDEN

Application	Diam.	Street	Race
149-202 Red 6 Cylinder	6.01"	PB17A-ST	PB17A-SS
2.8L & 3.3L Blue/Black 6 Cyl.	6.01"	PB9752-ST	PB9752-SS
RB30 & RB30ET 25% Under	5.08"	-	PBU1085-SS25
3.8L V6 VN-VP to Eng. 1274843	7.28"	PB1083-ST	PB081083-SS5
3.8L V6 VP-VR Eng. 1274844 on	7.28"	PB1207-ST	PB081207-SS5
3.8L V6 VS-VY Incl. S/Charged	6.94"	-	PB81461-SS
3.8L V6 VS-VY S/C 5% O/drive	7.28"	-	PB081461-SS5
3.6L Alloytec VZ-VE 20% Under	6.77"	-	PBU1177-SS20
253-308 & 5.0L EFI V8	6.55"	PB1081-ST	PB1081-SS

PONTIAC

Application	Diam.	Street	Race
287-455 V8	6.79"	PB1056-ST	PB1056-SS

SUBARU

Application	Diam.	Street	Race
WRX EJ20 97-00 25% Under	4.02"	-	PBU1164-SS25

FORD

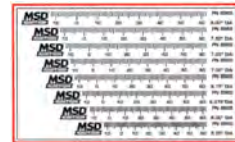
Application	Diam.	Street	Race
200-250 6 Cylinder	6.87"	PB1021-ST	-
250 6 Cylinder EFI, 4-Bolt	6.87"	PB1021-ST	-
3.9L 6 Cylinder EA to 8/89	6.36"	PB1057-ST	-
3.9L 6 Cylinder EA-ED 8/89-On	6.36"	PB1073-ST	-
4.0L OHC 6 Cylinder EF to 8/96	6.85"	PB1283-ST	-
4.0L OHC 6 Cyl EF-EL 8/96-On	6.85"	PB1432-ST	-
4.0L OHC 6 Cylinder AU	6.85"	PB1462-ST	-
4.0L BA XR6 Turbo 20% Under	6.85"	-	PBU1157-SS20
5.4L V8 BA Falcon	7.05"	-	PBK1116-SS25
302-351 Cleveland	6.50"	PB1082-ST	PB1082-SS
289-302W 3-Bolt (C/Sunk)	6.33"	PB1008-ST	-
289-302W 3-Bolt (Raised)	6.33"	PB1202-ST	-
302-351W 3-Bolt (Raised) 28oz	6.50"	PB1203-ST	PB1203-SS
302-351W 3-Bolt (C/Sunk) 28oz	6.50"	PB1009-ST	PB1009-SS
302-351W 4-Bolt (Raised) 28oz	6.50"	PB1060-ST	PB1060-SS
302W 4-Bolt C/Weight Ring	6.40"	PB1070-ST	-
302W EFI 4-Bolt 50oz	6.40"	PB1084-ST	PB1084-SS
351W EFI 4-Bolt 50oz	6.40"	PB1214-ST	-
5.0L EFI AU w/Crank Trigger	6.38"	PB1463-ST	-
302-351W 3-Bolt L/W (Int Bal)	5.90"	PB1479-ST	PB1479-SS
302-351W 4-Bolt L/W (Int Bal)	6.37"	-	PB1086-SS
390 FE (Internal Balance)	7.00"	PB1111-ST	PB1111-SS
460 BB (Internal Balance)*	6.62"	PB1210-ST	PB1210-SS
4.6L V8 Mustang	6.75"	PB1478-ST	PB1478-SS
4.6L V8 Mustang 8-Rib	6.75"	-	PB81478-SS
5.4L V8 BA Falcon*	7.05"	PB1116ST	PBU1116-SS10
5.4L V8 Mustang 25% Under	7.05"	-	PBU1116-SS25

* PB1210-SS can be ext. balanced with factory wing counterweight.
* PB1116-SS10 is 6.35" diameter for 10% underdrive.

CHRYSLER

Application	Diam.	Street	Race
245, 265 Hemi 6 Cylinder	6.85"	PB1003-ST	PB1003-SS
318, 340	7.11"	PB1004-ST	PB1004-SS
360	7.26"	PB1108-ST	PB1108-SS
392 Hemi	7.08"	PB1115-ST	PB1115-SS
440	7.24"	PB1112-ST	PB1112-SS
5.7L Hemi 300C, 8-Rib	7.08"	-	PB1375-SS
5.7-6.1L SRT Hemi 25% Under	6.89"	-	PBU1375-SS25
5.7-6.1L SRT Hemi Kit 25% Under 6.89"	-	-	PBK005

BALANCER ACCESSORIES



TIMING TAPES

The MSD Timing Tape comes with eight different tapes to fit common balancers ranging from 5.25" to 8" in diameter. The tapes are marked off in one degree increments from 14° ATDC to 64° BTDC and are printed on a tough, chemical resistant material.

Description

Timing Tapes, 5-1/4" to 8" Diameter

Part No.
MSD8985

Harmonic Balancer Covers

Stable Top Dead Center indication and timing accuracy, enhanced appearance. They are available in chrome and black.

6-3/4" Chevy™ small block

PR141-727 Black

PR141-725 Chrome

8" Chevy™ small block

PR141-728 Black

PR141-726 Chrome



Harmonic Balancer Repair Sleeves

Pioneer harmonic balancer repair sleeves include sealant and easily install in minutes to stop oil leaks caused by worn balancers.

Application

Chev Small Block
Chev Big Block
Ford 289-351 Windsor
Ford 302-351 Cleveland & 400M
Ford 332 FE V8 & 215 6 Cyl
Ford 352-428 FE
Ford 460 Big Block
Pontiac 326-455 V8

Part No.
PIHB-4121
PIHB-4123
PIHB-3124
PIHB-3124
PIHB-3122
PIHB-3124
PIHB-3124
PIHB-4128

460 CRANKSHAFT DAMPER SPACER

Spacer with counterweight for 1979-97 external balanced 460 engines. Used on Ford Racing crate engines.
FMM-6359-D460



Harmonic Balancer Bolt Kits

Application	Socket Size	Diameter/Thread Size	UHL	Part No.
CHEVROLET Small Block				
Small Block	5/8"	7/16-20	2.470	AR134-2501
Small Block	13/16"	7/16-20	2.470	AR234-2501
Small Block	1-1/16"	7/16-20	2.470	AR234-2502
LS1 & LS6 Gen III	4.8, 5.3 and 6.0L	1-1/16"	M16 x 2.0	4.325 AR234-2503
CHEVROLET Big Block				
Big Block	5/8"	1/2-20	1.550	AR135-2501
Big Block	13/16"	1/2-20	1.550	AR235-2501
Big Block	1-1/16"	1/2-20	1.550	AR235-2502
HOLDEN				
Holden 253-304-308 5/8"	5/8"		1.800	AR154-2501
CHRYSLER				
318-440 Wedge with Thick Damper & Viper V10	1-1/16"	3/4-16	2.200	AR240-2501
KB Hemi	1-1/16"	3/4-16	1.420	AR245-2501
FORD				
All (except 351C)	5/8"	5/8-18	2.050	AR150-2501
351C	5/8"	5/8-18	1.800	AR154-2501
4.6L, V8, 12 pt	18mm	M12 x 1.50	1.800	AR156-2501
Duratec	19mm	M14 x 1.25	1.735	AR251-2501
HONDA				
B16/18	19mm	M14 x 1.25	1.350	AR208-2501
MITSUBISHI				
4G63	19mm	M14 x 1.50	1.525	AR207-2501



CHEV HARMONIC BALANCER BOLT

Aeroflow's heavy-duty high strength Chev Balancer bolt kit is the best way to bolt on your balancer. This kit has a perfectly flat thick washer to spread the fastening load over a greater surface area. It also features a bolt that can accept a standard 12.7mm (1/2") drive ratchet or breaker bar to rotate the crank assembly.

Part No

AF37-0010

Colour

Black

Description

SBC Balancer Retaining Bolt

Harmonic Balancer Bolt & Washer Kits

Made from Grade 8 alloy material and heat-treated for superior strength, these harmonic balancer bolts feature a high hex head to prevent socket slippage while rotating the engine when degreasing a cam or adjusting the valves. An extra thick, parallel ground washer is provided to allow for a more accurate, uniform torque. Durable zinc dichromate, gold tone finish, complete with split lock washer to prevent loosening caused by vibration.

Chevrolet 283-400 Small Block, 7/16"-20 x 2-1/4"
Chevrolet 396-454 Big Block, 1/2"-20 x 1-1/2"

MG945
MG946



BILLET TIMING POINTERS

Suits billet/stock style timing covers

Aeroflow's timing pointers are adjustable up to 4 degrees and are made from T6-6061 billet aluminium. Mounting hardware is included and they are available in bright anodized blue, black, silver and red. Note: NOT compatible with 5" Scat Balancer

Application	Black	Silver	Chrome
SBF 10 O'clock	AF64-2079BLK	AF64-2079S	AF64-2079C
SBF 11 O'clock	AF64-2046BLK	AF64-2046S	AF64-2046C
SBC 6-1/4"	AF64-2052BLK	AF64-2052S	AF64-2052C
SBC 6-3/8"	AF64-2050BLK	AF64-2050S	AF64-2050C
SBC 7"	AF64-2049BLK	AF64-2049S	AF64-2049C
SBC 7-1/4"	AF64-2047BLK	AF64-2047S	AF64-2047C
SBC 8"	AF64-2053BLK	AF64-2053S	AF64-2053C
BBC 6-1/4"	AF64-2051BLK	AF64-2051S	AF64-2051C
BBC 7-1/4"	AF64-2048BLK	AF64-2048S	AF64-2048C
BBC 8"	AF64-2099BLK	AF64-2099S	AF64-2099C

Application	Blue	Red
SBF 10 O'clock	AF64-2079	AF64-2079R
SBF 11 O'clock	AF64-2046	AF64-2046R
SBC 6-1/4"	AF64-2052	AF64-2052R
SBC 6-3/8"	AF64-2050	AF64-2050R
SBC 7"	AF64-2049	AF64-2049R
SBC 7-1/4"	AF64-2047	AF64-2047R
SBC 8"	AF64-2053	AF64-2053R
BBC 6-1/4"	AF64-2051	AF64-2051R
BBC 7-1/4"	AF64-2048	AF64-2048R
BBC 8"	AF64-2099	AF64-2099R

TIMING TABS & POINTERS



CHROME STEEL TIMING TABS

Non Adjustable Timing Tabs

Chev Small Block **RPCR4960**
Chrysler 383-440 **RPCR9393**

Adjustable Timing Tabs

Chev SB 7" Balancer **RPCR9178**
Chev SB 8" Balancer **RPCR9179**
Chev BB 8" Balancer **RPCR9180**

ALUMINIUM TIMING TABS

- Fits Small Block Chev
- Suits 6" or 7" Balancer

Finish	Plain	Ball Milled
Polished	RPCR6041	RPCR6042
Chrome	RPCR6041C	RPCR6042C

BIG BLOCK ALLOY TIMING TAB

- Fits Chev Big Block with 8" Balancer
- Adjustable Pointer
- Chrome Plated

BBC Alloy Timing Tab **RPCR8427C**



CHROME PLATED TIMING TABS WITH ADJUSTABLE POINTER

Ideal for engine testing as pointer can be set at base line position with changes noted from there. Pointer is red anodized and can be easily adjusted with a screwdriver.

MG4597 Chevrolet small block - 7" Balancer
MG4598 Chevrolet small block - 8" Balancer
MG4599 Chevrolet big block - 8" Balancer

CHROME PLATED TIMING TABS

Chrome plated steel, non adjustable timing tabs for Chevrolet V8 engines.

MG4592 Chevrolet small block - 7" Balancer
MG4593 Chevrolet small block - 8" Balancer
MG4594 Chevrolet big block - 8" Balancer

Proform Billet Timing Pointer with Built-In LED Timing Light

These billet aluminium timing pointers have a built-in, self-powered, permanently-mounted LED timing light to eliminate the need for a separate timing light or car battery hookup, and its hands-free design enables just one person to set timing.

PR67270C SB-Ford with 10 o'clock TDC
PR67271C SB-Ford with 11 o'clock TDC
PR67275C SB-Chevy 7" BALANCER TDC
PR67276C SB-Chevy 7-1/4" BALANCER TDC
PR67277C SB-Chevy 8" BALANCER TDC
PR67279C BB-Chevy 7" BALANCER TDC
PR67280C BB-Chevy 7-1/4" BALANCER TDC
PR67281C BB-Chevy 8" BALANCER TDC



BILLET TIMING POINTER To Suit 302 - 351 Cleveland

Blue	Red	Black	Silver
AF64-2040	AF64-2040R	AF64-2040BLK	AF64-2040S



TIMING COVERS



2PIECE BILLET TIMING COVER

To Suit V6 & Small Block V8 Chevy

Aeroflow performance products has developed a 2 piece billet timing cover CNC machined from 6061-T6 Billet aluminium. Includes gaskets, seals, cam locking plate, roller cam button and bolt kit.

Part No	Finish
F64-4350	Blue
AF64-4350R	Red
AF64-4350BLK	Black
AF64-4350S	Silver
AF64-4350P	Polished
AF64-4350C	Chrome



2 PIECE BILLET TIMING COVER

To Suit LS Series Chevy Engines

Aeroflow performance products has developed a 2 piece billet timing cover CNC machined from 6061-T6 Billet aluminium. Designed to clear double row timing chain and high volume oil pumps. Crankshaft seal NOT included.

Part No	Colour
AF64-4361	Blue
AF64-4361R	Red
AF64-4361BLK	Black
AF64-4361S	Silver
AF64-4361P	Polished
AF64-4361C	Chrome
AF59-4361	Replacement mounting bolts & cam sensor

HOLDEN BILLET TIMING COVER

To Suit Holden 253, 304, 308 & 355

Aeroflow performance products have developed a billet timing cover especially for Holden V8 motors. The timing cover is CNC machined from T6061-6 billet aluminium and comes in 5 great finishes anodised Blue, Red, Black, Silver and Chrome.

AF64-4358	Blue
AF64-4358R	Red
AF64-4358BLK	Black
AF64-4358S	Silver
AF64-4358C	Chrome



BILLET TIMING COVER To Suit 302 - 351 Cleveland

Aeroflow performance products has developed a billet timing cover especially for Cleveland motors. With the genuine Ford Cleveland cover now a discontinued item they are still sought after by many engine builders all over the world. Aeroflow's timing cover is CNC machined from T6061 Billet aluminium.

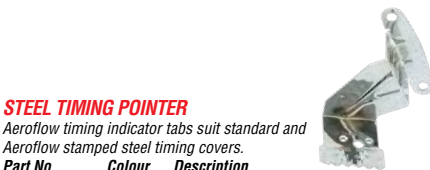
Part No	Colour
AF64-2019	Blue
AF64-2019R	Red
AF64-2019BLK	Black
AF64-2019S	Silver
AF64-2019RAW	Raw

STAMPED STEEL TIMING COVER

To Suit S/B CHEVY Pre-86

Dress up the front of your engine with one of Aeroflow's timing covers. These covers come with gaskets, seals and bolts. Also available are timing indicator tabs. Aeroflow's timing covers and indicator tabs are available in two great finishes; chrome or black.

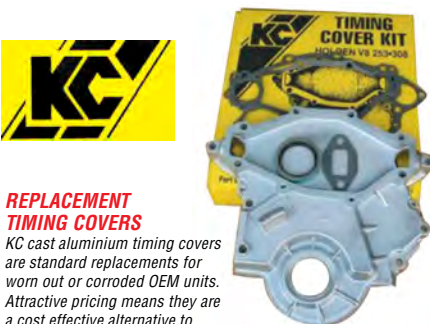
Part No	Description	Finish
AF1827-2000	Timing Cover S/B Chevy	Chrome
AF1828-2000	Timing Cover S/B Chevy	Black
AF1827-2001	Timing Pointer S/B Chevy	Chrome
AF1828-2001	Timing Pointer S/B Chevy	Black



STEEL TIMING POINTER

Aeroflow timing indicator tabs suit standard and Aeroflow stamped steel timing covers.

Part No	Colour	Description
AF1827-2001	Chrome	Suits small block Chevy
AF1828-2001	Black	Suits small block Chevy



REPLACEMENT TIMING COVERS

KC cast aluminium timing covers are standard replacements for worn out or corroded OEM units. Attractive pricing means they are a cost effective alternative to cleaning up your stock cover.

Application	Part No
Holden 253-308 Carby	KC253/308
Holden 304 5.0L EFI	KC308EFI
Ford 302-351 Windsor	KC302351
Ford 302-351 Windsor EFI	KC351EFI
Ford 351W F-Series EFI	KC351F
Ford Big Block 429-460	KC460

NOTE: FOR ALL FORD TIMING COVERS - DON'T COME WITH GASKETS HOLDEN V8 ONLY COME WITH GASKETS



ALLOY TIMING COVER KITS

- Polished Alloy
- Includes Cover, Bolts, Gaskets & Seal
- Chev Small Block** **RPCR6040**
- Chev Big Block** **RPCR8422**

CHROME TIMING COVERS

- Chromed Steel
- Includes Cover, Gaskets & Seal
- Chev Small Block** **RPCR4934**
- Chev Small Block (2-Piece)** **RPCR7122**
- Chev Big Block** **RPCR4935**
- Chrysler 383-440 (Cover Only)** **RPCR9392**

ALLOY TIMING COVERS

- Polished Alloy
- Fits Late Model Big Block Chev
- GEN V 1991-95 (Gasket Style)** **RPCR8425**
- GEN VI 1996-on (O-Ring Style)** **RPCR8430**

Anodized Aluminium Timing Cover

- Anodized Aluminium Timing Chain Cover
- Includes seal, gaskets & hardware
- Chev Small Block** **RPCR5282**

Timing Cover Bolts & Gaskets

Replacement bolts and gasket sets for RPC Chev timing covers. Gasket sets include timing cover and water pump gaskets.

- Bolt Set for Chev V8 Alloy Timing Covers** **RPCR6040B**
- Gasket Set for SBC 1-Piece Timing Covers** **RPCR6040G**
- Gasket Set for SBC 2-Piece Timing Covers** **RPCR7122G**

FLATHEAD TIMING COVERS

If you want to run early heads on a late model flathead, you don't have a way to clamp the distributor down. Until now. This cast aluminium timing cover has a distributor clamp built in. Can also be used as a replacement on 1949-1953 engines or on 1948 and earlier engines running a 1949-1953 camshaft. Distributor gear oiler built in.

RP91015632 Flathead Timing Cover



Two-Piece Billet Aluminium Timing Covers

Even with a thrust button, a stock stamped front cover will flex enough to cause erratic ignition timing. The COMP Cams Two-Piece Billet Aluminium Timing Covers eliminate all of these problems while also allowing the camshaft to be replaced without disturbing the oil pan seal. End play adjustment is made easy with a dial indicator access hole, and a new integrated timing pointer design simplifies ignition timing checks. These rigidly designed billet covers are compatible with all water pumps and most gear drives. Includes bolts, washers, roller button gaskets, etc.

- Description**
- Chevrolet Small Block and 90° V6 Timing Cover** **Part No. C0210**
- Chevrolet Big Block Timing Cover** **C0212**
- Replacement Thrust Button** **C0211**
- Replacement Hardware for C0210** **C0213**
- Replacement Hardware for C0212** **C0214**

Three-Piece Billet Aluminium Timing Covers

The COMP Cams® Three-Piece Billet Aluminium Timing Covers for Small and Big Block Chevrolet engines allow access to camshaft timing adjustments without having to remove the harmonic damper or disturb the oil pan seal. Designed to be lightweight yet rigid, these billet covers offer convenience and performance in one easy-to-install package.

- Small Chevrolet** **C0310**
- Big Block Chevrolet** **C0312**

Comp Cams LS Engine Front Covers

The Comp Cams LS Front Covers for street/strip applications fits all 1st, 2, 3, 6 & 7 engines, OEM and aftermarket, including RHS LS race blocks. The LS covers feature provisions for timing pointer, OEM camshaft sensor and any regular BB-Chevy crank trigger. Available for either standard snout or long snout crankshafts, these covers easily fit double roller timing chains and high pressure/volume oil pumps. Both covers come with gaskets and crank seal: no modifications needed.

- LS Front Cover** **C05496**
- LS Front Cover (LS7)** **C05497**



CHROME TIMING COVERS

Attractive chrome timing covers for Chev small block and big block engines. Supplied with oil seal.

Description

Chev Small Block Timing Cover
Chev Big Block Timing Cover
Chev Big Block with Bowtie Logo

Part No
PR66150
PR66152
PR141-216

CHROME 2-PIECE TIMING COVER

Save hours of labor with no need to drop the oil pan to check the chain and gears. Supplied with mounting bolts, beaded mid-line gasket & reusable steel-reinforced U-gasket.

Description

Small Block Chev 2-Piece Cover
Replacement Gasket Set

Part No
PR66666
PR66670

BOWTIE TIMING COVERS

For use on Chevrolet small-block V8 1969-91 engines, with Chevrolet & Bowtie Emblems. These stamped steel covers are supplied with oil seal installed, and are a direct replacement for all late model small-block front covers that use a bolt-on timing pointer.

Description

Chrome Plated with Embossed Logo
Chrome Plated with Red Bowtie Logo
Black Crinkle with Red Bowtie Logo
Metallic Grey with Blue Bowtie Logo

Part No
PR141-215
PR141-904
PR141-753
PR141-363

DIE CAST ALLOY TIMING COVER

Striking chrome plated die-cast timing cover, supplied with separate GM production oil seal. Bowtie Emblem directly cast into the upper surface.

Description

Small Block Chev 1965-90

Part No.
PR141-218



PIONEER TIMING COVERS

These OEM quality, stock style replacement timing covers are perfect for stock engine builds and to replace damaged or worn out covers.

Application

Chev Small Block Vortec with Sensor
Chev Small Block Vortec without Sensor
Chrysler Small Block 318-360
Ford 302-351 Windsor 1980-94
Ford 302-351 Windsor Reverse Flow
Ford 302-351 Windsor Reverse Rotation 95-On
Ford Big Block 429-460 1968-96

Part No.
P1500350
P1500350WO
P1500390
P1500302S
P1500302L
P1500302T
P1500460



Milodon Aluminium Timing Cover

Milodon aluminium timing covers feature either a highly polished face or a CNC machined face. Their rigidity offers positive non flexing cam stop. Milodon aluminium timing covers are designed to fit over stock and double roller timing chains. Also fits under stock short water pump in most cases (some cases will require only minor water pump modification). Will not work with 4-gear style gear drives or belt drives. Alloy timing cover suit SB/Chev with BB snout cranks.

M114815

Timing Covers

Milodon aluminium timing covers are CNC machined for precise fit and maximum durability. They provide a positive, non flexing cam stop and fit with stock or double roller timing chains (not for belt or gear drive systems). These covers fit under the stock short water pump in most cases (some applications will require minor water pump modification).

Description

Small Block Chev - Polished **M114800**
Small Block Chev - Machined **M114805**
Small Block Chev with Big Block Snout - Polished **M114810**
Small Block Chev with Big Block Snout - Machined **M114815**



Part No.
M114800
M114805
M114810
M114815



MNMP186



MNMP186-3

MOON HEMI 354-392 TIMING COVER

MNMP186-3
MNMP186
With drive plate for Hilborn Pump
HEMI Plain

Cast aluminium alloy, precision machined for a perfect fit to engine block. Stock gaskets and crank seals are used, and dowel pin alignment is production type for perfect alignment with precision accessory drives.



CHROME TIMING COVERS

Dress up the front of your engine with one of Mr Gasket's chrome timing covers.

These covers suit the OEM style timing chain only.

Application

Chev Small Block 1955-87
Chev Big Block 1965-90

Part No.
MG4595
MG4596

MR GASKET QUICK CHANGE CAM COVER KITS

Mr. Gasket's own quick-change cam kits eliminate the need for dropping the oil pan during the replacement of the timing chain or timing gears. They are highly recommended for advancing or retarding the camshaft. The kit includes a complete set of gaskets, retainer and timing cover. Will not fit 8" diameter balancer.

Application

Chev Small Block 1955-87

Part No.
MG1099



CHEV REINFORCED CHROME TIMING COVER

This stamped steel chrome timing cover for small-block Chev has a reinforcement plate welded to the inside of the cover for additional strength. It prevents camshaft walk when used with a thrust button, making it ideal for use with roller cams. Includes front crankshaft seal.

Chev Small Block Reinforced Cover

ED4860

CHEV ALUMINIUM TIMING COVERS

Our die-cast polished timing covers for Chevrolet come with pan seal, allen head bolts, gaskets, washers, and timing marker. ED4240 won't fit short water pumps or 1987 & later; ED4241 won't fit 1991 and later big-block Mark V engines.

Application

Small-Block Chevrolet Pre-1987
Big-Block Chevrolet Pre-1991

Part No.
ED4240
ED4241

2-PIECE STAMPED ALUMINIUM COVER

This die-stamped two-piece front cover for small-block Chevroys is made from .090" aluminium for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Will not fit 1987 and later engines. Note: If cam button is desired, a nylon cam button must be used.

Description

Small-Block Chev 2-Piece Cover
Replacement Gasket Kit

Part No.
ED4242
ED4243

LS1 & LS2 2-PIECE TIMING COVERS

These two-piece aluminium front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components. The cam can be installed and removed through a window in the front of the cover which is sealed with a plate and o-ring for superior leak prevention.

Application

LS1 with Rear Mounted Cam Sensor
LS2 with Front Mounted Cam Sensor

Part No.
ED4254
ED4255

FORD ALUMINIUM TIMING COVERS

These die-cast aluminium timing covers for Ford are stock replacement parts for late model EFI 5.0L and 351W engines. Includes gaskets and crankshaft seal. Both are compatible with stock or Edelbrock Victor Series aluminium water pumps.

Application

1969-87 351 Windsor
1986-93 5.0L Reverse Rotation W/P

Part No.
ED4250
ED4251



BEARINGS

DART



DART REPLACEMENT CAM BEARINGS

Part No	Description
DA32210010	SBC Coated 2.120 Std. Set
DA32210020	SBC Coated 2.000 Set Suit Little M & SHP
DA32210030	BBC Coated STD
DA32210041	SBF Coated STD

DART MAIN BEARINGS FOR LS NEXT BLOCKS.

CLMS2321H 001
CLMS2321H STD
CLMS2321HX STD

CLEVITE



P SERIES

Clevite P-Series bearings are standard replacement passenger car bearings and are suitable for stock and mild performance street applications. They feature steel backings with an intermediate layer of copper-lead alloy and an electroplated lead-tin-copper overlay.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327, 2.000" Journal	CLCB745P STD
Chev 265-327, 2.000" Journal	CLCB745P 001
Chev 265-327, 2.000" Journal	CLCB745P 010
Chev 265-327, 2.000" Journal	CLCB745P 020
Chev 265-327, 2.000" Journal	CLCB745P 030
Chev 265-327, 2.000" Journal	CLCB745P 040
Chev 327-400, 2.100" Journal	CLCB663P STD
Chev 327-400, 2.100" Journal	CLCB663P 001
Chev 327-400, 2.100" Journal	CLCB663P 010
Chev 327-400, 2.100" Journal	CLCB663P 020
Chev 327-400, 2.100" Journal	CLCB663P 030
Chev 327-400, 2.100" Journal	CLCB663P 040

Main Bearings

Chev 283-327, 2.300" Journal	CLMS429P STD
Chev 283-327, 2.300" Journal	CLMS429P 010
Chev 283-327, 2.300" Journal	CLMS429P 020
Chev 283-327, 2.300" Journal	CLMS429P 030
Chev 283-327, 2.300" Journal	CLMS429P 040
Chev 327-350, 2.450" Journal	CLMS909P STD
Chev 327-350, 2.450" Journal	CLMS909P 001
Chev 327-350, 2.450" Journal	CLMS909P 010
Chev 327-350, 2.450" Journal	CLMS909P 020
Chev 327-350, 2.450" Journal	CLMS909P 030
Chev 327-350, 2.450" Journal	CLMS909P 040
Chev 400, 2.650" Journal	CLMS1038P STD
Chev 400, 2.650" Journal	CLMS1038P 001
Chev 400, 2.650" Journal	CLMS1038P 010
Chev 400, 2.650" Journal	CLMS1038P 020
Chev 400, 2.650" Journal	CLMS1038P 030
Chev 400, 2.650" Journal	CLMS1038P 040

Cam Bearings

Chev 327-350-400, 1965-1980	CLSH290S
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CHEV-HOLDEN LS1 & LS6

Conrod Bearings

Chev LS1 & LS6, 1997-2007	CLCB663P STD
Chev LS1 & LS6, 1997-2007	CLCB663P 001
Chev LS1 & LS6, 1997-2007	CLCB663P 010
Chev LS1 & LS6, 1997-2007	CLCB663P 020
Chev LS1 & LS6, 1997-2007	CLCB663P 030
Chev LS1 & LS6, 1997-2007	CLCB663P 040
LS2 6.0L, LSX, WORLD WARHAWK	CLSH2125S

Main Bearings

Chev LS1 & LS6, 1997-2007	CLMS2199P STD
Chev LS1 & LS6, 1997-2007	CLMS2199P 010
Chev LS1 & LS6, 1997-2007	CLMS2199P 020
Chev LS1 & LS6, 1997-2007	CLMS2199P 030
Chev LS1 & LS6, 1997-2007	CLMS2199P 040

Cam Bearings

Chev LS1 & LS6, 1997-2003	CLSH1814S
Chev LS1 & LS6, 2003-2007	CLSH1995S
Chev Bowtie LSX Block	CLSH1816S

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743P STD
Chev 396-454, 2.200" Journal	CLCB743P 001
Chev 396-454, 2.200" Journal	CLCB743P 010
Chev 396-454, 2.200" Journal	CLCB743P 020
Chev 396-454, 2.200" Journal	CLCB743P 030
Chev 396-454, 2.200" Journal	CLCB743P 040

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829P STD
Chev 396-454, 2.750" Journal	CLMS829P 001
Chev 396-454, 2.750" Journal	CLMS829P 010
Chev 396-454, 2.750" Journal	CLMS829P 020
Chev 396-454, 2.750" Journal	CLMS829P 030
Chev 396-454, 2.750" Journal	CLMS829P 040

Cam Bearings

Chev 396-427, 1965-1966	CLSH615S
Chev 396-454, 1967-2000	CLSH616S

CHRYSLER SMALL BLOCK 318-360

Conrod Bearings

Chrysler 318-340-360, 1957-03	CLCB481P STD
Chrysler 318-340-360, 1957-03	CLCB481P 010
Chrysler 318-340-360, 1957-03	CLCB481P 020
Chrysler 318-340-360, 1957-03	CLCB481P 030
Chrysler 318-340-360, 1957-03	CLCB481P 040

Main Bearings

Chrysler 318, 1974-2003	CLMS1344P STD
Chrysler 318, 1974-2003	CLMS1344P 010
Chrysler 318, 1974-2003	CLMS1344P 020
Chrysler 318, 1974-2003	CLMS1344P 030
Chrysler 318, 1974-2003	CLMS1344P 040
Chrysler 340, 1968-1973	CLMS963P STD
Chrysler 340, 1968-1973	CLMS963P 010
Chrysler 340, 1968-1973	CLMS963P 020
Chrysler 340, 1968-1973	CLMS963P 030
Chrysler 360, 1974-2003	CLMS1266P STD
Chrysler 360, 1974-2003	CLMS1266P 010
Chrysler 360, 1974-2003	CLMS1266P 020
Chrysler 360, 1974-2003	CLMS1266P 030

Cam Bearings

Chrysler 318-340-360, 1957-78	CLSH875S
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CHRYSLER BIG BLOCK 361-440

Conrod Bearings

Chrysler 383-413-426-440	CLCB527P STD
Chrysler 383-413-426-440	CLCB527P 010
Chrysler 383-413-426-440	CLCB527P 020
Chrysler 383-413-426-440	CLCB527P 030
Chrysler 383-413-426-440	CLCB527P 040

Main Bearings

Chrysler 361-383-400	CLMS876P STD
Chrysler 361-383-400	CLMS876P 010
Chrysler 361-383-400	CLMS876P 020
Chrysler 361-383-400	CLMS876P 030
Chrysler 361-383-400	CLMS876P 040
Chrysler 383-413-440	CLMS1214P STD
Chrysler 383-413-440	CLMS1214P 010
Chrysler 383-413-440	CLMS1214P 020
Chrysler 383-413-440	CLMS1214P 030
Chrysler 383-413-440	CLMS1214P 040
Chrysler 383-413-440	CLMS2324P STD
Chrysler 383-413-440	CLMS2324P 010
Chrysler 383-413-440	CLMS2324P 020

Cam Bearings

Chrysler 361-383-413-440	CLSH876S
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CHRYSLER 426 HEMI

Conrod Bearings

Chrysler 426 Hemi, 1964-1971	CLCB527P STD
Chrysler 426 Hemi, 1964-1971	CLCB527P 010
Chrysler 426 Hemi, 1964-1971	CLCB527P 020
Chrysler 426 Hemi, 1964-1971	CLCB527P 030
Chrysler 426 Hemi, 1964-1971	CLCB527P 040

Main Bearings

Chrysler 426 Hemi, 1964-1971	CLMS896P STD
Chrysler 426 Hemi, 1964-1971	CLMS896P 010

Cam Bearings

Chrysler 426 Hemi, 1964-1971	CLSH876S
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CHRYSLER EARLY HEMI

Conrod Bearings

Chrysler 392 Hemi, 1957-58	CLCB1213M STD
Chrysler 392 Hemi, 1957-58	CLCB1213M 010

Main Bearings

Chrysler 392 Hemi, 1957-58	CLMS426M STD
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Cam Bearings

Chrysler 331-354-392 Hemi	CLSH313S
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FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634P STD
Ford 289-302W 1968-2001	CLCB634P 010
Ford 289-302W 1968-2001	CLCB634P 020
Ford 289-302W 1968-2001	CLCB634P 030
Ford 289-302W 1968-2001	CLCB634P 040

Main Bearings

Ford 289-302W 1968-2001	CLMS590P STD
Ford 289-302W 1968-2001	CLMS590P 001
Ford 289-302W 1968-2001	CLMS590P 010
Ford 289-302W 1968-2001	CLMS590P 020
Ford 289-302W 1968-2001	CLMS590P 030
Ford 289-302W 1968-2001	CLMS590P 040

Cam Bearings

Ford 289-302W 1968-2001	CLSH510S
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FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831P STD
Ford 351 Windsor 1969-1998	CLCB831P 001
Ford 351 Windsor 1969-1998	CLCB831P 010
Ford 351 Windsor 1969-1998	CLCB831P 020
Ford 351 Windsor 1969-1998	CLCB831P 030
Ford 351 Windsor 1969-1998	CLCB831P 040

Main Bearings

Ford 351W, Full Groove	CLMS981P STD
Ford 351W, Full Groove	CLMS981P 010
Ford 351W, Full Groove	CLMS981P 020
Ford 351W, Full Groove	CLMS981P 030
Ford 351W, Partial Groove	CLMS1432P STD
Ford 351W, Partial Groove	CLMS1432P 010
Ford 351W, Partial Groove	CLMS1432P 020
Ford 351W, Partial Groove	CLMS1432P 030

Cam Bearings

Ford 351W 1969-1998	CLSH510S
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FORD 351 CLEVELAND

Rod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927P STD
Ford 351 Cleveland, 1971-1982	CLCB927P 001
Ford 351 Cleveland, 1971-1982	CLCB927P 010
Ford 351 Cleveland, 1971-1982	CLCB927P 020
Ford 351 Cleveland, 1971-1982	CLCB927P 030
Ford 351 Cleveland, 1971-1982	CLCB927P 040

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010P STD
Ford 351 Cleveland, 1971-1982	CLMS1010P 001
Ford 351 Cleveland, 1971-1982	CLMS1010P 010
Ford 351 Cleveland, 1971-1982	CLMS1010P 020
Ford 351 Cleveland, 1971-1982	CLMS1010P 030
Ford 351 Cleveland, 1971-1982	CLMS1010P 040

Cam bearings

Ford 351 Cleveland, 1971-1982	CLSH710S
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FORD 351M & 400

Rod Bearings

Ford 351M/400, 1971-1982	CLCB927P STD
Ford 351M/400, 1971-1982	CLCB927P 001
Ford 351M/400, 1971-1982	CLCB927P 010
Ford 351M/400, 1971-1982	CLCB927P 020
Ford 351M/400, 1971-1982	CLCB927P 030
Ford 351M/400, 1971-1982	CLCB927P 040

Main Bearings

Ford 351M/400, Full Groove	CLMS981P STD
Ford 351M/400, Full Groove	CLMS981P 010
Ford 351M/400, Full Groove	CLMS981P 020
Ford 351M/400, Full Groove	CLMS981P 030
Ford 351M/400, Partial Groove	CLMS1432P STD
Ford 351M/400, Partial Groove	CLMS1432P 010
Ford 351M/400, Partial Groove	CLMS1432P 020
Ford 351M/400, Partial Groove	CLMS1432P 030

Cam bearings

Ford 351M/400, 1971-1982	CLSH710S
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FORD MODULAR V8 5.4L

Conrod Bearings

Ford Modular 5.4L, 1997-2003	CLCB1442P
Ford Modular 5.4L, 1997-2003	CLCB1442P 25MM
Ford Modular 5.4L, 1997-2003	CLCB1442P 50MM
Ford Modular 5.4L, 1997-2003	CLCB1442P 75MM

Main Bearings

Ford Modular 5.4L, 1997-2003	CLMS2202P
Ford Modular 5.4L, 1997-2003	CLMS2202P 25MM
Ford Modular 5.4L, 1997-2003	CLMS2202P 50MM
Ford Modular 5.4L, 1997-2003	CLMS2202P 75MM

FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442P STD
Ford Coyote 5.0L, 2011-2014	CLCB1442P 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442P 50MM
Ford Coyote 5.0L, 2011-2014	CLCB1442P 75MM

Main Bearings

Ford Coyote 5.0L, 2011-2014	CLMS2292A STD
Ford Coyote 5.0L, 2011-2014	CLMS2292A 25MM

FORD BIG BLOCK 429-460

Conrod Bearings

Ford 429/460, 1968-1998	CLCB818P STD
Ford 429/460, 1968-1998	CLCB818P 010
Ford 429/460, 1968-1998	CLCB818P 020

Main Bearings

Ford 429/460, 1968-1998	CLMS1039P STD
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FORD FLATHEAD V8 239-255

Conrod Bearings

Flathead 239-255, 1939-1953	CLCB-15P STD
Flathead 239-255, 1939-1953	CLCB-15P 010
Flathead 239-255, 1939-1953	CLCB-15P 020
Flathead 239-255, 1939-1953	CLCB-15P 030

Main Bearings

Flathead 239-255, 1939-1953	CLMS109P STD
Flathead 239-255, 1939-1953	CLMS109P 010
Flathead 239-255, 1939-1953	CLMS109P 020

Cam Bearings

Flathead 239-255, 1939-1953	CLSH-21S
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HONDA B16A2 & B16A3

Conrod Bearings

Honda B16A2/3, 1994-2000	CLCB1777P STD
Honda B16A2/3, 1994-2000	CLCB1777P 25MM
Honda B16A2/3, 1994-2000	CLCB1777P 50MM

Main Bearings

Honda B16A2/3, 1994-2000	CLMS2095P STD
Honda B16A2/3, 1994-2000	CLMS2095P 25MM
Honda B16A2/3, 1994-2000	CLMS2095P 50MM

Thrust washers

Honda B16A2/3, 1994-2000	CLTW473S
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HONDA D16A, D16Y & D16Z

Conrod Bearings

Honda D16A/Y/Z, 1988-1995	CLCB1461P STD
Honda D16A/Y/Z, 1988-1995	CLCB1461P 25MM
Honda D16A/Y/Z, 1988-1995	CLCB1461P 50MM

Main Bearings

Honda D16A/Y/Z, 1988-1995	CLMS1804P STD
Honda D16A/Y/Z, 1988-1995	CLMS1804P 25MM
Honda D16A/Y/Z, 1988-1995	CLMS1804P 50MM

Thrust Washers

Honda D16A/Y/Z, 1988-1995	CLTW473S
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HONDA B18C

Conrod Bearings

Honda B18C, 1993-2001	CLCB1777P STD
Honda B18C, 1993-2001	CLCB1777P 25MM
Honda B18C, 1993-2001	CLCB1777P 50MM

Main Bearings

Honda B18C, 1993-2001	CLMS2095P STD
Honda B18C, 1993-2001	CLMS2095P 25MM
Honda B18C, 1993-2001	CLMS2095P 50MM

Thrust washers

Honda B18C, 1993-2001	CLTW473S
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HONDA F22A & H23A

Conrod Bearings

Honda F22 & H23, 1990-1997	CLCB1456P STD
Honda F22 & H23, 1990-1997	CLCB1456P 25MM
Honda F22 & H23, 1990-1997	CLCB1456P 50MM

Main Bearings

Honda F22 & H23, 1990-1997	CLMS2012P STD
Honda F22 & H23, 1990-1997	CLMS2012P 25MM
Honda F22 & H23, 1990-1997	CLMS2012P 50MM

Thrust Washers

Honda F22 & H23, 1990-1997	CLTW587S
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HONDA H22A

Conrod Bearings

Honda H22A, 1993-2001	CLCB1780P STD
Honda H22A, 1993-2001	CLCB1780P 25MM
Honda H22A, 1993-2001	CLCB1780P 50MM

Main Bearings

Honda H22A, 1993-1997	CLMS2012P STD
Honda H22A, 1993-1997	CLMS2012P 25MM
Honda H22A, 1993-1997	CLMS2012P 50MM
Honda H22A, 1998-2001	CLMS1804P STD
Honda H22A, 1998-2001	CLMS1804P 25MM
Honda H22A, 1998-2001	CLMS1804P 50MM

Thrust Washers

Honda H22A, 1993-1997	CLTW587S
Honda H22A, 1998-2001	CLTW473S

MITSUBISHI 4G63 2.0L

Conrod Bearings

Mitsubishi 4G63, 1989-03/1992	CLCB1120P STD
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 25MM
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 50MM
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 75MM
Mitsubishi 4G63, 04/1992-1999	CLCB1643P STD
Mitsubishi 4G63, 04/1992-1999	CLCB1643P 25MM
Mitsubishi 4G63, 04/1992-1999	CLCB1643P 50MM

Main Bearings

Mitsubishi 4G63, 1989-03/1992	CLMS2076P STD
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 25MM
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 50MM
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 75MM
Mitsubishi 4G63, 04/1992-1996	CLMS2039P STD
Mitsubishi 4G63, 04/1992-1996	CLMS2039P 25MM
Mitsubishi 4G63, 04/1992-1996	CLMS2039P 50MM
Mitsubishi 4G63, 1997-1999	CLMS2261P STD
Mitsubishi 4G63, 1997-1999	CLMS2261P 25MM
Mitsubishi 4G63, 1997-1999	CLMS2261P 50MM

Thrust Washers

Mitsubishi 4G63, 1997-1999	CLTW677S
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Balance Shaft Bearings

Mitsubishi 4G63, 1989-1999	CLSH-1469S
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MITSUBISHI 6G72 3.0L V6

Conrod Bearings

Mitsubishi 6G72, 1988-2001	CLCB1411P STD
Mitsubishi 6G72, 1988-2001	CLCB1411P 25MM
Mitsubishi 6G72, 1988-2001	CLCB1411P 50MM
Mitsubishi 6G72, 1988-2001	CLCB1411P 75MM

Main Bearings

Mitsubishi 6G72, 1988-2001	CLMS2226P STD
Mitsubishi 6G72, 1988-2001	CLMS2226P 25MM
Mitsubishi 6G72, 1988-2001	CLMS2226P 50MM
Mitsubishi 6G72, 1988-2001	CLMS2226P 75MM

Thrust Washers

Mitsubishi 6G72, 1988-2001	CLTW458S
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NISSAN L16 & L18

Conrod Bearings

Nissan L16 & L18, 1968-1973	CLCB966P STD
Nissan L16 & L18, 1968-1973	CLCB966P 25MM
Nissan L16 & L18, 1968-1973	CLCB966P 50MM

Main Bearings

Nissan L16 & L18, 1968-1973	CLMS1054P STD
Nissan L16 & L18, 1968-1973	CLMS1054P 25MM
Nissan L16 & L18, 1968-1973	CLMS1054P 50MM

NISSAN CA18DE & CA18DET

Conrod Bearings

Nissan CA18DE/T, 1984-1989	CLCB1287P STD
Nissan CA18DE/T, 1984-1989	CLCB1287P 25MM
Nissan CA18DE/T, 1984-1989	CLCB1287P 50MM
Nissan CA18DE/T, 1984-1989	CLCB1287P 75MM

Main Bearings

Nissan CA18DE/T, 1984-1989	CLMS1565P STD
Nissan CA18DE/T, 1984-1989	CLMS1565P 25MM
Nissan CA18DE/T, 1984-1989	CLMS1565P 50MM
Nissan CA18DE/T, 1984-1989	CLMS1565P 75MM

NISSAN FJ20, FJ20DET

Conrod Bearings

Nissan FJ20DE & FJ20DET	CLCB966P STD
Nissan FJ20DE & FJ20DET	CLCB966P 25MM
Nissan FJ20DE & FJ20DET	CLCB966P 50MM

Main Bearings

Nissan FJ20DE & FJ20DET	CLMS1054P STD
Nissan FJ20DE & FJ20DET	CLMS1054P 25MM
Nissan FJ20DE & FJ20DET	CLMS1054P 50MM

NISSAN SR20DE & SR20DET

Conrod Bearings

Nissan SR20DE/T, 1991-2002	CLCB1629P STD
Nissan SR20DE/T, 1991-2002	CLCB1629P 25MM

Main Bearings

Nissan SR20DE/T, 1991-2002	CLMS2015P STD
Nissan SR20DE/T, 1991-2002	CLMS2015P 25MM

Thrust Washers

Nissan SR20DE/T, 1991-2002	CLTW590S
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NISSAN VG30, VG30DE, VG30DETT

Conrod Bearings

Nissan VG30, 1984-2000	CLCB1591P STD
Nissan VG30, 1984-2000	CLCB1591P 25MM
Nissan VG30, 1984-2000	CLCB1591P 50MM

Main Bearings

Nissan VG30, 1984-2000	CLMS1951P STD
Nissan VG30, 1984-2000	CLMS1951P 25MM
Nissan VG30, 1984-2000	CLMS1951P 50MM

OLDSMOBILE 400-455

Conrod Bearings

Olds 400, 425, 455 1965-1976	CLCB542P STD
Olds 400, 425, 455 1965-1976	CLCB542P 010
Olds 400, 425, 455 1965-1976	CLCB542P 020

Main Bearings

Olds 400, 425, 455 1965-1976	CLMS804P STD
Olds 400, 425, 455 1965-1976	CLMS804P 010
Olds 400, 425, 455 1965-1976	CLMS804P 020

Cam Bearings

Olds 400, 425, 455 1965-1976	CLSH1354S
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PONTIAC 350-400

Conrod Bearings

Pontiac 350-400, 1963-1979	CLCB758P STD
Pontiac 350-400, 1963-1979	CLCB758P 010
Pontiac 350-400, 1963-1979	CLCB758P 020

Main Bearings

Pontiac 350-400, 1963-1979	CLMS496P STD
Pontiac 350-400, 1963-1979	CLMS496P 010
Pontiac 350-400, 1963-1979	CLMS496P 020

Cam Bearings

Pontiac 350-400, 1963-1979	CLSH292S
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PONTIAC 421-428-455

Conrod Bearings

Pontiac 421-455, 1963-1976	CLCB758P STD
Pontiac 421-455, 1963-1976	CLCB758P 010
Pontiac 421-455, 1963-1976	CLCB758P 020

Main Bearings

Pontiac 421-455, 1963-1976	CLMS677P STD
Pontiac 421-455, 1963-1976	CLMS677P 010
Pontiac 421-455, 1963-1976	CLMS677P 020

Cam Bearings

Pontiac 421-455, 1963-1976	CLSH292S
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TOYOTA 4AGE & 4AGZE

Conrod Bearings

Toyota 4AGE/GZE, 1988-1991	CLCB1474P STD
Toyota 4AGE/GZE, 1988-1991	CLCB1474P 25MM
Toyota 4AGE/GZE, 1988-1991	CLCB1474P 50MM

Main Bearings

Toyota 4AGE/GZE, 1988-1991	CLMS2211AL STD
Toyota 4AGE/GZE, 1988-1991	CLMS2211AL 25MM
Toyota 4AGE/GZE, 1988-1991	CLMS2211AL 50MM

Thrust Washers

Toyota 4AGE/GZE, 1988-1991	CLTW401S
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TOYOTA 3SGTE 2.0L TURBO

Conrod Bearings

Toyota 3SGTE, 1988-1995	CLCB1439P STD
Toyota 3SGTE, 1988-1995	CLCB1439P 25MM
Toyota 3SGTE, 1988-1995	CLCB1439P 50MM

Main Bearings

Toyota 3SGTE, 1988-1995	CLMS1714AL STD
Toyota 3SGTE, 1988-1995	CLMS1714AL 25MM
Toyota 3SGTE, 1988-1995	CLMS1714AL 50MM

Thrust washers

Toyota 3SGTE, 1988-1995	CLTW592S
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TOYOTA 2JZGE & 2JZGTE

Conrod Bearings

Toyota 2JZGE/GTE, 1993-1998	CLCB1628P STD
Toyota 2JZGE/GTE, 1993-1998	CLCB1628P 25MM

Main Bearings

Toyota 2JZGE/GTE, 1993-1998	CLMS2014P STD
Toyota 2JZGE/GTE, 1993-1998	CLMS2014P 25MM
Toyota 2JZGE/GTE, 1993-1998	CLMS2014P 50MM

Thrust Washers

Toyota 2JZGE/GTE, 1993-1998	CLTW589S
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H SERIES

Clevite H-Series bearings were developed for NASCAR racing and are suitable for all types of performance and race engines running in the medium to high RPM range. They feature hardened steel backs with a thin overlay and are clearanced for oversized crank fillets. If you aren't sure which type of performance bearing to use, the H-Series will be your best choice. H-Series bearings are available with .001" extra clearance by adding X to the part number after the H, eg: CLCB663HXN STD.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327	2.000" Journal	CLCB745HN STD
Chev 265-327	2.000" Journal	CLCB745HN 001
Chev 265-327	2.000" Journal	CLCB745HN 010
Chev 327-400	2.100" Journal	CLCB663HN STD
Chev 327-400	2.100" Journal	CLCB663HN 001
Chev 327-400	2.100" Journal	CLCB663HN 010
Chev 327-400	2.100" Journal	CLCB663HN 020
Chev 327-400	2.100" Journal	CLCB663HN 030

Conrod Bearings with Dowel Hole

Chev 265-327	2.000" Journal	CLCB745HND STD
Chev 265-327	2.000" Journal	CLCB745HND 001
Chev 265-327	2.000" Journal	CLCB745HND 010
Chev 327-400	2.100" Journal	CLCB663HND STD
Chev 327-400	2.100" Journal	CLCB663HND 010
Chev 327-400	2.100" Journal	CLCB663HND 020
Chev, Honda	1.890" Journal	CLCB1663H STD
Chev, Honda	1.890" Journal	CLCB1663H 001
Chev, Honda	1.890" Journal	CLCB1663H 010

Main Bearings

Chev 327-350	2.450" Journal	CLMS909H STD
Chev 327-350	2.450" Journal	CLMS909H 001
Chev 327-350	2.450" Journal	CLMS909H 010
Chev 327-350	2.450" Journal	CLMS909H 020
Chev 327-350	2.450" Journal	CLMS909H 030
Chev 400,	2.650" Journal	CLMS1038H STD
Chev 400,	2.650" Journal	CLMS1038H 001
Chev 400,	2.650" Journal	CLMS1038H 010</

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743HN STD
Chev 396-454, 2.200" Journal	CLCB743HN 001
Chev 396-454, 2.200" Journal	CLCB743HN 010
Chev 396-454, 2.200" Journal	CLCB743HN 020

Conrod Bearings with Dowel Hole

Chev 396-454, 2.200" Journal	CLCB743HND STD
Chev 396-454, 2.200" Journal	CLCB743HND 001
Chev 396-454, 2.200" Journal	CLCB743HND 010

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829H STD
Chev 396-454, 2.750" Journal	CLMS829H 001
Chev 396-454, 2.750" Journal	CLMS829H 010
Chev 396-454, 2.750" Journal	CLMS829H 020

Cam Bearings

Chev 396-427, 1965-1966	CLSH615S
Chev 396-454, 1967-2000	CLSH616S

CHRYSLER SMALL BLOCK 318-360

Conrod Bearings

Chrysler 318-340-360, 1957-03	CLCB481HN STD
Chrysler 318-340-360, 1957-03	CLCB481HN 010

FORD FLATHEAD CONROD BEARING

FLATHEAD 1939-53	CB-15P 030
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FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634HN STD
Ford 289-302W 1968-2001	CLCB634HXN STD
Ford 289-302W 1968-2001	CLCB634HN 010

Main Bearings

Ford 289-302W 1968-2001	CLMS590HN STD
Ford 289-302W 1968-2001	CLMS590HN 010

Cam Bearings

Ford 289-302W 1968-2001	CLSH510S
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FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831HN STD
Ford 351 Windsor 1969-1998	CLCB831HN 001
Ford 351 Windsor 1969-1998	CLCB831HN 010

Main Bearings

Ford 351W, Partial Groove	CLMS1432H STD
Ford 351W, Partial Groove	CLMS1432H 001
Ford 351W, Partial Groove	CLMS1432H 010

FORD 351 CLEVELAND

Conrod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927HN STD
Ford 351 Cleveland, 1971-1982	CLCB927HN 010

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010H STD
Ford 351 Cleveland, 1971-1982	CLMS1010H 001
Ford 351 Cleveland, 1971-1982	CLMS1010H 010

Cam Bearings

Ford 351 Cleveland, 1971-1982	CLSH710S
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FORD BIG BLOCK 429-460

Conrod Bearings

Ford 429/460, 1968-1998	CLCB818H STD
Ford 429/460, 1968-1998	CLCB818H 010

Main Bearings

Ford 429/460, 1968-1998	CLMS1039H STD
Ford 429/460, 1968-1998	CLMS1039H 010

Cam Bearings

Ford 429/460, 1968-1998	CLSH1111S
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FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442HN STD
Ford Coyote 5.0L, 2011-2014	CLCB1442HN 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442HXN STD

Main Bearings

Ford Coyote 5.0L, 2011-2014	CLMS2292H STD
Ford Coyote 5.0L, 2011-2014	CLMS2292H 25MM
Ford Coyote 5.0L, 2011-2014	CLMS2292HX STD

HEMI RACE BEARINGS

These bearings are for drag racing Hemi style engines using alcohol or nitro fuels. Both the M and V series feature hardened steel backs but the M series have a .006" thick Babbitt lining and the V series have a lead indium overlay.

Rad Bearings

Chrysler KB/JPI Nitro Bearing	CLCB1512M STD
Chrysler KB/JPI Nitro - Tray of 30 Lowers	CLCB1512ML(30)
Chrysler KB/JPI Nitro - Tray of 30 Uppers	CLCB1512MU(30)
Chrysler KB/JPI Nitro Bearing	CLCB1512V STD
Chrysler KB/JPI Nitro Bearing	CLCB1512V 010
Chrysler KB/JPI Nitro - Tray of 30 Lowers	CLCB1512VL(30)
Chrysler KB/JPI Nitro - Tray of 30 Uppers	CLCB1512VU(30)

Main Bearings

Chrysler KB/JPI Nitro Bearing	CLMS1795M STD
Chrysler KB/JPI Nitro Bearing	CLMS1795M 010
Chrysler KB/JPI Nitro Bearing	CLMS1795M 020
Chrysler KB/JPI Nitro Bearing	CLMS1795V STD
Chrysler KB/JPI Nitro - Tray of 24 Lowers	CLMB3248VL(24)
Chrysler KB/JPI Nitro - Tray of 24 Uppers	CLMB3248VU(24)
Chrysler KB/JPI Nitro - Tray of 9 Lower Thrusts	CLMB3249VL(9)
Chrysler KB/JPI Nitro - Tray of 9 Upper Thrusts	CLMB3249VU(9)
Chrysler KB/JPI Nitro - Tray of 9 Lower Thrusts	CLMB3249ML(9)
Chrysler KB/JPI Nitro - Tray of 9 Upper Thrusts	CLMB3249MU(9)

CAM BEARING

BAE/KB/TFX AJR	RPEBC5212C5DB
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TOYOTA 2JZGTE

Conrod Bearing

Toyota 2JZGTE 1993-1998	CLCB1628H STD
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Main Bearing

Toyota 2JZGTE 1993-1998	CLMS2014H STD
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NISSAN SR20DET

Conrod Bearing

Nissan SR20DET 1991-2002	CLCB1629H STD
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Main Bearing

Nissan SR20DET 1991-2002	CLMS2015H STD
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MITSUBISHI 4G63

Conrod Bearing

Mitsubishi 4G63 04/1992-1999	CLCB1643H 25MM
Mitsubishi 4G63 04/1992-1999	CLCB1643H STD
Mitsubishi 4G63 04/1992-1999	CLCB1643HX STD

Main Bearing

Mitsubishi 4G63 1997-1999	CLMS2261H STD
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MITSUBISHI 4B11

Conrod Bearing

Mitsubishi 4B11 EVO X 2008-On	CLCB1918H STD
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Main Bearing

Mitsubishi 4B11 EVO X 2008-On	CLMS2307H STD
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SUBARU EJ SERIES

Conrod Bearing

Subaru EJ18, 20, 22, 25	CLCB1657H STD
Subaru EJ18, 20, 22, 25	CLCB1657HX STD

Main Bearing

Subaru EJ18, 20, 22, 25	CLMS2258H STD
Subaru EJ18, 20, 22, 25	CLMS2258HX STD



TriMetal Adds A New Layer!

The exclusive Clevite 77@ TriArmor™ engine bearings feature the industry's only moly/graphite treatment. This sophisticated blend, in a low friction PTFE polymer base, offers extraordinary protection and lubricity. Enhanced wear characteristics increase bearing life in race engines and high performance street engines. Now, high performance engine builders can enjoy the strength & durability of the legendary Clevite 77@ TriMetal™ bearing construction coupled with the latest in coating technology right out of the box.

Count on Clevite to be the first — with the best!

- Reduced friction and drag, resulting in increased horsepower
- Protection during start-up
- Embedability to resist damage from debris
- Ability to withstand extreme temperatures and pressures
- Conformability for distressed or imperfect surfaces
- Extraordinary strength and durability

Triarmor bearings are available with .001" extra clearance by adding X to the part number after the H, eg: CLCB663HXX STD.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327, 2.000" Journal	CLCB745HNK STD
Chev 265-327, 2.000" Journal	CLCB745HNK 001
Chev 265-327, 2.000" Journal	CLCB745HNK 010
Chev 327-400, 2.100" Journal	CLCB663HNK STD
Chev 327-400, 2.100" Journal	CLCB663HNK 001
Chev 327-400, 2.100" Journal	CLCB663HNK 010
Chev w/ Honda 1.888" Journal	CLCB1663HNK STD
Chev w/ Honda 1.888" Journal	CLCB1663HNK 001
Chev w/ Honda 1.849" Journal	CLCB1664HNK STD
Chev w/ Honda 1.849" Journal	CLCB1664HNK 001

Conrod Bearing With Dowel Hole

Chev 327-400, 2.100 Journal	CLCB663HXNDK STD
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Main Bearings

Chev 283-327, 2.300" Journal	CLMS429HK STD
Chev 283-327, 2.300" Journal	CLMS429HK 001
Chev 283-327, 2.300" Journal	CLMS429HK 010
Chev 327-350, 2.450" Journal	CLMS909HK STD
Chev 327-350, 2.450" Journal	CLMS909HK 001
Chev 327-350, 2.450" Journal	CLMS909HK 010
Chev 400, 2.650" Journal	CLMS1038HK STD
Chev 400, 2.650" Journal	CLMS1038HK 001
Chev 400, 2.650" Journal	CLMS1038HK 010

CHEV-HOLDEN LS1 & LS6

Conrod Bearings

Chev LS1 & LS6, 1997-2007	CLCB663HNK STD
Chev LS1 & LS6, 1997-2007	CLCB663HNK 001
Chev LS1 & LS6, 1997-2007	CLCB663HNK 010

Main Bearings

Chev LS1 & LS6, 1997-2007	CLMS2199HK STD
Chev LS1 & LS6, 1997-2007	CLMS2199HK 001
Chev LS1 & LS6, 1997-2007	CLMS2199HK 010

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743HNK STD
Chev 396-454, 2.200" Journal	CLCB743HNK 001
Chev 396-454, 2.200" Journal	CLCB743HNK 010

Conrod Bearing With Dowel Hole

Chev 396-454, 2.200 Journal	CLCB743HNDK STD
Chev 396-454, 2.200 Journal	CLCB743HXNDK STD

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829HK STD
Chev 396-454, 2.750" Journal	CLMS829HK 001
Chev 396-454, 2.750" Journal	CLMS829HK 010

FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634HNK STD
Ford 289-302W 1968-2001	CLCB634HNK 001
Ford 289-302W 1968-2001	CLCB634HNK 010

Main Bearings

Ford 289-302W 1968-2001	CLMS590HK STD
Ford 289-302W 1968-2001	CLMS590HK 001
Ford 289-302W 1968-2001	CLMS590HK 010

FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831HNK STD
Ford 351 Windsor 1969-1998	CLCB831HNK 001
Ford 351 Windsor 1969-1998	CLCB831HNK 010

Main Bearings

Ford 351W, Partial Groove	CLMS1432HK STD
Ford 351W, Partial Groove	CLMS1432HK 001
Ford 351W, Partial Groove	CLMS1432HK 010

FORD 351 CLEVELAND

Conrod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927HNK STD
Ford 351 Cleveland, 1971-1982	CLCB927HNK 010

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010HK STD
Ford 351 Cleveland, 1971-1982	CLMS1010HK 001
Ford 351 Cleveland, 1971-1982	CLMS1010HK 010

FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442HNK STD
Ford Coyote 5.0L, 2011-2014	CLCB1442HNK 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442HXNK STD



ACL RACE SERIES BEARINGS

The unique combination of design, metallurgy and engineering come together to deliver what drivers expect from high performance Trimetal engine bearings. Designed to withstand higher RPM conditions, ACL Race Series Engine Bearings are available for many of the popular 4, 6 & 8 cylinder applications. To order, select the base part number listed below and add the undersize required.

FORD 6 CYLINDER

Conrod Bearings

Ford 6-Cyl 3.3L & 4.1L	ACL6B2150H
Ford 3.9L & 4.0L EA-BF	ACL6B2150H
Ford 4.0L XR6 Turbo	ACL6B2150H

Main Bearings

Ford 6-Cyl 3.3L & 4.1L	ACL7M2158H
Ford 3.9L & 4.0L EA-ED	ACL7M2158H
Ford 4.0L EF-BF	ACL7M2092H
Ford 4.0L XR6 Turbo	ACL7M2092H

FORD V8 NEW

Main Bearings

Ford 429-460	ACL5M1039H
Modular 5.4 SOHC/DOHC	ACL5M7296H

Conrod Bearings

Modular 4.6 & 5.4 SOHC/DOHC	ACL8B1442H
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HOLDEN 6 CYLINDER

Conrod Bearings

Holden 6, 138-202, All models	ACL6B2380H
Holden RB30E & RB30ET	ACL6B2390H
Holden V6 Ecotec 3.8L	ACL6B2306H

Main Bearings

Holden 6, 138-186, Red Motors	ACL7M2384H
Holden 6, 173-202, Blue/Black	ACL7M2398H
Holden RB30E & RB30ET	ACL7M2394H
Holden V6 Ecotec 3.8L	ACL4SM2222H

Main Bearings

Honda B16A, Pre-1998	ACL5M1959H
Honda D16A, D16Z	ACL5M1957H
Honda B17A1	ACL5M1959H
Honda B18C VTEC	ACL5M1959H
Honda B20B	ACL5M1959H
Honda H22A4	ACL5M1957H

MITSUBISHI 4 CYLINDER

Conrod Bearings

Mitsubishi 4G63, to 5/92	ACL4B1146H
Mitsubishi 4G63, from 6/92	ACL4B1185H
Mitsubishi 4G93, 4G93-T	ACL4B8036H

Main Bearings

Mitsubishi 4G63, to 5/92	ACL5M1144H
Mitsubishi 4G63, from 6/92	ACL5M1186H
Mitsubishi 4G63, from 1997	ACL5M1219H
Mitsubishi 4G93, 4G93-T	ACL5M8037H

NISSAN 4 & 6 CYLINDER

Conrod Bearings

Nissan CA16, CA18 & CA20	ACL4B1630H
Nissan SR20DET Excl. GTiR	ACL4B2960H
Nissan GTiR, SR20DET	ACL4B2976H
Nissan RB20DET	ACL6B2630H
Nissan RB25DE, RB25DET	ACL6B2960H
Nissan GTR, RB20DETT	ACL6B2960H
Nissan RB30E, RB30ET	ACL6B2390H
Nissan VG30DE, VG30DETT	ACL6B2390H
Nissan VQ35DE	ACL6B2640H

Main Bearings

Nissan CA16, CA18 & CA20	ACL5M1633H
Nissan SR20DET Excl. GTiR	ACL5M2964H
Nissan GTiR, SR20DET	ACL5M2975H
Nissan RB20DET	ACL7M2394H
Nissan RB25DE, RB25DET	ACL7M2394H
Nissan GTR, RB26DETT	ACL7M2428H
Nissan RB30E, RB30ET	ACL7M2394H
Nissan VG30DE, VG30DETT	ACL4M2737H
Nissan VQ35DE	ACL4M2633H

Thrust Washers

Nissan SR20DE, SR20DET	ACL1T2964
Nissan VQ35DE	ACL2T2633

SUBARU 4 CYLINDER

Conrod Bearings

Subaru EJ16, EJ18 & EJ20	ACL4B8296H
Subaru EJ16, EJ18 & EJ20	ACL4B8296
Subaru WRX EJ20 Turbo	ACL4B8296H
Subaru EJ22 & EJ25	ACL4B8320H

Main Bearings

Subaru EJ16, EJ18 & EJ20	ACL5M8297H
Subaru EJ16, EJ18 & EJ20	ACL5M8297
Subaru WRX EJ20 Turbo	ACL5M8297H
Subaru EJ22 & EJ25	ACL5M8309H

TOYOTA 4 & 6 CYLINDER

Conrod Bearings

Toyota 4AGE, 4AGEZ	ACL4B1780H
Toyota 3SGE, 3SGTE	ACL4B8366H
Toyota 2JZ, 2JZGTE	ACL6B8100H
Toyota 1FZ-FE	ACL6B7990H
Toyota 1UZ-FE	ACL8B8091H

Main Bearings

Toyota 4AGE, 4AGEZ	ACL5M1695H
Toyota 3SGE, 3SGTE	ACL5M8361H
Toyota 2JZ, 2JZGTE	ACL7M8103H
Toyota 1FZ-FE	ACL7M7989H
Toyota 1UZ-FE	ACL8B8092H

GASKETS



FEL-PRO REPLACEMENT GASKETS

Fel-Pro replacement gaskets bring Fel-Pro's world famous quality and reliability to standard passenger car applications. These gaskets are suitable for stock and mild performance engines but are not recommended for high horsepower and high compression race engines which require the extra durability and features found in Fel-Pro's performance gasket range.

FULL GASKET SETS

These full engine gasket kits include all gaskets and seals required for a complete engine rebuild including head gaskets, intake and exhaust manifold gaskets, oil pan gaskets and all engine seals and ancillary gaskets.

APPLICATION	PART NO.
BUICK 252 V6 1980-83, NO INTAKE	FEFS8723PT
BUICK 231 V6, NO INTAKE	FEFS8723PT-4
BUICK 425 NAILHEAD 1963-66	FEFS7922PT-1
BUICK 400-430-455	FEFS8494PT
CHEV 173 V6	FEFS8699PT-4
CHEV 200 V6	FEFS8629PT
CHEV 229 V6	FEFS8721PT
CHEV 283-307-327-350 1957-85	FEAFS7733PT-2

APPLICATION

CHEV SMALL BLOCK 305	
CHEV SMALL BLOCK 400	
CHEV BIG BLOCK 396-454	
GM LS1/LS6, 4.100" MLS H/GASKETS	
CHRYSLER VALIANT SLANT 6	
CHRYSLER SMALL BLOCK 273-318	
CHRYSLER SMALL BLOCK 340	
CHRYSLER SMALL BLOCK 360	
CHRYSLER 383-440. NO INTAKE	
CHRYSLER 331 HEMI 1954	
CHRYSLER 331 HEMI 1955	
CHRYSLER 354-392 HEMI 1956-58	
CHRYSLER 426 HEMI 1965-71	
FORD 272-312 Y-BLOCK	
FORD 289-302 WINDSOR	
FORD BOSS 302	
FORD 302-351C, ROPE SEAL NO INTAKE	
FORD 302-351C, NO INTAKE	
FORD 332-428 FE	
FORD 351 WINDSOR	
FORD B/B 429-460	
FORD FLATHEAD 1938-48 (2 water holes)	
FORD FLATHEAD 1938-48 (3 water holes)	
FORD FLATHEAD 1949-53	
OLDSMOBILE 350-455	
PONTIAC 403	
PONTIAC 400-428	
PONTIAC 421	

TOP END GASKET SETS

Top end gasket kits (also known as valve regrind sets) include everything required to replace the cylinder heads. Including head gaskets, manifold and valve cover gaskets and valve stem seals, these kits can be converted to a full gasket kit by purchasing a conversion set (listed below).

APPLICATION	PART NO.
CHEV 262 V6 (86-ON)	FEHS9354PT-1
CHEV S/B 5.0L (87-92 305TBI)	FEHS8510PT-4
CHEV S/B 5.0L (87-92 305TPI)	FEHS8510PT-5
CHEV SMALL BLOCK 305 (96-01 VORTEC)	FEHS8510PT-6
CHEV SMALL BLOCK 350 (96-02 VORTEC)	FEHS7733PT-16
CHEV S/B 5.7L (87-ON 350)	FEHS7733PT-9
CHEV S/B LT-1	FEHS9966PT-2
CHEV & HOLDEN LS1	FEHS9284PT-1
CHEV & HOLDEN LS2 & LS6	FEHS9199PT
CHEV LS2 4.000" BORE	FEHS26192PT-3
CHEV LS3 4.065" BORE	FEHS26192PT-9
FORD 260 V8 1962-63	FEHS8004-1
FORD 5.0L (68-85 302W)	FEHS8548PT-11
FORD 5.0L LATE MODEL- EB FALCON	FEAFS9280PT-2
FORD 5.0L (EB FALCON + 87-ON)	FEHS9280PT-2
FORD 5.8L (87-ON 351W)	FEHS8548PT-9
FORD BA 5.4L & 4.6L DOHC TOP	FEHS9790PT-3
FORD BA 5.4L & 4.6L SOHC TOP	FEHS9790PT-7
FORD F250 7.3L TURBO DIESEL	FEHS9239PT
FORD FLATHEAD 1949-53	FEHS7525B
HONDA B16A & B18C 1994-2001	FEHS9274PT
MITSUBISHI 4G63 1989-1992	FEHS9627PT
MITSUBISHI 4G63 1993-1994	FEHS9627PT-1
NISSAN CA18DET TURBO	FEHS9236PT-1
NISSAN SR20DE NON TURBO	FEHS9816PT
TOYOTA 3SGTE TURBO	FEHS9853PT-2
TOYOTA 4AGE & 4AGEZ	FEHS9661PT
TOYOTA 7MGTE TURBO	FEHS9473PT-1

MARINE INTAKE GASKETS

APPLICATION	PORT SIZE (THICKNESS)	PART NO
CHEV SB 262-400	1.23" X 1.99" (.060)	FE17320

MARINE TOP END GASKET SETS

CHEV SMALL BLOCK 350 1965-85	FE17214
CHEV SMALL BLOCK 350 1986-96	FE17230
CHEV SMALL BLOCK 350 GEN+	FE17232
CHEV BIG BLOCK 502 GEN V Exc. EFI	FE17249
CHEV BIG BLOCK 454 GEN-6, HO	FE17201
HEV BIG BLOCK 454 GEN-V HO	FE17243

CONVERSION SETS

Conversion gasket sets or bottom end sets typically include oil pan, timing cover and water pump gaskets as well as a rear main seal and can be used to convert a top end kit to a full gasket set.

CHEV SMALL BLOCK 5.0L 1986-1993	FECS8510
CHEV SMALL BLOCK 350 1992-1997	FECS9966
CHEV SMALL BLOCK VORTEC 1996-02	FECS8510-1
CHEV BIG BLOCK 454 1996-2000	FECS8523
CHEV & HOLDEN LS1	FECS9284
CHEV BIG BLOCK 454 1991-1995	FECS8180-2
FORD 5.0L 1986-1994	FECS8548-2
FORD 5.0L 1986-1995 (1-piece rubber sump gask.)	FECS8548-9
FORD 5.8L 1987-1991	FECS8548-7
FORD BA 5.4L SOHC & DOHC	FECS9790
FORD F250 7.3L TURBO DIESEL	FECS9239
HONDA B16A & B18C 1994-2001	FECS9274
MITSUBISHI 4G63 1993-1994	FECS9086-1
NISSAN CA18DET TURBO	FECS9236-1
NISSAN SR20DE NON TURBO	FECS9816
TOYOTA 7MGTE TURBO	FECS9473

MARINE CONVERSION SETS

CHEV SMALL BLOCK, 2-PIECE RMS	FE17120
CHEV SMALL BLOCK, 1-PIECE RMS	FE17125
CHEV SMALL BLOCK, VORTEC	FE17124
CHEV BIG BLOCK GEN-5	FE17145
CHEV BIG BLOCK GEN-6	FE17146

HEAD GASKETS

BUICK V6	FE9556PT
CHEV S/B 283-350	FE7733PT-2
CHEV S/B 283-350 STEEL SHIM	FE7733SH-1
CHEV S/B 283-350 COATED EMBOSSED SHIM	FE1094
CHEV S/B 305	FE8510PT

PART NO.

FEFS8510PT-1	
FEAFS8364PT-3	
FEAFS8180PT-9	
FE2817	
FEFS7918PT-4	
FEAFS8553PT-9	
FEFS8553PT-10	
FEFS8553PT-14	
FEFS7891PT-11	
FEFS7572PT-1	
FEFS7746PT-1	
FEFS7908PT-4	
FEFS8088WS-1	
FEFS7999PT-3	
FEFS8548PT-16	
FEFS8346PT	
FEAFS8347PT ROPE	
FEAFS8347PT	
FEFS8554PT	
FEFS8548PT-2	
FEFS8265PT-3	
FEFS7283B	
FEFS7548B	
FEFS7525B	
FEFS8171PT-4	
FEFS8507PT	
FEFS8518PT	
FEFS8518PT-3	

CHEV S/B 400	FE8364PT
CHEV & HOLDEN LS1	FE9284PT
CHEV & HOLDEN LS2 & LS6	FE9199PT
CHEV B/B 396-454	FE8180PT-2
CHEV B/B BOW TIE	FE8523PT-1
CHEV BIG BLOCK MARK 5 & 6	FE9502PT
CHRYSLER 273-360	FE8553PT
CHRYSLER 361-440	FE8519PT-1
CHRYSLER 426 HEMI	FE8088WS-1
CHRYSLER 426 HEMI COATED EMBOSSED SHIM	FE1145
FORD 289-351W	FE8548PT-2
FORD BOSS 302	FE8346PT
FORD 302-351 CLEVELAND	FE8347PT-1
FORD B/B 429-460	FE8265PT-1
FORD 390-428 FE BIG BLOCK	FE8554PT
FORD FLAT HEAD 3.270" 49-53 R/H	FE7525B
FORD FLAT HEAD 3.270" 49-53 L/H	FE7526B
FORD FLAT HEAD 3.420" 49-53 R/H	FE7525B-1
FORD FLAT HEAD 3.420" 49-53 L/H	FE7526B-1
FORD F250 7.3L TURBO DIESEL	FE9239PT
HOLDEN 253-308	FE25308PT
HONDA B16A & B18C 1994-2001	FE9274PT
HONDA H23A1 2.0L	FE9199PT
MITSUBISHI 4G63 1989-1994	FE9627PT
MITSUBISHI 4G63 1997-02 MLS	FE26183PT
NISSAN CA18DET TURBO	FE9236PT
NISSAN SR20DE NON TURBO	FE9816PT
PONTIAC V8	FE8518PT
SUBARU EJ25 1996-1999 MLS	FE26167PT
SUBARU EJ25 1999-2005 MLS	FE26170PT
TOYOTA 4AGE & 4AGEZ	FE9661PT
TOYOTA 3SFE 2.0L	FE9797PT
TOYOTA 3SGTE TURBO	FE9853PT

MARINE HEAD GASKETS

CHEV SMALL BLOCK 305	FE17020
CHEV SMALL BLOCK 350	FE17030
CHEV SMALL BLOCK 400	FE17031
CHEV BIG BLOCK 427-454 GEN-4	FE17040
CHEV BIG BLOCK 427-454 GEN-4, HO	FE17046
CHEV BIG BLOCK 427-454 GEN-5 & 6	FE17042
CHEV BIG BLOCK 502 GEN-5 & 6	FE17048
CHRYSLER SMALL BLOCK 318-360	FE17050
CHRYSLER BIG BLOCK 383-440	FE17059
FORD SMALL BLOCK 289-351W	FE17060
FORD BIG BLOCK 429-460	FE17068

INTAKE MANIFOLD GASKET SETS

APPLICATION	PART NO.
CHEV SMALL BLOCK 281-350 1957-65	FEMS9617
CHEV SMALL BLOCK 265-400 1965-85	FEMS90314-2
CHEV SMALL BLOCK 1986-ON	FEMS93317
CHEV SMALL BLOCK TPI 1986-ON	FEMS93035-1
CHEV SMALL BLOCK 96-01 305/350	FEMS90131
CHEV 348-409 LGE PORT SUIT ED60819	FEMS94959B
CHEV LT-1 & LT-4 1992-1997	FEMS95580
CHEV 305-350 VORTEC 1996-2002	FEMS98000T
CHEV & HOLDEN LS1	FEMS92438
CHEV LS2/LS3 VALLEY COVER GASKET SET	FEMS96169
CHEV BIG BLOCK 454 1992-1995	FEMS95255
CHRYSLER HEMI 5.7L 03-08	FEMS96574
CHRYSLER 361-383-413 INTAKE TUB	FEMS96007
CHRYSLER 413-440 INTAKE TUB	FEMS96000
CHRYSLER 426 HEMI 1964-1971	FEMS90007
FORD 302W 1977-85, 351W 1975-91	FEMS90361
FORD 5.0L INCL. PLENUM 1993-95	FEMS93334
FORD 302-351 CLEV 2V INTAKE TUB	FEMS96010
FORD 302-351 CLEV 4V INTAKE TUB	FEMS96012
FORD 332-428 LAMINATE W/COATING	FEMS90145
FORD 351-400M INTAKE TUB	FEMS96020
HONDA B16A/3 1.6L 1994-2002	FEMS91484
HONDA B18C 1998-2002	FEMS92504
HONDA B18C 1994-1998	FEMS92505
MITSUBISHI 4G63 & 4G63 TURBO	FEMS94328

EXHAUST MANIFOLD GASKET SETS

CHRYSLER 426 HEMI 1964-1971	FEMS90049
FORD F250 7.3L TURBO DIESEL	FEMS90500
CHEV & HOLDEN LS1	FEMS92467
HONDA D15 1.5L 1988-1995	FEMS94118-1
HONDA B18C 1994-2001	FEMS94602
MITSUBISHI 4G63 & 4G63 TURBO	FEMS95470

VALVE COVER GASKET SETS

PONTIAC V8	FEVS0005C
CHEV SB 55-85	FEVS0265C
CHEV SMALL BLOCK 262-400 RUBBER	FEVS12869T
CHEV SMALL BLOCK CENTRE BOLT	FEVS0088R
CHEV & HOLDEN LS1, LS2 RUBBER	FEVS0504R
CHEV BIG BLOCK MARK 5 & 6	FEVS0388R
CHRYSLER HEMI 5.7/6.1L MOULDED RUBBER	FEVS0625R
CHRYSLER SMALL BLOCK 318-360	FEVS13395C
CHRYSLER 426 HEMI 1964-1971	FEVS0007C
FORD 289-351 WINDSOR RUBBER	FEVS13264T
FORD 302-351 WINDSOR 1987-1995	FEVS0029C
FORD 302-351C RUBBER	FEVS0068R
FORD BB 429-460	FEVS0044C
FORD FE 332-428	FEVS13049R
MITSUBISHI 4663 & 4G63 TURBO	FEVS0434R

OIL PAN GASKET SETS

CHEV SB CORK 67-74	FEOS5197C-2
CHEV SB 1957-74 1-PIECE RUBBER	FEOS34509T
CHEV SB 1975-85 1-PIECE RUBER	FEOS34510T
CHEV SB 1986-96 1-PIECE RUBBER	FEOS34500R
CHEV BB 1965-90 CORK	FEOS30061C
CHEV BB 1965-90 1-PIECE RUBBER	FEOS30061T
CHEV BB 1991-2000 1-PIECE RUBBER	FEOS34407R
CHEV LS1 1997-02 1-PIECE RUBBER	FEOS30693R
CHRYSLER BIG BLOCK 361-440 CORK	FEOS11729C-1
FORD 302W 1986-95 1-PIECE RUBBER	FEOS34508R
FORD 351W 1987-91 1-PIECE RUBBER	FEOS30616R

TIMING COVER GASKET SETS

CHEV SMALL BLOCK 1-PIECE GASKET ONLY	FE2330
CHEV SMALL BLOCK 1957-1993	FETCS45121
CHEV BIG BLOCK 1965-1995	FETCS45060
CHEV BIG BLOCK 1996-2000	FETCS45969
CHEV LS1 & LS6 1997-2004	FETCS45993
CHRYSLER BIG BLOCK 361-440 & 426 HEMI	FETCS12460-2
FORD 289-351W 1968-1978	FETCS45008
FORD 302-351W 1979-1995	FETCS45449
FORD 302 351 CLEVELAND	FETCS45061
FORD 429-460 BIG BLOCK 1968-1985	FETCS45024
FORD F250 7.3L TURBO DIESEL	FETCS45017
CHRYSLER SB 273-360	FETCS6563-1

REAR MAIN SEALS

CHEV SMALL BLOCK 2-PIECE RUBBER	FEBS40013
CHEV SMALL BLOCK 1-PIECE RUBBER	FEBS40520
CHEV LS1 & LS6 1997-2004 RUBBER	FEBS40640
CHRYSLER 273-340 2-PIECE RUBBER	FEBS40245
FORD 302W 1983-95 1-PIECE RUBBER	FEBS40620
FORD 302W 1983-95 1-PIECE TEFLON	FEBS40644
FORD 302-351C & 351W ONLY	FEBS40042
FORD 351W 1987-91 1-PIECE RUBBER	FEBS40592
FORD F250 7.3L TD 1-PIECE RUBBER	FEBS40436
HOLDEN 253-308 ROPE TO RUBBER	FEBS40613

COOLING SYTEM GASKETS

CHEV SB & BB WATER OUTLET GASKET	FE35562T
CHEV & HOLDEN LS1 THERMOSTAT O-RING	FE35623
CHEV & HOLDEN LS1 WATER PUMP O-RING	FE35633
CHEV & HOLDEN LS1 WATER PUMP GASKET	FE35635
CHRYSLER BB & 426 HEMI WATER PUMP GASKET	FE11731
FORD 302-351C WATER OUTLET GASKET	FE35041T
SBF 5.0L 302W WATER PUMP TO PLATE GASKET	FE35066
FORD F250 7.3L FORD WATER PUMP GASKET	FE35612

FEL-PRO PERFORMANCE & RACE GASKETS

The design of Fel-Pro performance and race gaskets is the result of years of experience in performance gasket applications, backed by extensive testing in the laboratory and on the track. Fel-Pro head gaskets have long set the standard of performance in oval track competition, drag racing, road racing, off road racing and most other types of automotive competition. Fel-Pro brings these standards of top quality, durability and reliability to a full line of engine sealing applications.

STEEL O-RING HEAD GASKETS

Fel-Pro wire ring head gaskets, with a stainless steel combustion armour, proprietary-coated composite facing material and a solid steel core deliver and unbeatable combination of quality, capability and value making them the single best choice for the vast majority of racing and street performance engines.

APPLICATION	BORE X THICKNESS	PART NO.
BUICK V6 STG 1 & 2	4.020" X .039"	FE1000
BUICK V6 STG 1 & 2	4.090" X .039"	FE1026
CHEV V6 229-262	4.166" X .041"	FE1002
CHEV V6 229-262	4.200" X .041"	FE1032
CHEV SB 262-400	4.166" X .041"	FE1003
CHEV SB 262-400	4.190" X .041"	FE1004
CHEV SB 262-400	4.200" X .039"	FE1014
CHEV SB 262-400	4.200" X .041"	FE1034
CHEV SB 262-400	4.200" X .051"	FE1044
CHEV SB 262-400	4.250" X .051"	FE1036
SBC VORTEC RACE	4.080" X .039"	FE1043
CHEV BB GEN-4	4.370" X .039"	FE1037
CHEV BB GEN-4	4.540" X .039"	FE1017-1
CHEV BB GEN-4	4.540" X .051"	FE1017-2
CHEV BB GEN-4	4.630" X .039"	FE1057
CHEV BB GEN-4	4.620" X .051"	FE1093
CHEV BB GEN-5 & 6	4.540" X .039"	FE1047
CHEV BB GEN-5 & 6	4.630" X .039"	FE1067
GM DRCE w/4.900" BORE CENTRES	4.780" X .051"	FE1096
CHRYSLER SB 273-360	4.180" X .039"	FE1008
CHRYSLER BB 361-440	4.410" X .039"	FE1009
CHRYSLER 426 HEMI	4.340" X .039"	FE1106
CHRYSLER 426 HEMI	4.590" X .051"	FE1104
FORD 289-351W 1962-82	4.100" X .041"	FE1011-1
FORD 302-351W & SVO	4.100" X .041"	FE1021
FORD 302-351W & SVO (LH)	4.150" X .041"	FE1022
FORD 302-351W & SVO (RH)	4.150" X .041"	FE1031L
FORD 302-351W & SVO (RH)*	4.150" X .041"	FE1031R
FORD 302-351W & SVO	4.200" X .051"	FE1046
FORD 302-351W & SVO	4.200" X .051"	FE1021
FORD 302 BOSS	4.100" X .041"	FE1021
FORD 302-351 CLEVELAND	4.100" X .041"	FE1013
FORD 390-428 FE BIG BLOCK	4.400" X .041"	FE1020
FORD 429-460 BIG BLOCK	4.500" X .041"	FE1018
FORD 429-460 BIG BLOCK	4.670" X .041"	FE1028
FORD 429-460 18-BOLT PATT	4.660" X .051"	FE1099
HOLDEN V8 253-308	4.090" X .040"	FE10761

* FE1031 has smaller valve pockets than FE1023

COPPER O-RING HEAD GASKETS

These Fel-Pro wire ring head gaskets feature the same race winning construction as our steel o-ring gaskets but with a pre-flattened copper combustion seal to prevent brinelling of aluminium cylinder heads.

APPLICATION	BORE X THICKNESS	PART NO.
CHEV LS1-LS6	4.135" X .041"	FE1041
CHEV SB LT1 & LT4	4.125" X .039"	FE1074
CORVETTE 1986-91	4.166" X .039"	FE1010
CHEV BB GEN-4	4.370" X .039"	FE1027
FORD 289-351W 1983-95	4.100" X .041"	FE1011-2

COPPER SANDWICH GASKETS (NON WIRE RING)

These copper sandwich gaskets feature a large overbore for modified flat head engines. For standard bore see the passenger car listing.

APPLICATION	BORE X THICKNESS	PART NO.
FORD FLATHEAD 49-53 (RH)	3.420" X .062"	FE1055
FORD FLATHEAD 49-53 (LH)	3.420" X .062"	FE1056

MULTI LAYER STEEL SHIM GASKETS (MLS)

Fel-Pro MLS performance head gaskets are proven to handle big power any way you make it - boost, nitrous or naturally aspirated. Fel-Pro MLS gaskets distribute clamping loads strategically across the cylinder head for optimised sealing under extreme conditions.

APPLICATION	BORE X THICKNESS	PART NO.
CHEV LS1	3.990" X .048"	FE26190PT
CHEV LS1-LS6 (LH)	3.945" X .053"	FE1160L
CHEV LS1-LS6 (RH)	3.945" X .053"	FE1160R
CHEV LS1-LS6 (LH)	4.100" X .053"	FE1161L
CHEV LS1-LS6 (RH)	4.100" X .053"	FE1161R
CHEV LS1-LS6 (LH)	4.175" X .053"	FE1162L
CHEV LS1-LS6 (RH)	4.175" X .053"	FE1162R
CHEV LSX & WARHAWK	4.175" X .053"	FE1185
CHEV LSX & WARHAWK (LH)	4.100" X .053"	FE26472L
CHEV LSX & WARHAWK (RH)	4.100" X .053"	FE26472R
CHEV LSX & WARHAWK (LH)	4.200" X .053"	FE26473L
CHEV LSX & WARHAWK (RH)	4.200" X .053"	FE26473R
CHEV LSX & WARHAWK	4.250" X .053"	FE26474
CHEV SB 262-350	4.100" X .041"	FE1142
CHEV SB 262-400	4.165" X .041"	FE1143
CHEV SB 262-400	4.200" X .041"	FE1144
CHEV SB 262-400	4.200" X .053"	FE1144-053
CHEV SB 262-400	4.200" X .061"	FE1144-061
CHEV SB 262-400	4.200" X .071"	FE1144-071
CHEV BB GEN-4	4.380" X .041"	FE1071
CHEV BB GEN-4	4.580" X .041"	FE1075
CHEV BB GEN-4	4.640" X .041"	FE1077
CHEV BB GEN-4	4.640" X .053"	FE1077-1
CHRYSLER HEMI 03-08	3.917" X .048"	FE26286PT
FORD 5.4L MODULAR (LH)	3.360" X .036"	FE1141L
FORD 5.4L MODULAR (RH)	3.360" X .036"	FE1141R
FORD 302-351W & SVO	4.100" X .041"	FE1133
FORD 302-351W & SVO	4.180" X .041"	FE1134
FORD 302-351W & SVO	4.210" X .041"	FE1135
FORD 302-351W & SVO	4.210" X .053"	FE1137
MITSUBISHI 4G63 1989-99	3.425" X .055"	FE1153-1

LOC-WIRE HEAD GASKETS

Designed specifically for nitrous and high boost applications, Loc-Wire head gaskets use an oversized combustion sealing wire encased in a stainless steel armour to provide an extremely robust combustion seal. In order to use these special gaskets a receiving groove must be machined into the cylinder head.

APPLICATION	BORE X THICKNESS	PART NO.
BUICK V6 STG 1 & 2	4.100" X .039"	FE1007
CHEV SB 262-400	4.180" X .039"	FE1045
CHEV BB GEN-4	4.640" X .039"	FE1012
FORD 289-351W	4.145" X .039"	FE1006



INTAKE MANIFOLD GASKET SETS - PRINTOSEAL

Fel-Pro Printoseal intake manifolds feature composite construction with raised sealing beads printed onto the surface for superior sealing of intake and water ports.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
BUICK V6 STAGE 1*	1.10" X 2.05" (.060")	FE1200
BUICK V6 STAGE 2*	1.32" X 2.35" (.060")	FE1201
CHEV V6 229 & 262*	1.28" X 2.10" (.060")	FE1202
CHEV V6 229 & 262*	1.34" X 2.21" (.060")	FE1203
CHEV SB 262-400 ²	1.23" X 1.99" (.060")	FE1256
CHEV SB 262-400*	1.28" X 2.09" (.060")	FE1205
CHEV SB 262-400*	1.31" X 2.21" (.060")	FE1206
CHEV SB 262-400*	1.38" X 2.28" (.060")	FE1207
CHEV SB 262-400*	1.38" X 2.38" (.060")	FE1209
CHEV SB 262-400	1.31" X 2.21" (.065)	FE1206S-3
CHEV SB VORTEC*	1.30" X 2.31" (.060")	FE1289
CHEV SB SB2	1.40" X 1.90" (.090)	FE1237-4
CHEV SB SB2	1.40" X 1.90" (.120)	FE1237-5
CHEV SB SB2	Not Applicable (.030)	FE1242-1
CHEV SB SB2	1.58" X 2.18" (.090)	FE1382-4
CHEV SB SB2	1.58" X 2.18" (.120)	FE1382-5
CHEV SB BUICK/DART*	TRIM TO FIT (.060")	FE1259
GM LS1-LS6	1.19" X 3.34" (.030")	FE1312-1
GM LS1-LS6	1.19" X 3.34" (.045")	FE1312-2
GM LS1-LS6	1.19" X 3.34" (.060")	FE1312-3
GM LS1-LS6	1.19" X 3.34" (.090")	FE1312-4
GM LS1-LS6	1.19" X 3.34" (.120")	FE1312-5
GM L57 RECTANGLE PORT	1.45" X 2.45" (.045")	FE1208-2
GM L57 RECTANGLE PORT	1.45" X 2.45" (.060")	FE1208-3
GM L92 RECTANGLE PORT	1.35" X 2.70" (.045")	FE1222-2
GM L92 RECTANGLE PORT	1.35" X 2.70" (.060")	FE1222-3
CHEV BB OVAL PORT ²	1.82" X 2.05" (.060")	FE1212
CHEV BB RECTANGLE PORT ²	1.80" X 2.52" (.060")	FE1274
CHEV BB RECTANGLE PORT	1.82" X 2.54" (.060")	FE1211
CHEV BB 5" BORE SPACE	2.063" X 2.790" (.060")	FE1223-3
CHRYSLER 273 1966-69	1.05" X 2.08" (.060")	FE1243
CHRYSLER 318 2BBL HEADS	1.05" X 2.08" (.060")	FE1243
CHRYSLER 318 4BBL HEADS	1.16" X 2.27" (.060")	FE1213
CHRYSLER 340-360 1968-80	1.16" X 2.27" (.060")	FE1213
BB CHRYSLER	1.23" X 2.27" (.030)	FE1216
FORD 289-351W	1.20" X 2.00" (.060")	FE1250
FORD 289-351W	1.28" X 2.10" (.060")	FE1262
FORD 302 BOSS 4V HEADS	1.88" X 2.65" (.060")	FE1248
FORD 302-351C 2V HEADS	1.50" X 2.12" (.060")	FE1240
FORD 351C 4V HEADS	1.88" X 2.65" (.060")	FE1228
FORD FE 428 CJ & SCJ	1.40" X 2.34" (.060")	FE1246
FORD FE 390GT	1.40" X 2.10" (.060")	FE1247
FORD 429-460 BIG BLOCK	1.98" X 2.26" (.060")	FE1230
FORD 429-460 CJ & SCJ	2.24" X 2.60" (.060")	FE1231

* No Exhaust Crossover ² Open Exhaust Crossover

INTAKE MANIFOLD GASKET SETS - COMPOSITE

Fel-Pro composite race intake gaskets are designed to deliver excellent sealing while permitting easy trimming to match modified port shapes. These gaskets are available in various thicknesses to compensate for cylinder head and manifold variations.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
CHEV V6 RAISED PORT*	1.15" X 2.18" (.090")	FE1268
CHEV SB 262-400*	1.31" X 2.21" (.060")	FE1266
CHEV SB 262-400*	1.38" X 2.28" (.120")	FE1267
CHEV SB 262-400*	TRIM TO FIT (.060")	FE1244
CHEV SB 262-400*	TRIM TO FIT (.120")	FE1245
CHEV SB VORTEC DUAL 4 bolt	1.08" X 2.11" (.120")	FE1255
CHEV SB RAISED*	1.31" X 2.02" (.060")	FE1263
CHEV SB RAISED*	1.31" X 2.02" (.120")	FE1266
CHEV SB 18" HI PORT*	1.25" X 2.15" (.030")	FE1287
CHEV SB 18" HI PORT*	1.25" X 2.15" (.045")	FE1278
CHEV SB 18" HI PORT*	1.25" X 2.15" (.060")	FE1282
CHEV SB 18" HI PORT*	1.25" X 2.15" (.090")	FE1283
CHEV SB 18" HI PORT*	1.25" X 2.15" (.120")	FE1288
CHEV SB SPLAYED VALVE*	1.60" X 2.00" (.060")	FE1296
CHEV BB RECTANGLE PORT*	1.25" X 2.36" (.060")	FE1251
CHEV BB DART BIG CHEIF*	1.86" X 2.46" (.060")	FE1298
CHEV BB SPREAD PORT*	1.90" X 2.70" (.060")	FE1249
CHEV BB SPREAD PORT*	1.85" X 2.45" (.030")	FE1306-1
CHEV BB SPREAD PORT*	1.85" X 2.45" (.045")	FE1306-2
CHEV BB SPREAD PORT*	1.85" X 2.45" (.060")	FE1306-3
CHEV BB RECTANGLE PORT*	1.82" X 2.54" (.120")	FE1239
CHEV BB W/ UPPER BOLTS*	1.80" X 2.52" (.060")	FE1275
CHEV BB W/ UPPER BOLTS*	1.80" X 2.52" (.120")	FE1275-5
CHEV BB BLANK GASKET*	NO HOLES (.060")	FE1290
CHRYSLER 413-426 MAX WEDGE	1.34" X 2.63" (.060")	FE1218
CHRYSLER 383-440 B1 HEADS	1.65" X 2.71" (.060")	FE1276
CHRYSLER 426 HEMI	1.84" X 2.00" (.060")	FE1234
FORD 5.4L MODULAR UPPER	INTAKE PLENUM	FE1236
FORD 5.4L MODULAR LOWER	PLENUM TO INTAKE	FE1343
FORD 289-351W	1.40" X 2.25" (.090")	FE1262R
FORD SVO M6049-A HEAD	Trim to Fit (.060")	FE1229
FORD SVO B351, C302, D302	1.35" X 2.20" (.060")	FE1265
FORD SVO M6049-C3 HEAD	1.35" X 1.95" (.060")	FE1253-3
FORD 460 M6049-A460 HEAD	1.82" X 2.45" (.060")	FE1221-3
FORD 460 M6049-A460 HEAD	1.82" X 2.45" (.090")	FE1221-5

* No Exhaust Crossover

INTAKE MANIFOLD GASKET SETS - EMBOSSED STEEL LAMINATE

Fel-Pro embossed steel laminate intake gaskets are harder to trim to match custom ports but the added structural integrity allows them to maintain shape under high vacuum or long exposures to oil and fuel.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
CHEV SB 262-400*	1.23" X 1.99" (.060")	FE1204
CHEV BB OVAL PORT*	1.82" X 2.05" (.060")	FE1210
CHRYSLER BB 361-383-400	1.23" X 2.27" (.015")	FE1214
CHRYSLER BB 413-426-440	1.23" X 2.27" (.015")	FE1215

* Blocked Exhaust Crossover

EXHAUST HEADER GASKET SETS

Fel-Pro performance exhaust header gaskets feature a perforated steel core with anti-stick coating to stand up to the extreme temperatures and heat cycles found in performance and race engines.

APPLICATION	PORT SIZE	PART NO.
BUICK V6 STAGE 1	1.15" X 1.45"	FE1400
BUICK V6 STAGE 2	1.52" X 1.62"	FE1401
CHEV V6 229-262	1.50" X 1.50"	FE1402
CHEV V6 229-262	1.55" X 1.55"	FE1403
CHEV LS1-LS6	1.75" X 1.55"	FE1438
CHEV LS1-LS6	1.90" ROUND	FE1440
CHEV SB STOKC	1.38" X 1.38"	FE1444
CHEV SB ROUND PORT	1.59" ROUND	FE1426
CHEV SB LARGE RACE PORT	1.55" X 1.55"	FE1405
CHEV SB VORTEC	1.50" X 1.50"	FE1404
CHEV LT1, LT4 & VORTEC D-PORT	1.39" X 1.41"	FE

VALVE COVER GASKETS

Fel-Pro performance valve cover gaskets are available in a variety of materials to deliver superior sealing on all types of race and performance street engines.

APPLICATION	PART NO.
BUICK V6 STAGE-2 RUBBER COATED FIBRE	FE1631
CHEV 229 V6, CORK/RUBBER	FE1601
CHEV 229 V6 CORK/RUBBER W/STEEL CORE	FE1637
CHEV SB 262-400 FEL-COPRENE RUBBER	FE1602
CHEV SB 262-400 BLUE STRIPE CORK/RUBBER	FE1603
CHEV SB 262-400 CORK/RUBBER STEEL CORE	FE1604
CHEV SB 262-400 COMPOSITE W/STEEL CORE	FE1644
CHEV SB 262-400 SILICONE W/STEEL CORE	FE1628
CHEV SB CENTRE BOLT CORK/RUBBER W/STEEL CORE	FE1648
GM SPLAYED VALVE COMPOSITE W/STEEL CORE	FE1641
CHEV SB BUICK/DART RUBBER COATED FIBRE	FE1638
CHEV SB2 SILICONE RUBBER W/STEEL CORE	FE1655-1
CHEV BB WITH BRODIX 5" BORE SPACE	FE1696
CHEV BB FEL-COPRENE RUBBER	FE1605
CHEV BB BLUE STRIPE CORK/RUBBER	FE1606
CHEV BB CORK RUBBER W/STEEL CORE	FE1630
CHEV BB COMPOSITE W/STEEL CORE	FE1660
CHEV BB SILICONE RUBBER W/STEEL CORE	FE1635
CHEV BB DART BIG CHIEF CORK RUBBER W/STEEL CORE	FE1634
CHEV BB BRODIX SUPER DUTY CORK RUBBER W/STEEL	FE1634
CHEV BB DART BIG CHIEF COMPOSITE W/STEEL CORE	FE1664
CHEV BB BRODIX SUPER DUTY COMPOSITE W/STEEL	FE1664
CHRYSLER 273-360 FEL-COPRENE RUBBER	FE1607
CHRYSLER 273-360 RUBBER COATED FIBRE	FE1608
CHRYSLER 361-440 6-BOLT BLUE STRIPE CORK-RUBBER	FE1610
CHRYSLER 361-440 6-BOLT RUBBER COATED FIBRE	FE1612
CHRYSLER 361-440 6-BOLT FEL-COPRENE RUBBER	FE1611
CHRYSLER 426 HEMI CORK/RUBBER W/STEEL CORE	FE1629
CHRYSLER & KB HEMI NITRO COMPOSITE W/STEEL CORE	FE1657
CHRYSLER HEMI BAE HEADS COMPOSITE W/STEEL CORE	FE1665
FORD 289-351W FEL-COPRENE RUBBER	FE1614
FORD 289-351W BLUE STRIPE CORK/RUBBER	FE1613
FORD 289-351W CORK RUBBER W/STEEL CORE	FE1645
FORD 289-351W SILICONE RUBBER W/STEEL CORE	FE1684
FORD 289-351W ALLOY SVO FEL-COPRENE RUBBER	FE1616
FORD 289-351W ALLOY SVO BLUE STRIPE CORK/RUBBER	FE1615
FORD 289-351W ALLOY SVO CORK/RUBBER W/STEEL	FE1636
FORD 289-351W SVO STABILIZER RUBBER COATED FIBRE	FE1620
FORD 351C SVO YATES SILICONE RUBBER W/STEEL	FE1682
FORD 289-351C FEL-COPRENE RUBBER	FE1616
FORD 289-351C BLUE STRIPE CORK RUBBER	FE1615
FORD 289-351C CORK/RUBBER W/STEEL CORE	FE1636
FORD 390-428 FE BLUE STRIPE CORK/RUBBER	FE1632
FORD 429-460 1968-87 FEL-COPRENE RUBBER	FE1617
FORD 429-460 1968-87 BLUE STRIPE CORK/RUBBER	FE1619
FORD 429-460 1968-87 CORK/RUBBER W/STEEL CORE	FE1643

OIL PAN GASKET SETS

Fel-Pro oil pan gaskets sets feature rubber coated fibre or composite construction to ensure dependable and leak free performance in all types of engines.

APPLICATION	PART NO.
BUICK V6 STAGE-2 RUBBER COATED FIBRE	FE1800
CHEV V6 229-262 RUBBER COATED FIBRE	FE1801
CHEV SB 1957-74 RUBBER COATED FIBRE	FE1802
CHEV SB 1975-79 RUBBER COATED FIBRE	FE1803
CHEV SB 1980-85 RUBBER COATED FIBRE	FE1818
CHEV SB DART IRON EAGLE RUBBER COATED FIBRE	FE1839
CHEV SB DONOVAN & RODECK RUBBER COATED FIBRE	FE1821
CHEV BB 1965-90 RUBBER COATED FIBRE	FE1804
CHEV BB 1965-90 TRIMMED FOR RODS W/STEEL CORE	FE1893
CHEV BB DART MERLIN SPREAD PAN RUBBER COATED	FE1891
CHEV BB DONOVAN-MERLIN	FE1863
CHRYSLER 273-360 1964-69 RUBBER COATED FIBRE	FE1805
CHRYSLER 273-340 1970-91 RUBBER COATED FIBRE	FE1806
CHRYSLER 360 1971-90 RUBBER COATED FIBRE	FE1807
CHRYSLER 361-440 WEDGE RUBBER COATED FIBRE	FE1808
CHRYSLER 361-440 WEDGE COMPOSITE W/STEEL CORE	FE1834
CHRYSLER 426 HEMI RUBBER COATED FIBRE	FE1808
CHRYSLER 426 HEMI COMPOSITE W/STEEL CORE	FE1834
HEMI TOP FUEL OIL PAN GASKET TFX 96	FE1838
FORD 289-302W 1962-94 RUBBER COATED FIBRE	FE1809
FORD 351W 1969-93 RUBBER COATED FIBRE	FE1810
FORD 351W RUBBER COATED FIBRE W/STEEL CORE	FE1827
FORD 302-351C RUBBER COATED FIBRE	FE1811
FORD 390-428 FE RUBBER COATED FIBRE	FE1817
FORD 429-460 1968-88 RUBBER COATED FIBRE	FE1812

FELPRO MOLDED RUBBER 1-PIECE OIL PAN GASKETS

Fel-Pro Molded silicone rubber 1-piece oil pan gaskets feature a rigid inner carrier and built in compression limiters to vastly simplify installation and provide unbeatable sealing integrity.

APPLICATION	PART NO
CHEV SB 1957-74 THIN FRONT SEAL LH DIPSTICK	FE1885
CHEV SB 1975-79 THICK FRONT SEAL LH DIPSTICK	FE1880
CHEV SB 1980-81 THICK FRONT SEAL RH DIPSTICK	FE1881
CHEV SB STRAIGHT SIDE RAILS THICK FRONT SEAL	FE1882
CHEV BB 396-454 1965-90	FE1884R

R.A.C.E GASKET SETS

Fel-Pro Performance R.A.C.E Sets include all gaskets and seals needed (except valve stem seals) to assemble an engine after all major gaskets (heads, intake, exhaust, oil pan and valve cover) having been selected. R.A.C.E set typically includes rear main bearing seal,timing cover seal and gasket, water outlet gasket, fuel pump gasketand oil pump gasket.

APPLICATION	PART NO.
CHEV 90° V6 229-262	FE2701
CHEV SMALL BLOCK 1959-85	FE2702
CHEV BIG BLOCK 1965-90	FE2703
CHRYSLER 361-440 WEDGE	FE2716
FORD 289-302W 1962-82	FE2707-1
FORD 351W 1969-83	FE2709-1
FORD 302-351C	FE2710
FORD 390-428 FE	FE2720
FORD 429-460 BIG BLOCK	FE2712

REAR MAIN SEALS

Fel-Pro has a variety of specialized crankshaft main seals to handle the unique needs of the professional racing engine builder. Unique materials and design configurations optimize performance under extreme conditions.



APPLICATION	PART NO.
BUICK V6 1975-85 PREMIUM 2-PIECE	FE2903
CHEV V6 229-262 2-PIECE SILICONE	FE2900
CHEV V6 229-262 2-PIECE PREMIUM	FE2912
CHEV V6 229-262 1-PIECE PREMIUM	FE2919
CHEV SB 1959-85 2-PIECE SILICONE	FE2900
CHEV SB 1959-85 2-PIECE PREMIUM HIGH VACUUM	FE2912
CHEV SB 1986-97 1-PIECE PREMIUM HIGH VACUUM	FE2919
CHEV SB LARGE OD 2-PIECE FOR ALIGN HONED 400	FE2909
CHEV BB 1965-90 SILICONE 2-PIECE	FE2904
CHEV BB 1965-90 2-PIECE PREMIUM HIGH VACUUM	FE2918
CHEV BB 1991-00 1-PIECE PREMIUM HIGH VACUUM	FE2920
CHRYSLER KB HEMI WITH 2.75" MAINS	FE2947
FORD 289-302W 2-PIECE PREMIUM HIGH VACUUM	FE2901
FORD 302W 1-PIECE PREMIUM PTFE HIGH VACUUM	FE2941
FORD 302W 1-PIECE PREMIUM HIGH VACUUM	FE2922RS
FORD 351W 2-PIECE PREMIUM HIGH VACUUM	FE2902
FORD 351W 1-PIECE PREMIUM HIGH VACUUM	FE2921
FORD 351W 1-PIECE PREMIUM PTFE HIGH VACUUM	FE2942RS
FORD 302-351C 2-PIECE PREMIUM HIGH VACUUM	FE2902
FORD BB 429-460 PREMIUM 2PC	FE2948

DIFF & TRANS GASKETS

APPLICATION	PART NO
FORD 9" DIFF CENTRE	FE2301
FORD 9" DIFF CENTRE STEEL CORE NON STICK	FE2302
POWERGLIDE STEEL CORE PAN GASKET	FE2304



Hussey Performance specializes in manufacturing quality copper gaskets to your exacting specs. Equipped and capable of creating or customizing any copper gasket. Hussey has the capability, the experience and the know-how to solve even your most complex gasket problems. Hussey Performance offer a wide line of head gaskets and exhaust gaskets in thicknesses from .035" up to .125" in .001" increments. Hussey have experience making all types of gaskets from domestic and import street cars to Top Fuel dragsters. More sizes and applications available by special order please give us a call to discuss your requirements.

BAE-5CX4.310.060 BAE Gaskets



Full Gasket Sets

Chev Small Block 265-350 1957-79	MG 7100
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Oil Pan Gaskets

Description	Part No
Chev SB w/passengers side dipstick (thick)	MG 189
Chev SB w/drivers side dipstick (thin)	MG 190
Chev BB Set	MG 192
Chrysler 318-360 Set	MG 394
Chrysler BB & KB Super Pan Gasket	MG 397
Chrysler Hemi, Rodeck, TFX 92	MG 387
Chrysler Hemi, Rodeck, TFX 96	MG 388
Ford 289-302W Set	MG 291
Ford 429-460	MG 292
Ford 302-351 C	MG 293
Ford 351W	MG 294

Intake Gaskets

Chev SB Set, Standard Port	MG 1018
Chev SB Set Large Port	MG 102
Chev SB Set thick	MG 106
Chev SB Set Pro Hi-Port	MG 111
Chev SB Set Pro Hi-Port Thick	MG 113
Chev SB Set 18" Heads	MG 143
Chev Brodix Set	MG 125
Chev BB Set Oval Port	MG 107
Chev BB Set Rectangle Port	MG 108
Chev BB Set extra thick	MG 110
Chrysler 273-318 Set	MG 306
Chrysler 340-360 W-2 Heads	MG316
Chrysler 340-360 Set	MG 307
Chrysler 426 Veney Heads	MG 312
Chrysler 426 Hemi Set Late Dart Heads	MG 324
Chrysler 426 Hemi w/10 Bolts	MG 326
Ford 289-302W Set	MG 203
Ford 429-460 Set	MG 208
Ford 351W Set	MG 210
Ford 302-351C 2V Set	MG 211
Ford 351C 4V Set	MG 214
Ford 302 Boss - 1.86W x 2.60H	MG209G

Valley Cover Gasket

Valley Cover Gasket LS1/LS6	MG61020G
Valley Cover Gasket LS2/LS3/LS7/LSX	MG61021G

Exhaust Gaskets

Chev SB Set Standard Port	MG 150A
Chev BB Set Oval Port	MG 152
Chev BB Set 2-1/8" Round Port	MG 152A
Chev BB Set Square Port	MG 153
Chev BB Set Large Square Port	MG 154
Chev BB Round	MG 5912
Chrysler 273-318 Set	MG 353
Chrysler 340-360 Set	MG 358
Ford 289-351W Set Square Port	MG 253
Ford 302-351C 4V Set	MG 258
Ford 302--351C 2V Set	MG 263
Ford 429-460 Set	MG 259
Blank Gasket Material 24" x 6"	MG 77A
3.0" Collector Gasket – 3 Hole	MG 1203C
3.5" Collector Gasket – 3 Hole	MG 1204C

Multi Layer Steel Exhaust Gaskets (MLS)

Chev SB Medium Race Square Ports 1.45" x 1.48"	MG 4800G
Chev SB Large Race Square Ports 1.45" x 1.55"	MG 4801G
Chev/Holden LS1-LS6, 1.75" Round Ports	MG 4805G
Chev BB Gen-IV 1.92" Round Ports	MG 4815G
Chev BB Gen-IV, V, VI Square Port 1.85" x 1.90"	MG 4816G
3.0" Collector Gasket – 3 Hole	MG 4886G
3.5" Collector Gasket – 3 Hole	MG 4887G

Copperseal Exhaust Gaskets

Chrysler Hemi Competition Head-Top Fuel & Funny Car Dart/BAE/Johnson Head	MG 7180
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Timing Cover Gaskets

Ford 289-351W (seal not included)	MG 792G
Cam Change Gasket Kit LS1/LS2/LS6	MG61010G
Cam Change Gasket Kit LS3/L92	MG61011G
Cam Change Gasket Kit LS7	MG61012G

Timing Cover Seals

Chev SB Timing Cover Seal	MG 18
Chev BB Timing Cover Seal	MG 17

Head Gaskets

Chev SB Set Copper .043" thick	MG 5360
Chev SB 400 Set Copper 4.125"	MG 5361
Chev BB 396-454 Copper. Solid Dead Soft. .040"	MG 1055
Chrysler Late Hemi,Copper, .043 Forcelle & Clark	MG 5364
Chrysler Late Hemi,Copper, .060 Forcelle & Clark	MG 5365

Valve Cover Gaskets

Chev SB Set	MG 175
Chev SB Set Thick	MG 179
Chev SB 1986 on	MG 168
Chev BB Set	MG 177
Chev BB Set Thick	MG 182
Chrysler 383-440 6 Bolt	MG 378
Chrysler SB Set	MG 379
Chrysler 426 Hemi Ultra Hot Exh/Mat	MG 381
Dart/BAE/Johnson Head(steel core material)	MG 384
Ford 302-351C Set	MG 274
Ford 289-351W Set	MG 276
Ford 429-460 Set	MG 278

Rear Main Seals

Buick V6	MG 28
Chev SB 1986 on 1 piece	MG 29
Chev SB Silicone	MG 1960
Chev SB Polyacrylic	MG 1961
Chev BB Silicone	MG 1969
Chrysler 273-340	MG 33
Chrysler 360	MG 32
Chrysler BB & KB	MG 1968
Ford 289-302W	MG 1963
Ford 429-460	MG 1965
Holden Silicone	MG 1960
Holden Polyacrylic	MG 1961

Supercharger Gaskets

6-71, 10-71 Blower Base Gasket	MG 671
6-71 Blower Inj. Gasket w/out screen	MG 672
6-71 Blower Inj. Gasket w/screen	MG 673
Supercharger mounting base,SSI, Littlefield, 14-71	MG 771
Supercharger mounting base,SSI, Littlefield, 14-71 (Graphite Material)	MG 772
14-71 Blower Base Gasket 1/32"	MG 98002907
14-71 Blower Base Gasket 1/16" Graphite	MG 98002906

Carburettor Gaskets

Holley 2 Barrel Base Gasket	MG 49-1
Holley 2 Barrel Base Gasket (10 pack)	MG 49

Diff Gaskets

Ford 9"Diff Gasket	MG 82
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COMETIC MLS HEAD GASKETS

MLS stands for Multi-Layer Steel. MLS head gaskets are comprised of three layers of stainless steel. The outer layers are an embossed viton coated stainless steel providing a superior seal with excellent rebound characteristics and are corrosive resistant. MLS head gaskets reduce bore distortion and withstand extreme cylinder pressures.

CHEVY S/B

Application	Bore x Thickness	Part No
Chev Small Block 262-350	4.100" x .040"	CMC5878-040
Chev Small Block 262-350	4.100" x .051"	CMC5878-051
Chev Small Block 262-400	4.165" x .074"	CMC5880-074
Chev Small Block 262-400	4.060" x .040"	CMC5245-040
Chev Small Block 262-400	4.060" x .051"	CMC5245-051
Chev Small Block 262-400	4.060" x .075"	CMC5245-075
Chev Small Block 262-400	4.080" x .051"	CMH1310SP2051S
Chev Small Block 262-400	4.100" x .051"	CMC5246-051
Chev Small Block 262-400	4.125" x .040"	CMC5247-040
Chev Small Block 262-400	4.165" x .040"	CMC5248-040
Chev Small Block 262-350	4.165" x .045"	CMC5248-045
Chev Small Block 262-400	4.165" x .051"	CMC5248-051
Chev Small Block 262-400	4.165" x .075"	CMC5248-075
Chev Small Block W/Brodix	4.160" x .040"	CMC5402-075
Chev SB W/Steam hole 262-400	4.200" x .040"	CMC5249-040
Chev SB W/Steam hole 262-400	4.200" x .075"	CMC5249-075
Chev Small Block w/Brodix	4.200" x .040"	CMC5403-040
Chev Small Block w/Brodix	4.200" x .054"	CMC5403-054
Chev SB with All Pro Heads	4.220" x .040"	CMC5551-040
Chev SB with All Pro Heads	4.165" x .050"	CMH3411SP6050S
Chev LS1 & LS6	3.910" x .040"	CMC5475-040
Chev LS1 & LS6	3.910" x .051"	CMC5475-051
Chev LS1 & LS6	3.910" x .074"	CMC5475-074
Chev LS1 & LS6	3.910" x .060"	CMC5475-060
Chev LS1, LS6 & LS2	4.070" x .051"	CMH1295SP8051S
Chev LS1, LS6 & LS2	4.130" x .040"	CMC5317-040
Chev LS1, LS6 & LS2	4.130" x .051"	CMC5317-051
Chev LS1, LS6 & LS2	4.130" x .074"	CMC5317-074
Chev LS1, LS6 & LS2	4.160" x .051"	CMC5318-051
Chev LS1, LS6 & LS2	4.060" x .040"	CMC5751-040
Chev LS1, LS6 & LS2	4.060" x .051"	CMC5751-051
Chev LS1, LS2, LS3 & LS6	4.190" x .051"	CMC5319-051
Chev LS1, LS2, LS3 & LS6	4.100" x .051"	CMC5489-051
Chev LS1, LS2, LS3 & LS6	4.100" x .066"	CMC5489-066
Chev LSX R/H	4.125" x .051"	CMC5933-051
Chev LSX L/H	4.125" x .051"	CMC5934-051
Chev LSX R/H	4.185" x .040"	CMC5935-040
Chev LSX L/H	4.185" x .040"	CMC5936-040
Chev LSX R/H	4.185" x .051"	CMC5935-051
Chev LSX L/H	4.185" x .051"	CMC5936-051
Chev LSX R/H	4.200" x .051"	CMH2569SP1051S
Chev LSX L/H	4.200" x .051"	CMH2570SP1051S

CHEVY B/B

Chev Big Block 396-454 MK4	4.320" x .080"	CMC5816-080
Chev Big Block 396-454 MK4	4.375" x .040"	CMC5329-040
Chev Big Block 396-454 MK4	4.375" x .060"	CMC5329-060
Chev Big Block 396-454 MK4	4.540" x .040"	CMC5330-040
Chev Big Block 396-454 MK4	4.540" x .051"	CMC5329-051
Chev Big Block 396-454 MK4	4.630" x .040"	CMC5331-040
Chev Big Block 396-454 MK4	4.630" x .051"	CMC5331-051
Chev Big Block 396-454 MK4	4.630" x .060"	CMC5331-060
Chev Big Block 396-454 MK5-6	4.540" x .040"	CMC5333-040
Chev Big Block 396-454 MK5-6	4.540" x .045"	CMC5333-045
Chev Big Block 396-454 MK5-6	4.630" x .040"	CMC5334-040
Chev Big Block 396-454 MK5-6	4.320" x .040"	CMC5816-040
Chev Big Block 396-454 MK5-6	4.320" x .060"	CMC5816-060

FORD

Application	Bore x Thickness	Part No
Ford 289-351 Windsor	4.030" x .040"	CMC5511-040
Ford 289-351 Windsor	4.080" x .030"	CMC5513-030
Ford 289-351 Windsor	4.080" x .040"	CMC5513-040
Ford 289-351 Windsor	4.030" x .060"	CMC5511-060
Ford 289-351 Windsor	4.030" x .120"	CMC5511-120
Ford 289-351 Windsor	4.155" x .027"	CMC5515-027
Ford 289-351 Windsor	4.155" x .060"	CMC5515-060
Ford 289-351 Windsor	4.180" x .060"	CMC5516-060
Ford 289-351 Windsor For AFR	4.155" x .040"	CMC5912-040
Ford 302-351 Cleveland	4.100" x .089"	CMC5871-089
Ford 302-351 Cleveland	4.040" x .075"	CMH2425SP1075S
Ford 302-351 Cleveland	4.140" x .075"	CMH2425SP2075S
Ford 302-351 Cleveland	4.040" x .030"	CMH2425SP1030S
Ford 302-351 Cleveland	4.040" x .040"	CMH2425SP1040S
Ford 302-351 Cleveland	4.040" x .051"	CMH2425SP1051S
Ford 302-351 Cleveland	4.040" x .060"	CMH2425SP1060S
Ford 302-351 Cleveland	4.040" x .066"	CMH2425SP1066S
Ford 302-351 Cleveland	4.100" x .040"	CMH2425040S
Ford SVO Round Bore	4.030" x .074"	CMC5478-074

Ford SVO Round Bore	4.080" x .027"	CMC5480-027
Ford SVO Round Bore	4.155" x .051"	CMC5483-051
Ford SVO Round Bore	4.200" x .060"	CMC5517-060
Ford SVO Round Bore	4.080" x .066"	CMC5480-066
Ford 1.1-2.0 OHV	85.0mm X .051"	CMC4133-051
Ford 2.0L OHC	92.5mm x .040"	CMC4218-040
Ford BA-BF Falcon 4.0L	3.661" x .040"	CMC5957-040
Ford BA-BF Falcon 4.0L	3.661" x .075"	CMC5957-075
Ford 6cyl XE-XF	3.779" x .040"	CMH4066040S

FORD BIG BLOCK

Ford 429-460	4.400" x .040"	CMC5666-040
Ford 429-460	4.500" x .040"	CMC5667-040
Ford 429-460	4.670" x .040"	CMC5668-040
Ford Pro Block A460	4.600" x .045"	CMC5743-045
Ford Pro Block A460	4.685" x .045"	CMC5744-045
Ford Pro Block A460	4.685" x .080"	CMC5744-080

HOLDEN

Application	Bore x Thickness	Part No
Holden 6cyl Red/Blue/Black	3.795" x .040"	CMH4067040S
Holden V6 Pre Ecotec	3.860" x .040"	CMC5691-040
Holden V6 Ecotec L/Hand	3.840" x .065"	CMC5720-065
Holden V6 Ecotec L/Hand	3.840" x .065"	CMC5721-065
Holden 253	3.685" x .027"	CMH2138SP8027XP
Holden 253	3.685" x .040"	CMH2138SP8040XP
Holden V8 253-308	4.035" x .027"	CMH2138SP4027S
Holden V8 253-308	4.060" x .027"	CMH2138SP1027S
Holden V8 253-308	4.060" x .040"	CMH2138SP1040S
Holden V8 253-308	4.060" x .040"	CMH2138SP6040S
Holden V8 253-308 (1/2" Studs)	4.060" x .051"	CMH2138SP6051S
Holden V8 253-308.4.100" x .027"		CMC5806-027
Holden V8 253-308.4.100" x .060"		CMC5806-060
Holden V8 253-308	4.200" x .040"	CMH2138SP1040S
Holden 253-308	4.100" x .051"	CMC5806-051
Holden 253-308	4.200" x .040"	CMC5807-040
Holden 253-308	4.060" x .075"	CMH2138SP1075
Holden 253-308	4.035" x .075"	CMH2138SP4075S
Holden 253-308	4.035" x .092"	CMH2138SP4092S
Holden 253-308	4.060" x .040"	CMH2138SP6040S
Holden LS1 & LS6	3.910" x .040"	CMC5475-040
Holden LS1 & LS6	3.910" x .051"	CMC5475-051
Holden LS1 & LS6	3.910" x .074"	CMC5475-074
Holden LS1, LS6 & LS2	4.130" x .040"	CMC5317-040
Holden LS1, LS6 & LS2	4.130" x .051"	CMC5317-051
Holden LS1, LS6 & LS2	4.130" x .074"	CMC5317-074
Holden LS1, LS6 & LS2	4.160" x .051"	CMC5318-051

CHRYSLER HEMI 6 CYLINDER

Application	Bore x Thickness	Part No
Chrysler Hemi 6cyl 265	4.040" x .040"	CMH3309040S
Chrysler Hemi 6cyl 265	4.040" x .050"	CMH3309050S
Chrysler Hemi 6cyl 265	3.995" x .040"	CMH3309SP2040S

CHRYSLER S/B

Chrysler Small Block 318-360	4.180" x .040"	CMC5456-040
Chrysler Small Block 318-360	4.080" x .040"	CMC5622-040
Chrysler Small Block 318-360	4.040" x .040"	CMC5633-040
Chrysler Small Block 318-360	4.040" x .040"	CMC5554-040

CHRYSLER B/B

Chrysler Big Block 361-440	4.500" x .040"	CMC5464-040
Chrysler Big Block 361-440	4.500" x .051"	CMC5464-051

HONDA

Application	Bore x Thickness	Part No
Honda B16A 1994-2000	81.0mm x .030"	CMC4232-030
Honda B16A 1994-2000	81.0mm x .051"	CMC4232-051
Honda D16A 1986-1989	75.5mm x .030"	CMC4522-030
Honda D16Z6 1992-1995	78.0mm x .051"	CMC4167-051
Honda B16A, B16C & B17A	85.0mm x .051"	CMC4182-051
Honda B18A, B & B20	85.0mm x .075"	CMC4194-075
Honda B20 W/B16 Head	82.0mm x .030"	CMC4191-030
Honda B20 W/B16 Head	85.0mm x .030"	CMC4194-030
Honda H22A4 1997-On	87.0mm x .030"	CMC4252-030
Honda H22A4 1997-On	88.0mm x .030"	CMC4253-030

SUBARU

Application	Bore x Thickness	Part No
Subaru WRX EJ20EN 2.0L	93.0mm x .040"	CMC4260-040
Subaru WRX EJ20GN 2.0L	93.0mm x .040"	CMC4261-040
Subaru WRX EJ20GN 2.0L	93.0mm x .051"	CMC4261-051
Subaru WRX EJ20GN 2.0L	93.0mm x .075"	CMC4261-075
Subaru WRX EJ22 2.2L	98.0mm x .051"	CMC4263-051
Subaru WRX EJ22 2.2L	98.0mm x .078"	CMH1635078S
Subaru WRX EJ25 2.5L	100mm x .051"	CMC4264-051
Subaru WRX EJ25 2.5L	100mm x .040"	CMC4264-040
Subaru WRX EJ25 2.5L	100mm x .066"	CMC4264-066
Subaru FA20 DOHC 2.0L R/H	89.5mm x .040"	CMC4588-040
Subaru FA20 DOHC 2.0L L/H	89.5mm x .040"	CMC4589-040

MAZDA

Application	Bore x Thickness	Part No
Mazda B6 1.6L 1989-1993	80.0mm x .040"	CMC4122-040

MITSUBISHI

Application	Bore x Thickness	Part No
Mitsubishi 4G63 EVO 1-3	85.5mm x .051"	CMC4233-051
Mitsubishi 4G63 EVO 1-3	86.0mm x .051"	CMC4234-051
Mitsubishi 4G63 EVO 1-3	87.0mm x .051"	CMC4235-051
Mitsubishi 4G63 EVO 1-3	86.0mm x .066"	CMC4234-066
Mitsubishi 4G63 EVO 4-On	86.0mm x .051"	CMC4156-051

NISSAN

Application	Bore x Thickness	Part No
Nissan CA18DET S13	85.0mm x .051"	CMC4480-051
Nissan E15 & E15 Turbo	77.5mm x .040"	CMC4178-040
Nissan E15 & E15 Turbo	77.5mm x .060"	CMC4178-060
NISSAN FJ20DET	90.0mm x .051"	CMC4326-051
NISSAN FJ20DET	91.0mm x .051"	CMC4327-051
NISSAN FJ20DET	91.0mm x .078"	CMC4327-078
Nissan SR20DET FWD	88.5mm x .030"	CMC4130-030
Nissan SR20DET FWD	88.5mm x .040"	CMC4130-040
Nissan SR20DET FWD	88.5mm x .051"	CMC4130-051
Nissan SR20DET FWD	88.5mm x .074"	CMC4130-074
Nissan SR20DET S13	87.5mm x .040"	CMC4324-040
Nissan SR20DET S13	87.5mm x .051"	CMC4324-051
Nissan SR20DET S13	87.5mm x .074"	CMC4324-074
Nissan SR20DET S14	88.5mm x .040"	CMC4283-040
Nissan SR20DET S14	88.5mm x .051"	CMC4283-051
Nissan SR20DET S14	88.5mm x .074"	CMC4283-074
Nissan SR20DET GTIR N14 AWD	87.5mm x .040"	CMC4543-040
Nissan SR20DET	90.0mm x .051"	CMH1796SP2051S
Nissan RB20DET	80.0mm x .051"	CMC4495-051
Nissan RB20DET	80.0mm x .074"	CMC4495-074
Nissan RB25DET	86.0mm x .051"	CMC4317-051
Nissan RB25DET	87.0mm x .051"	CMC4318-051
Nissan RB25DET	87.0mm x .074"	CMC4318-074
Nissan RB26DETT	87.0mm x .051"	CMC4320-051
Nissan RB26DETT	88.0mm x .040"	CMC4321-040
Nissan RB26DETT	88.0mm x .051"	CMC4321-051
Nissan RB30ET	87.0mm x .051"	CMC4323-051
Nissan RB30ET	87.0mm x .074"	CMC4323-074
Nissan 350Z VQ35DE V6	96.0mm x .045"	CMC4345-045
Nissan VQ30DE 3.0L L/H	96.0mm x .030"	CMC4345-030
Nissan VQ30DE 3.0L R/H	96.0mm x .030"	CMC4361-030
Nissan VQ30DE 3.0L L/H	96.0mm x .045"	CMC4345-045
Nissan VQ30DE 3.0L R/H	96.0mm x .045"	CMC4361-045
Nissan 300ZX VG30 V6	88.0mm x .045"	CMC4346-045

BMW

BMW M30B34 L6 82-93	93.0mm x .070"	CMC4477-070
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TOYOTA

Application	Bore x Thickness	Part No
Toyota 4AGE, 4AGZE	83.0mm x .040"	CMC4166-040
Toyota 4AGE, 4AGZE	81.0mm x .040"	CMC4170-040
Toyota 7MGTE	84.0mm x .051"	CMC4278-051
Toyota 7MGTE	86.0mm x .051"	CMC4275-051
Toyota 2JZGTE	87.0mm x .051"	CMC4276-051
Toyota 2JZGTE	87.0mm x .074"	CMC4276-074
Toyota 2JZGTE (1/2" studs)	87.0mm x .051"	CMH1330SP1051S
Toyota 3SGTE	87.0mm x .040"	CMC4314-040
Toyota 3SGTE	87.0mm x .051"	CMC4314-051
Toyota 2RZ-FE & 3RZFE	97.0mm x .040"	CMC4245-040
Toyota 2T, 2TC, 3T & 3TC	83.0mm x .040"	CMC4176-040
Toyota 2RZ & 3RZ	97.0mm x .080"	CMC4245-080



PRO COPPER HEAD GASKETS

SCE Pro Copper are the gaskets used to seal 8000 horsepower Top Fuel engines. Top Alcohol and Pro Mod nitrous or alcohol powered engines. These gaskets are produced from a 99% pure copper sheet to ensure a malleable head gasket which conforms to the mating surface. These gaskets require O-rings and sealant.

NOTE: 61 series gaskets have 5/8" bolt holes, 63 series have 9/16"

Application	Bore	Thick	Part No.
AJPE / BAE / Veney Billet Fuel	4.250"	.043"	SCE-61254
AJPE / BAE / Veney Billet Fuel	4.250"	.062"	SCE-61256
AJPE / BAE / Veney Billet Fuel	4.320"	.043"	SCE-61324
AJPE / BAE / Veney Billet Fuel	4.320"	.062"	SCE-61326
AJPE / BAE / Veney Billet Fuel	4.380"	.043"	SCE-61384
AJPE / BAE / Veney Billet Fuel	4.380"	.062"	SCE-61386
AJPE / BAE / Veney Billet Fuel	4.440"	.043"	SCE-61444
AJPE / BAE / Veney Billet Fuel	4.440"	.062"	SCE-61446
AJPE / BAE / Veney Billet Fuel	4.250"	.050"	SCE-63255
AJPE / BAE / Veney Billet Fuel	4.320"	.050"	SCE-63325
AJPE / BAE / Veney Billet Fuel	4.380"	.050"	SCE-63385
AJPE / BAE / Veney Billet Fuel	4.440"	.050"	SCE-63445
AJPE / BAE / Veney Billet Fuel	4.440"	.062"	SCE-63446
AJPE / BAE / Veney Billet Fuel	4.440"	.072"	SCE-63447
AJPE / BAE / Veney Billet Fuel	4.470"	.050"	SCE-63475
AJPE / BAE / Veney Billet Fuel	4.470"	.072"	SCE-63477
Chev Small Block 1955-1997	4.000"	.043"	SCE-11004
Chev Small Block 1955-1997	4.000"	.062"	SCE-11006
Chev Small Block 1955-1997	4.060"	.043"	SCE-11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-11206
Chev Big Block 1965-1990	4.250"	.043"	SCE-13254
Chev Big Block 1965-1990	4.250"	.062"	SCE-13256
Chev Big Block 1965-1990	4.320"	.043"	SCE-13324
Chev Big Block 1965-1990	4.320"	.062"	SCE-13326
Chev Big Block 1965-1990	4.380"	.043"	SCE-13384
Chev Big Block 1965-1990	4.380"	.062"	SCE-13386
Chev Big Block 1965-1990	4.440"	.043"	SCE-13444
Chev Big Block 1965-1990	4.440"	.062"	SCE-13446
Chev Big Block 1965-1990	4.520"	.043"	SCE-13524
Chev Big Block 1965-1990	4.520"	.062"	SCE-13526
Ford 289-302-351 Windsor	4.060"	.043"	SCE-36064
Ford 289-302-351 Windsor	4.060"	.062"	SCE-36066
Ford 289-302-351 Windsor	4.160"	.043"	SCE-36154
Ford 289-302-351 Windsor	4.160"	.062"	SCE-36156
Ford 302-351 Cleveland	4.060"	.043"	SCE-52064
Ford 302-351 Cleveland	4.060"	.062"	SCE-52066
Ford 429-460 Big Block	4.380"	.043"	SCE-35384
Ford 429-460 Big Block	4.380"	.062"	SCE-35386
Ford 429-460 Big Block	4.440"	.043"	SCE-35444
Ford 429-460 Big Block	4.440"	.062"	SCE-35446
Holden V8 253-304-308	4.060"	.043"	SCE-92094
Holden V8 253-304-308	4.060"	.062"	SCE-92096
Honda B-Series VTEC	84mm	.043"	SCE-91384
Honda B-Series VTEC	84mm	.062"	SCE-91386
Mazda B6 1.6L	80mm	.043"	SCE-91474
Mazda B6 1.6L	80mm	.062"	SCE-91476
Mazda BP 1.8L	84mm	.043"	SCE-91514
Mazda BP 1.8L	84mm	.062"	SCE-91516
Toyota 5S-FE 2.2L	87mm	.043"	SCE-91854
Toyota 5S-FE 2.2L	87mm	.062"	SCE-91856
Toyota 3S-GTE 2.0L Turbo	89mm	.043"	SCE-91864
Toyota 3S-GTE 2.0L Turbo	89mm	.062"	SCE-91866
Toyota 2JZ-GTE 3.0L Turbo	87mm	.043"	SCE-92114
Toyota 2JZ-GTE 3.0L Turbo	87mm	.062"	SCE-92116

TITAN HEAD GASKETS

Recommended for any naturally aspirated engine up to the most extreme turbocharged, blown or nitrous injected liquid cooled engines with o-rings in the heads or block for combustion sealing. These gaskets require no additional sealant, patented coolant seals allow Titan copper head gaskets to be used even on street driven cars with no worries about coolant leaks.

Application	Bore	Thick	Part No.
Chev Small Block 1955-1997	4.060"	.043"	SCE-T11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-T11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-T11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-T11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-T11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-T11206
Chev & Holden LS Series	4.000"	.043"	SCE-T11004LS
Chev & Holden LS Series	4.000"	.062"	SCE-T11006LS
Chev & Holden LS Series	4.060"	.043"	SCE-T11064LS
Chev & Holden LS Series	4.060"	.062"	SCE-T11066LS
Chev & Holden LS Series	4.160"	.043"	SCE-T11154LS
Chev & Holden LS Series	4.160"	.062"	SCE-T11156LS
Chev Big Block 1965-1990	4.250"	.043"	SCE-T13254
Chev Big Block 1965-1990	4.250"	.062"	SCE-T13256
Chev Big Block 1965-1990	4.320"	.043"	SCE-T13324
Chev Big Block 1965-1990	4.320"	.062"	SCE-T13326
Chev Big Block 1965-1990	4.440"	.043"	SCE-T13444
Chev Big Block 1965-1990	4.440"	.062"	SCE-T13446
Chev Big Block 1965-1990	4.520"	.043"	SCE-T13524
Chev Big Block 1965-1990	4.520"	.062"	SCE-T13526
Chev Big Block 1965-1990	4.630"	.043"	SCE-T13624
Chev Big Block 1965-1990	4.630"	.050"	SCE-T13625
Chev Big Block 1965-1990	4.630"	.062"	SCE-T13626
Chev Big Block 1991-On	4.320"	.043"	SCE-T14324
Chev Big Block 1991-On	4.320"	.062"	SCE-T14326
Chev Big Block 1991-On	4.380"	.043"	SCE-T14384
Chev Big Block 1991-On	4.380"	.062"	SCE-T14386

Chev Big Block 1991-On	4.440"	.043"	SCE-T14444
Chev Big Block 1991-On	4.440"	.062"	SCE-T14446
Chev Big Block 1991-On	4.520"	.043"	SCE-T14524
Chev Big Block 1991-On	4.520"	.062"	SCE-T14526
Ford 302-351 Cleveland	4.060"	.080"	SCE-T32068
Ford 289-302-351 Windsor	4.060"	.043"	SCE-T36064
Ford 289-302-351 Windsor	4.060"	.062"	SCE-T36066
Ford 289-302-351 Windsor	4.160"	.043"	SCE-T36154
Ford 289-302-351 Windsor	4.160"	.062"	SCE-T36156
Ford 302 Boss & 351W Clever	4.060"	.043"	SCE-T39064
Ford 302 Boss & 351W Clever	4.160"	.043"	SCE-T39154
Ford 302-351W w/Yates Heads	4.060"	.043"	SCE-T39064
Ford 302-351W w/Yates Heads	4.160"	.043"	SCE-T39154
Ford 429-460 Big Block	4.380"	.043"	SCE-T35384
Ford 429-460 Big Block	4.380"	.062"	SCE-T35386
Ford 429-460 Big Block	4.440"	.043"	SCE-T35444
Ford 429-460 Big Block	4.440"	.062"	SCE-T35446

ICS TITAN HEAD GASKETS

Recommended for stock to the most extreme naturally aspirated engines and medium to heavy turbocharged, blown or nitrous injected engines. ICS Titan head gaskets feature SCE's patented combustion seals and patented coolant seals, they do not require sealant or o-rings in the block or heads.

Application	Bore	Thick	Part No.
Chev Small Block 1955-1997	4.060"	.043"	SCE-S11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-S11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-S11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-S11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-S11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-S11206
Chev & Holden LS Series	4.060"	.043"	SCE-S11064LS
Chev & Holden LS Series	4.060"	.062"	SCE-S11066LS
GM LSX & World Warhawk	4.160"	.043"	SCE-S25154
GM LSX & World Warhawk	4.160"	.062"	SCE-S25156
Chev Big Block 1965-1990	4.570"	.043"	SCE-S13574
Chev Big Block 1965-1990	4.630"	.043"	SCE-S13624
Ford 429-460 Big Block	4.630"	.043"	SCE-S3624
Ford 289-32-351 Windsor	4.160"	.043"	SCE-S36154
Ford 289-32-351 Windsor	4.160"	.062"	SCE-S36156
Ford SVO Yates	4.160"	.043"	SCE-S39154
Ford SVO Yates	4.160"	.062"	SCE-S39156
Ford 32-351 Cleveland	4.160"	.062"	SCE-S52156

REAR MAIN SEAL

BB Ford 352-428 FE	SCE-13405
Donovan 417 & Roddeck/Emery	
Billet 392 Aluminum	SCE-13405
Ford 302-351 Cleveland	SCE15205

ACCUSEALE INTAKE MANIFOLD GASKETS

Accu Seal E performance gaskets are made from standard non-asbestos gasket material and offer good materials at a great price. LS Series manifolds are for use with aftermarket aluminium 4 barrel manifolds.

Application	Port Size	Part No.
Chev LS1, LS2, LS6	1.150" x 3.375" x .032"	SCE-T19133
Chev LS1, LS2, LS6	1.150" x 3.375" x .062"	SCE-T19134
Chev LS7, CSR, World LS7X	Rectangle Port x .032"	SCE-T19101
Chev LS7, CSR, World LS7X	Rectangle Port x .062"	SCE-T19102
Dart Big Chief Small Oval	1.650" x 2.450" x .062"	SCE-T118102
Dart Big Chief Large Oval	1.950" x 2.650" x .062"	SCE-T118104
Ford SVO Yates C3 (10 pk)	1.850" x .225" x .062"	SCE-152105-10

PROCOOPER HEAD GASKETS

Application	Bore	Thick	Part No.
Chevy Small Block 1955-1997	4.060"	.021"	SCE-011062
Chevy Small Block 1955-1997	4.060"	.043"	SCE -011064NW
(No Water Holes Solid Block SCE-011064NW)			
Chevy Small Block 1955-1997	4.060"	.062"	SCE-011066
Chev & Holden LS Series	3.950"	.050"	SCE-019155
AJPE / BAE Veney Billet Fuel	4.320"	.080"	SCE-061328
BAE Fathead Alcohol	4.470"	.062"	SCE-063476
BAE Fathead Alcohol	4.470"	.080"	SCE-063478
Chev Big Block Gen 5 & 6	4.320"	.043"	SCE-14324
Chev Big Block Gen 5 & 6	4.380"	.043"	SCE-14384
Chev Big Block Gen 5 & 6	4.440"	.043"	SCE-14444
Holden V8 253-304-308	4.060"	.032"	SCE-92093
Ford 289-302-351 Windsor	4.200"	.062"	SCE-P36206

PRO COPPER EXHAUST HEADER GASKETS

Pro Copper embossed exhaust header gaskets are the best way to seal a warped or uneven exhaust mating surface. They feature a raised sealing ring to ensure a leak free seal under all conditions.

Application	Port Size	Part No.
Chev SB Stock Rounded Port	1.375" x 1.375"	SCE-4011
Chev SB Stock Square Port	1.400" x 1.400"	SCE-4211
Chev SB Oval Port Headers	1.450" x 1.850"	SCE-4311
Chev LS1 & LS7 Large Port	1.750" Round	SCE-4119
Chev BB Large Round Port	2.050" Round	SCE-4313
Chev BB X-Large Round Port	2.400" Round	SCE-4213
Chrysler 318-360 4-Barrel	1.400" x 1.400"	SCE-4069
Ford 289-302-351 Windsor	1.200" x 1.500"	SCE-4036
Ford 302-351 Cleveland 2V	1.350" x 1.875"	SCE-4052
Ford N351 & Dart Windsor	1.600" x 1.775"	SCE-4236
AJPE/BAE Fuel Head 2.525"x2.050" Slotted Upper Holes		SCE-4066
AJPE BAE Fathead 6-8x, 2.450" x 2.050 D Port		SCE-4263

PRO COPPER EXHAUST COLLECTOR GASKETS

Pro Copper embossed exhaust collector gaskets with raised sealing ring ensure a leak free seal under all conditions.

Application	Part No.
3-Bolt 2.5" Collector Gaskets (Pair)	SCE-4250
3-Bolt 3.0" Collector Gaskets (Pair)	SCE-4300
3-Bolt 3.5" Collector Gaskets (Pair)	SCE-4350
3-Bolt Turbo Down Pipe, 2 x 1.5" Round Ports	SCE-9400

VALVE COVER GASKETS

Application	Part No.
BBC Big Chief Heads, Steel Core Teflon Coated	SCE-218078
3-Bolt Turbo Down Pipe, 2 x 1.5" Round Ports	SCE-9400
Chrysler 426 Late Hemi, Alcohol Resistant Fibre	SCE-166075
BAE Hemi Fathead, Alcohol Resistant Fibre	SCE-163075
BAE Hemi Fathead, Steel Core Teflon Coated	SCE-263075
426 Hemi, AJPE 5/16 Bolt Teflon Coated	SCE-261075
Late 426, 5 Over 5 bolts Steel Core Teflon Coated	SCE-266075
SB Chev Moulded Silicone with Steel Core & Crush Limiters	SCE-211077
BB Chev Moulded Silicone with Steel Core & Crush Limiters	SCE-213077

OIL PAN GASKETS

Application	Part No.
Chrysler 426 Hemi & KB, High Temp Fibre	SCE-266090
Hemi TFX-91, 9.375" Inside, Fuel Resistant Fibre	SCE-261092
Hemi, BAE & KB Pan Gasket Alcohol & Nitro Resistance	SCE-166090
Hemi Early TFX 10.5 Inside, (Accu Seal E)	SCE-161091
Donovan 417 (Accu Seal E)	SCE-167091
AJPE, BAE, KB Racing Hemi, Steel Core, Teflon	SCE-266091

MISCELLANEOUS RACING HEMI GASKETS

Application	Part No.
Front Cover Gasket Set (TC, WP, FP)	SCE-16600
Manifold End Seals, .410" Thick, High Density	SCE-26601
Rear Main Seal (2.750" Main)	SCE-26605
426 Hemi Silicon Racing Rear Main (2.750)	SCE-16605
392 Hemi Timing Cover Seal Rubberized Fibre	SCE-16702
Timing Cover Set 392 Hemi	SCE-16703

SCE BLOWER GASKETS

Application	Part No.
6-71 Blower Base Gasket	SCE-329020
6-71 Blower Base Gasket (10 Pack)	SCE-329020-10
8-71 Blower Base Gasket	SCE-329030
8-71 Blower Base Gasket (10 Pack)	SCE-329030-10
6-71 & 8-71 Blower Inlet Gasket	SCE-32100
6-71 & 8-71 Blower Inlet Gasket - Screened	SCE-32120
14-71 Blower Base Gasket - 10 Bolt	SCE-329040
14-71 Blower Base Gasket - 8 Bolt	SCE-329041
14-71 Blower Inlet Gasket	SCE-329140
Blower Front Cover Gasket	SCE-329200
Blower Front Cover Gasket (10 Pack)	SCE-329200-10
Blower Snout Gasket	SCE-329300
Blower Snout Gasket (10 Pack)	SCE-329300-10
Bearing Cap Gasket	SCE-329320
Tri Plate Gasket	SCE-329340

SCE CARBURETTOR BASE GASKETS

Application	Part No.
Holley Square Bore Open (10 Pack)	SCE-354
Holley Square Bore 4-Hole (10 Pack)	SCE-355
Holley Dominator 4-Hole (10 Pack)	SCE-3582
Holley Square Bore 1/4" Thick Insulator (Each)	SCE-352
Holley Dominator 4-Hole (Each)	SCE-3582-1
Holley Dominator Open Hole (10 Pack)	SCE-3583



CLEVITE LS SERIES ENGINE GASKETS

MLS HEAD GASKETS

Application

LS1 LS6 1997-2014. 4.8L 5.3L 5.7L
LS2 1999-2008. 6.0L
CL54445
LS3 2007-14 6.0L 6.2L 4.080" .051"
LSA, LS9 2009-14 6.2L 4.040" .051" S/C
LS1 LS2 LS3 LS6 3.910" BORE .051"
LS1 LS2 LS3 LS6 4.060" BORE .051"
LS1 LS2 LS3 LS6 4.100" BORE .051"
LS1 LS2 LS3 LS6 4.130" BORE .051"
LS1 LS2 LS3 LS6 4.190" BORE .051"

Part No.
CL54442

CL54660
CL54983
CL55041
CL55042
CL55043
CL55044
CL55045

THROTTLE BODY GASKET

LS Rubber Moulded Throttle Gasket.
LS2 LS3 LSA LS7 LS9

CLG31963

TIMING COVER GASKET

LS Rubber Moulded Timing Cover
Gasket & Seal, LS1 LS2 LS3 LSA
LS Timing Cover Gasket Set,
LS1 LS2 LS3 LS6 LS7 LSA

CLJV5022

CLJV5158

WATER PUMP GASKET

LS Water Pump Mounting Gasket Set,
LS1 LS2 LS3 LS6 LS7 LSA

VALLEY COVER GASKET

LS Rubber Moulded Valley Pan Gasket Set,
LS2 LS3 LS7 2005-14

CLMS19305

INTAKE GASKET

LS Rubber Mould Intake Manifold Gasket Set,
LS3 L76 L99 2008-12

CLMS19589

OIL PAN GASKET

LS Rubber Moulded Oil Pan Gasket Set,
LS1 LS2 LS3 LS6 LSA

CLOS32241

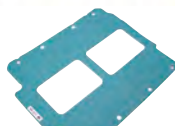
VALVE COVER GASKET

LS Rubber Moulded Valve Cover Gasket Set,
LS1 LS2 LS3 LS6 LSA

CLVS50250A

PERFORMANCE Gaskets

by Rocket Industries



FULL ENGINE GASKET SETS

Application

Holden 253-308, Rope Rear Main Seal
Holden 253-308, Neoprene Rear Seal
Holden 5.0L 304 EFI Engines
Holden 253-308, Rope Main Seal with
Graphite Head Gasket
Holden 253-308, Neoprene Seal with
Graphite Head Gasket
Holden 5.0L 304 EFI Engines with
Graphite Head Gasket
Nissan RB25DET Pre-1997
Nissan RB25DET 1997-On
Nissan RB26DET
Nissan SR20DET S13
Nissan SR20DET S14 & S15

Part No.
5RFS25308PT-R
5RFS25308PT-N
5RFS25308PT-EFI

5REG308-R

5REG308-N

5REG308-EFI

5RNI-1010117U27

5RNI-1010125U26

5RNI-1010124U26

5RNI-1010150F25

5RNI-1010169F85

VRS KIT

Ford BA 6cyl Valve Re grind Set

5REG-VRSBA6

MAIN SEAL

Holden V8 Rope Rear Main Seal

5REG-HN022

INTAKE MANIFOLD GASKET SETS

Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1, O-Ring Style

5REGIM-308

5REGIM-308VN

5REGIM-LS1

EXHAUST MANIFOLD GASKET SETS

Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1
Ford 302-351 2V

5REGEX-308

5REGEX-308VN

5REGEX-LS1

5REGEX-3512V

VALVE COVER GASKET SETS

Holden 5.0L 304 EFI Engines, Rubber
Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1, O-Ring Style

5REGVC-JN719MR

5REGVC-308

5REGVC-308VN

5REGVC-LS1

OIL PAN GASKET SETS

Holden VN-VT 5.0L 304 EFI Engines, Rubber 1-Piece
Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1

5REGOP-308R

5REGOP-308

5REGOP-308VN

5RJH5035

TIMING COVER GASKET SETS

Holden 253-308, Carby & EFI
Chev Small Block 283-400
Ford 302-351 Cleveland
Ford 289-351 Windsor

5REGTCS-308

5REGTCS-350

5REGTCS-351C

5REGTCS-351W

CARBURETTOR BASE GASKETS

Holley Square Bore - 4 Hole
Holley Square Bore - Open
Holley Spread Bore - Open
Holley Dominator - Open

5RBG600
5RBG600-OP
5RBG650
5RBG1050-OP

SUPERCHARGER BASE GASKETS

Blower Base Gasket, 6-71 to 10-71

5R-671

GM LS Gaskets

GM LS1 Top End Gasket Set, 3.990",
Graphite Head Gasket
GM LS1/2/6 Top End Gasket Set, 4.120",
MLS Head Gasket
GM LS1/2/3/6 Bottom End Gasket Set
GM LS1/2/3/6 Oil Pan Gasket Only
GM LS Rear Seal Plate Gasket
GM LS Rear Seal Plate with Seal & Gasket
GM LS Series Timing Cover Set
LS1 STEEL EXHAUST GASKET 1.90" ROUND
LS1 1 PC REAR SEAL SEAL ONLY
LS1 FRONT SEAL
LS1 INTAKE SET (O-RING STYLE) 9 PC INC T/BODY
LS1 1PC REAR SEAL (SEAL ONLY)
LS1 VALVE COVER GASKETS BLUE SILICONE
LS1 / GEN3 SUMP (PAN) GASKET
ALLOY O-RING STYLE

5REG-HS5975

5REG-VRS282MLS

5REG-CS5975

5REG-JH5035

5REG-RH053

5REG-RMS90125

5REG-TCS53

5REGEX-LS1

5REGRS-LS1

5REGFS-LS1

5REGIM-LS1

5REGRS-LS1

5REGVC-LS1

5RJH5035

CAM ACCESSORIES



Performance Products

Pioneer Fuel Pump Pushrods

Pioneer lightweight fuel pump pushrods are made from heat
treated centerless ground tubular steel for reliability in severe duty
applications.

Description
Pushrod for Standard Cast Cams

Part No.
PI839036

Fuel Pump Eccentrics

Required when running a mechanical fuel
pump, the fuel pump eccentric is a hard to
find and often forgotten part. The Ford
eccentric is a 2 piece unit and the inner
and outer parts are sold separately.



Part No.
PI500005
PIPF-113
PIPF-114

Camshaft Dowel

SB/BB Chev Camshaft Dowel X1

PI839047

REAR CAM PLUG HOLDEN

253-308 REAR CAM PLUG 1-13/16"

RSD101316

GM LS Engine Steel Camshaft

Thrust Retainer Plate

PIPG-802

Ford 289-351 Windsor,

Steel Cam Thrust Plate

MEMF-125



FORD PERFORMANCE



CAMSHAFT THRUST PLATE

FMM-6269-A351 302/351 Steel replacement for production
cast iron thrust plate
Ford Racing for severe service.
Use with steel timing chain sprocket.
FMM-6269-A460 429/460 Low-friction roller bearing
camshaft thrust plate. Requires machining of
camshaft sprocket thrust surface.

LS Bronze Thrust Kit

Factory GM LS Bronze Thrust Kit
C05400TP-KIT



FORD CAM THRUST PLATE

Part No Colour Description
AF463-00 Raw steel Suits 302-351 Cleveland
1045 carbon Steel replacement
for production
cast iron thrust plate.
AF463-04 Raw steel Suits 289 - 351 Windsor
1045 carbon Steel replacement
for production
cast iron thrust plate.

CHEVROLET

CAM LOCKING

PLATE & BOLT KIT

Part No Colour Description
AF463-50 Black Suits small block & big block Chevy
Includes Grade 8 bolts.



CAM THRUST BUTTON'S

Cam Buttons limit lateral movement of the camshaft in engines
without cam thrust plates and reduce friction for "FREE"
Horsepower! Machining of the cam sprocket may be required.
Available in Nylon and Steel Roller.

AF64-4351 Roller cam button suits Small block chevy
AF64-4352 Roller cam button suits Big block chevy
AF64-4354 Nylon cam button suits Small block chevy
AF64-4355 Nylon cam button suits Big block chevy



FUEL PUMP PUSHROD KIT

ARP has developed these sophisticated and durable pushrods.
They're made from premium grade aerospace chrome moly and
centerless ground to precise diameter. A hollow core serves to
reduce the reciprocating mass, which requires less energy to
operate. NOTE: Not for use on roller cams!

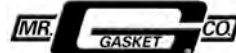
Application Diameter OAL Part No.
Chevy Small Block 1/2 5.750" AR134-8701
Chevy Big Block 1/2 5.750" AR135-8701



ARP Camshaft Seal Plates

The perfect compliment to the BULLETPROOF cam drives are these
precision seal plates. They are made of CNC-machined 7075-T4 alloy
aluminium with Viton seal and anodized to resist corrosion. Available
in 2.100 and 2.380 diameters to fit most OEM or aftermarket blocks.

AR934-0008 Camshaft Seal Plate Suit Dart,
Aluminium Block 2.380" O.d
AR934-0007 Camshaft Seal Plate Suit S/b Chev 2.100" O.d Block



Cam Bushings

A popular, easy way to advance or retard the cam is with Mr. Gasket's
bushing kit. The bushings can be used to advance the cam for
increased low-end torque and mid-range horsepower. They can also
reduce excessive low-end torque and increase top-end horsepower
by retarding the cam. The kit includes four offset bushings and a 0°
bushing, so stock timing can be used again, if desired. Cam sprocket
dowel pin hole must be drilled .406", (13/32") diameter.

Chevrolet 283-454 cu. in., all Chrysler B-Block
MG85 2°, 4°, 6°, 8° plus a 0°
MG85B 1°, 3°, 5°, 7° plus a 0°
MG85C Ford 289-302 cu. in., includes case-hardened
dowel pin 2°, 4°, 6°, 8° plus a 0°



Thrust Bearings & Wear Plates

Comp Cams wear plates are moly
coated and eliminate wear at front
of block. The unique designs
help set proper cam thrust
clearance. Minor machining
required when used with OEM
type timing set.

Description Thickness Part No.
Chev 265-400 Wear Plate .030" C0201
Chev 396-454 Wear Plate .030" C0203
Chrysler 383-440, Hemi Wear Plate .030" C0203
Chev 265-400 Roller Thrust Bearing .142" C03100TB
Chev 396-454 Roller Thrust Bearing .142" C03110TB
Ford 390-428 Thrust Plate & Bearings .142" C03108TB
Ford 289-351W Thrust Plate &
Bearings Machining Required C03135TB
Ford 289-351W Thrust Plate & Bearings .142" C03120TB
Ford 302-351C Thrust Plate & Bearings .142" C03122TB
Ford 429-460 Thrust Plate & Bearings .142" C03122TB



Chevy Cam Lock Plate

The COMP Cams Cam Lock Plate
will help you make sure that the
cam bolts cannot back out at any rpm
level or load. Bendable locking tabs and
special high-strength bolts make this kit a must for any camshaft
installation.

Chev V8 Cam Locking Plate with Bolts

C04605





GM LS Camshaft Retainer

Camshaft retainer plate for all GM LS style engines.

LS Camshaft Retainer Plate C05463-KIT

Thrust Buttons

The thrust button rides between the front of the timing gear and the back of the front cover and can be shimmed for proper end play of the cam. COMP Cams has both the solid nylon button and the roller thrust bearing available for the ultimate in performance.

Description	Length	Part No.
Chevrolet 265-400 Roller Button	.795"	C0200
Chevrolet 265-400 Nylon Button	.810"	C0202
Chevrolet 396-454 Nylon Button	.945"	C0205
Chevrolet 396-454 Roller Button	.945"	C0207

Fuel Pump Pushrod

When a high pressure fuel pump is run with a steel roller cam core, the stock fuel pump pushrod is not compatible with the steel core. You can damage an expensive roller cam as a result of wear at the fuel pump lobe.

Description	Part No.
Chev V8, Bronze Tip for Steel Cams	C04607
Chev V8, Steel Tip for Cast Iron Cams	C04616
Chrysler Big Block & Hemi with Bronze Tip	C04646

CAM GEARS



4G63 ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by six ARP made, Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Mitsubishi 4G63 / Evo I - VIII. Set/2

Part No.
BC8810

SR20DE(T)

ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by four Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Nissan SR20DE(T) - Set/2

Part No.
BC8820

2JZGTE ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by four Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Cam Gears for Toyota 2JZGTE. Set/2

Part No.
BC8830

EJ20 & EJ25 ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by six ARP made, Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Subaru EJ25 and EJ25 - Set/4

Part No.
BC8860



COMP Cams Degree Bushings Kits

Using these offset bushings from COMP Cams is the simplest way to change the degree of a camshaft in relation to the crankshaft. These bushings offer accurate positioning of the cam because of their precise manufacturing. They come in packs of five and require a 13/32 in. drill bit.

COMP Cams Degree Bushings Kit C04760

CAMSHAFTS & ACCESSORIES



HONDA B16A & B18C

Description	Duration	Advertised @ .050"	Valve Lift	Part No.
Stage 1	290°/290°	232°/234°	.465"/.450"	BC0011
Turbo Spec. Requires	280°/284°	202°/200°	.322"/.307"	
Spring Kit# BC0010	260°/262°	178°/180°	.206"/.190"	
Stage 2	306°/300°	254°/248°	.472"/.472"	BC0012
N/A Spec. Requires	236°/232°	216°/214°	.364"/.351"	
Spring Kit# BC0010	228°/226°	194°/192°	.264"/.252"	
Stage 3	310°/308°	260°/254°	.496"/.496"	BC0013
N/A Spec. Requires	256°/256°	220°/220°	.443"/.443"	
Spring Kit# BC0010	256°/256°	220°/220°	.428"/.428"	

Mitsubishi 4G63 VR4

Stage 2	272°/272°	222°/212°	.401"/.381"	BC0101
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	218°/226°	.422"/.418"	BC0102
Street/Strip Spec.				

Use BC0100 Springs

MITSUBISHI 4B11 EVO X

Stage 2				
Use BC0100 Springs Street/Strip Spec				
OEM Springs Ok	272°/272°	234°/223°	.445"/.419"	BC0131

Mitsubishi 4G63 EVO VIII

Stage 2	272°/272°	206°/206°	.415"/.388"	BC0111
Street/Strip Spec. OEM Springs OK				
Stage 3	280°/280°	218°/216°	.425"/.408"	BC0112
Race Spec.				

NISSAN SR20DET S13 & GT1R

Stage 2	264°/264°	216°/216°	.475"/.475"	BC0201
Street/Strip Spec.	OEM Springs OK			

NISSAN SR20DET S14 & S15

Stage 2	264°/264°	216°/216°	.475"/.475"	BC0205
Street/Strip Spec. OEM Springs OK				
Stage 3	272°/272°	224°/224°	.494"/.494"	BC0206
Race Spec. Use BC0200 Springs				

Nissan RB26

Street/Strip Spec.	264°/264°	230°/232°	.360"/.362"	BC0232
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SUBARU EJ20 IMPREZA WRX

Stage 2	272°/272°	222°/222°	.400"/.400"	BC0601
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	234°/234°	.425"/.425"	BC0602
Race Spec.	Use BC0600 Springs			

SUBARU EJ25 IMPREZA STI

Description	Advertised Duration	Duration @ .050"	Valve Lift	Part No.
Stage 2	272°/272°	222°/222°	.400"/.400"	BC0621
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	234°/234°	.425"/.425"	
Race Spec.	Use BC0600 Springs			

SUBARU EJ257B DUAL AVCS CAMSHAFTS

Stage 2	272°/272°	222°/222°	.400"/.400"	BC0623
Street/Strip	OEM Spring			
Stage 3	280°/280°	234°/234°	.425"/.425"	BC0624
Race Spec	Spring Kit BC0600			

TOYOTA 1JZGTE (NON VVT-I)

Stage 2	264°/264°	218°/218°	.344"/.344"	BC0331
Street/Strip Spec.	OEM Springs OK			
Stage 3	272°/272°	229°/231°	.375"/.380"	BC0332
Race Spec.	Use BC0300 Springs			

TOYOTA 2JZGTE SUPRA MARK IV

Stage 2	264°/264°	220°/226°	.375"/.375"	BC0301
Street/Strip Spec.	OEM Springs OK			
Stage 3	272°/272°	228°/232°	.375"/.380"	BC0302
Race Spec.	Use BC0300 Springs			
Stage 4	280°/280°	232°/232°	.452"/.452"	BC0303
Full Race Spec.	Use BC0300 Springs			

TOYOTA 2JZGE & 2JZGTE (VVTI)

Stage 2	264°/264°	218°/218°	.344"/.344"	BC0311
Street/Strip Spec.	OEM Springs OK			
Stage 3	272°/272°	229°/231°	.375"/.380"	BC0312
Race Spec.	Use BC0300 Springs			

Toyota 3SGTE

Street/Strip Spec.	264°/264°	216°/216°	.344"/.344"	BC0351
Race Spec Use	272°/272°	222°/222°	.400"/.400"	BC0352

BC0350 Spring/Retainer Kit

TOYOTA 7MGTE

Street/Strip Spec. OEM Springs OK				
Stage 3	272°/272°	226°/226°	.342"/.342"	BC0322
Race Spec.				



CHEV SMALL BLOCK 262-400 1955-98

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Stock or 2000+ stall. Low gears. Mild rough idle.	1800-5800
280H	Street machines. 2500+ stall. Rough idle.	2000-6000
286H	Street/Strip	2200-6200
292H	Street Machines	2500-6500
305H	Pro Street Bracket	3000-7000

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
252H	Strong torque, excellent mpg, smooth idle.	800-4800
260H	Strong mid range Torque, towing, good idle, strong	1200-5200
268H	Good street performance Choppy idle	1500-5500

Thumpr Choppy Idle, High Performance Street

Grind Number	Camshaft Application	RPM Range
283THR7	H/P street	1900-5600

Thumpr Hydraulic High Performance Street

Grind Number	Camshaft Application	RPM Range
279TH7	Street	2000-5800
279TH7	Street	2200-5800
287TH7	Street/Strip	2200-6100
295TH7	Street/Strip	2500-6400

Thumpr Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range
283THR7	Street	1900-5600
287THR7	Street/Strip	2200-5900
295THR7	Street/Strip	2500-6500

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE256H	Strong low mid-range torque, good idle.	1000-5200
XE262H	Street	1300-5600
XE268H	Great for street machines, better with 2000+ stall.	1600-5800
XE274H	Very strong mid-range 2200+ stall.	1800-6000
XE284H	Street/strip, 2800+ stall, rough idle.	2300-6500
XE294H	Pro Street/bracket, 3300+ Stall	2800-7000

Xtreme Marine Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XM262H	excellent response	1300-5500

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XS268S	Best with 2000 Stall	1600-6000
XS274S	2000+ Stall	2000-6400
XS256S	Strong low-mid range. torque, good idle.	1000-5600
XS282S	Street/strip, 2800+ stall, rough idle.	2400-6800
XS290S	Pro street/bracket, 3300+ stall	2800-7200

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
296TSL-6	350-400, 4800+ stall, 12:1 compression	4500-7500
300F-6	350-400, 5000+ stall, 11.5:1+ compression	4700-7500

BLOWER & TURBO Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
268TH-15	Good Upgrade For Turbo OEM Street Engine, Good Mid Range Power	1500-5500
260AH-14	Very Mild Street	1500-5500
	Small Under Bonnet Blower	2620°/268°
268AH-14	Street Machine Using Under Bonnet Blower With 10-12 lbs	1800-5800

Oval Track Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
290XOS	360+ c.i.d. 12:1+, 4 BBL good intake & exhaust.	3400-7200

OVAL TRACK Xtreme 1/4 - 1/2 Tack

Grind Number	Camshaft Application	Rmp Range
283TKR6	Strip	3500-7500
296AR-6	Strip	3600-6600

NOTE : C012-992-9 ON .900" Base Circle



Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
270°/270°	224°/224°	.470°/.470°	110°	C012-211-2

280°/280°	230°/230°	.480°/.480°	110°	C012-212-2
286°/286°	236°/236°	.490°/.490°	110°	C012-326-4
292°/292°	244°/244°	.501°/.501°	110°	C012-213-3

305°/305°	253°/253°	.525°/.525°	110°	C012-214-4
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Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
252°/252°	206°/206°	.425°/.425°	110°	C012-205-2

260°/260°	212°/212°	.440°/.440°	110°	C012-206-2
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268°/268°	218°/218°	.454°/.454°	110°	C012-210-2
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Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.513°/.498°	107°	C008-600-8

Choppy/Thumping Idle

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
279°/296°	227°/241°	.491°/.476°	107°	C012-601-5
279°/297°	227°/241°	.479°/.465°	107°	C012-600-4
287°/305°	235°/249°	.489°/.476°	107°	C012-601-4
295°/313°	243°/257°	.500°/.486°	107°	C012-602-4

Street Choppy/Thumping Idle

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.513°/.498°	107°	C012-600-8
291°/311°	235°/249°	.522°/.509°	107°	C012-601-8
299°/319°	243°/257°	.533°/.519°	107°	C012-602-8

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
256°/268°	212°/218°	.447°/.454°	110°	C012-234-2

262°/270°	218°/224°	.462°/.469°	110°	C012-238-2
268°/280°	224°/230°	.477°/.480°	110°	C012-242-2

274°/286°	230°/236°	.490°/.490°	110°	C012-246-3
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284°/296°	240°/246°	.507°/.510°	110°	C012-250-3
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294°/306°	250°/256°	.519°/.523°	110°	C012-254-3
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Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
262°/268°	218°/224°	.462°/.477°	112°	C012-236-3

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
268°/274°	230°/236°	.488°/.501°	110°	C012-676-4

274°/280°	236°/242°	.501°/.510°	110°	C012-677-4
256°/262°	218°/224°	.465°/.477°	110°	C012-674-4

282°/290°	244°/252°	.520°/.540°	110°	C012-678-4
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290°/298°	252°/260°	.540°/.558°	110°	C012-679-5
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Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
296°/304°	266°/274°	.570°/.590°	106°	C012-517-5
300°/316°	270°/278°	.580°/.577°	106°	C012-518-5

Adv Der	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
268°/260°	218°/212°	.454°/.444°	115°	C012-400-4

212°/218°	.444°/.444°	114°		C012-402-4
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268°/276°	222°/226°	.464°/.464°	114°	C012-404-4
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Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
290°/300°	260°/266°	.558°/.549°	106°	C012-658-5

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
283°/287°	255°/259°	.645°/.645°	106°	C012-857-9
296°/300°	260°/262°	.630°/.630°	106°	C012-992-9

Xtreme Energy Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
XR258HR	Strong torque, good mileage, stock to mild	1000-5000	258°/264°	206°/212°	.480°/.487°	110°	C012-408-8
XR264HR	Mild performance, very good mid-range	1200-5200	264°/270°	212°/218°	.487°/.495°	110°	C012-412-8
XR270HR	High performance, noticeable idle	1600-5400	270°/276°	218°/224°	.495°/.502°	110°	C012-422-8
XR282HR	Great for street, 2500+ stall, mildly rough idle.	2200-5800	282°/288°	230°/236°	.510°/.520°	110°	C012-432-8
XR294HR	Street/Strip	2800-6100	294°/300°	242°/248°	.540°/.562°	110°	C012-443-8
XR300HR	Pro Street/bracket, 3500+ stall, Very rough idle.	3200-6200	300°/306°	248°/254°	.562°/.580°	110°	C012-444-8

XTREME MARINE Retro-Fit Hydraulic Roller Camshaft

XM276HR	Good For Jet With A Impeller Strong Mid Range Power, Needs Good Exhaust	1800-5800	276°/282°	224°/230°	.503°/.510°	112°	C012-418-8
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Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
XR286R	Good in weekend warrior with 3000+ stall	3000-7000	286°/292°	248°/254°	.576°/.582°	110°	C012-772-8
XR292R	Pro Street. Needs good intake and exhaust,	3200-7200	292°/297°	254°/260°	.582°/.588°	110°	C012-773-8

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
300BR-6	11:1 compression, 4500+ stall,	4200-7200	300°/308°	264°/270°	.630°/.630°	106°	C012-908-9
306LHR-7	Super Stock, 350 auto w/ 1.8 & 1.6	5500-8000	306°/312°	274°/284°	.748°/.704°	107°	C012-813-9

Oval Track Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
292AR-6	1/4 to 3/8 mile tacky tracks with tight corners.	3500-6500	292°/296°	256°/258°	.630°/.630°	106°	C012-901-9
290AR-6	355 in Late Model on 1/4 to 3/8 mile tracks.	3000-7000	290°/300°	260°/264°	.645°/.630	106°	C012-940-9
296DR-6	400-410 in Late Model on 3/8 to 5/8 mile tracks.	3500-7500	296°/308°	266°/272°	.645°/.630°	106°	C012-950-9

CHEV & HOLDEN LS1/LS2/LS6

XFI Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XR275HR13	Great street/strip camshaft for mid-range & high RPM power. Must have programmer	1800-6800	275°/287°	222°/234°	.566°/.576°	113°	C0146-426-11
XR281HR13	High RPM street/strip cam for use with FAST intake. Requires programmer	2200-7200	281°/293°	228°/240°	.571°/.590°	113°	C0146-428-11

XFI RPM Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XR259HR	Very strong torque, good mileage.	800-5800	259°/265°	206°/212°	.515°/.522°	112°	C054-408-11
XR265HR	Good torque and very strong mid-range power.	1200-6000	265°/271°	212°/218°	.522°/.529°	114°	C054-412-11
XR269HR	Great mid-range with superior top end power.	1300-6300	269°/273°	216°/220°	.525°/.532°	114°	C054-414-11
XR273HR	Street/strip camshaft for high rpm power.	1600-6600	273°/277°	220°/224°	.530°/.534°	112°	C054-416-11
XR277HR	Street/strip camshaft for use with FAST intake.	2000-6800	277°/281°	224°/228°	.534°/.537°	112°	C054-418-11

XFI RPM HI-LIFT Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XR275HR	Great street/strip cam for mid and high rpm	1800-6800	275°/277°	222°/224°	.566°/.568°	112°	C054-426-11
XR281HR	High rpm street/strip for use with FAST intake.	2200-7200	281°/283°	228°/230°	.571°/.573°	112°	C054-428-11

XFI XE-R Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XER273HR	High rpm street/strip for all out applications.	2000-7000	273°/279°	224°/230°	.581°/.588°	114°	C054-444-11
XER281HR	Race Only for standard displacement LS1/LS6	2400-7200	281°/283°	232°/234°	.595°/.598°	112°	C054-446-11
XER287HR	Race Only for large cubic inch LS1/LS6	2800-7200	287°/289°	238°/240°	.605°/.609°	112°	C054-448-11

LSR Cathedral Port Hydraulic Roller

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
285LR HR13	HP/Street	2200-7200	285°/293°	235°/243°	.621°/.624°	113°	C054-460-11
301LRR HR15	Strip	2600-7000	301°/317°	251°/267°	.624°/.624°	115°	C054-474-11

LSR Roots Blower Hydraulic Roller (Turbo & Supercharged)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
297LRB HR14	HP/Strip	2700-7200	297°/301°	247°/251°	.624°/.624°	114°	C054-468-11

Tri-Power Xtreme Hydraulic Roller

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
TPX 254HR-16	Street	1000-6000	254°/264°	202°/212°	.507°/.500°	116°	C054-530-11

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
293THR9	Street/Strip	2300-6600	283°/303°	227°/241°	.563°/.546°	109°	C054-601-11

GM LS Series GEN III Three Bolt 1997-On

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
309LRx HR15	All out power for extreme displacement race application engines with cathedral port cylinder heads.	3000-7200	309°/317°	259°/267°	.624°/.624°	115°	C054-466-11

GM LS GEN IV SINGLE-BOLT

LSR Excellent Torque, Great Street Performance & Drivability

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
269LrR HR13	Street	1500-6700	269°/285°	219°/235°	.607"/.621"	113°	C0146-456-11
277LrR HR13	Street/Strip	1900-7000	277°/293°	227°/243°	.614"/.624"	113°	C0146-458-11
285LrR HR13	Race	2200-7200	285°/301°	235°/251°	.621"/.624"	113°	C0146-460-11
289LrR HR13	Race	2400-7200	289°/305°	239°/255°	.624"/.624"	114°	C0146-461-11

GM LS2/LS3 GEN IV Single Bolt

GM LSA & LS3 Blower Cam with 3-Bolt Conversion

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
277LCB HR14	Strong mid-range power when used with a centrifugal blower	2200-7000	277°/293°	227°/243°	.614"/.612"	114°	C054-477-11
269LCB HR18	Strong mid-range power when used with LSA S/C Engine	2000-6500	269°/286°	219°/234°	.607"/.612"	118°	C054-666-11

CHEV Big Block 396-454 1965-96

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
260H	Good torque & power for towing, smooth idle.	1200-5200	260°/260°	212°/212°	.475"/.475"	110°	C011-203-3
268H	Slight rough idle in 396 Great for towing in 454	1500-5500	268°/268°	218°/218°	.485"/.485"	110°	C011-205-3
283THR7	H/P street	1900-5600	283°/303°	227°/241°	.513"/.498"	107°	C011-600-8

Xtreme Energy Hydraulic Flat Tappet Camshafts

XE268H	Good for street machines, slightly rough idle.	1600-5800	268°/280°	224°/230°	.515"/.520"	110°	C011-242-3
XE274H	Very strong mid-range, headers and 2200+ stall.	1800-6000	274°/286°	230°/236°	.552"/.555"	110°	C011-246-3
XE284H	Street/strip, 2800+ stall, rough idle. 9.5:1+ comp.	2300-6500	284°/296°	240°/246°	.574"/.578"	110°	C011-250-3
XE294H	Street/bracket, 3200+ stall, 10.5:1+ comp	2800-7000	294°/306°	250°/256°	.588"/.593"	110°	C011-254-4

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	Rmp Range	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
282S	Daily Street	2000-6000	282°/282°	236°/236°	.495"/.495"	110°	C011-223-4
294S	Street /Strip	2500-6500	294°/294°	248°/248°	.525"/.525"	110°	C011-224-4
306S	Street /Strip	3000-7000	306°/306°	260°/260°	.555"/.555"	110°	C011-225-4

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XS268S	Great for street, largest cam with stock converter.	1600-6000	268°/274°	230°/236°	.553"/.568"	110°	C011-676-4
XS290S	Pro Street/bracket, 3500+ stall.	2800-7200	290°/298°	252°/260°	.598"/.598"	110°	C011-679-5

Magnum Marine Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
280S	Jet boat with A or B impeller. Skiing, pleasure.	2800-6300	280°/285°	242°/250°	.575"/.604"	110°	C011-551-5

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
270H	Daily Street Machines	1500-5800	270°/270°	224°/224°	.510"/.510"	110°	C011-207-3
208H	Street Machines	2000-6000	280°/280°	230°/230°	.520"/.520"	110°	C011-208-3
286H	Street/Strip	2200-6600	286°/286°	236°/236°	.556"/.556"	110°	C011-318-4

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
282S	Street Machines	2000-5800	282°/282°	236°/236°	.561"/.561"	110°	C011-218-4
294S	Street/Strip	2500-6000	294°/294°	248°/248°	.595"/.595"	110°	C011-219-4

Blowen & Turbo Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
280AH	Blower/turbo	2500-6500	280°/288°	232°/237°	.561"/.561"	114°	C011-404-4

Blowen & Turbo Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
290DS-14	Blower/turbo	3500-7500	290°/304°	255°/266°	.612"/.605"	114°	C011-405-4

Magnum Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
304HR	Street/Strip	3000-6500	304°/304°	244°/244°	.612"/.612"	110°	C011-460-8
314HR	Strip/Bracket Racing	3500-6500	314°/314°	252°/252°	.612"/.612"	110°	C011-460-8

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
279TH7	Street	1800-5600	279°/296°	227°/241°	.498"/.483"	107°	C011-600-4
287TH7	Street/Strip	2000-5900	287°/304°	235°/249°	.510"/.495"	107°	C011-601-4
295TH7	Street/Strip	2300-6200	295°/312°	243°/257°	.522"/.507"	107°	C011-602-4

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
283THR7	Street	1700-5500	283°/303°	227°/241°	.547"/.530"	107°	C011-600-8
287THR7	Street/Strip	2000-5800	297°/311°	235°/249°	.558"/.542"	107°	C011-601-8
295THR7	Street/Strip	2300-6200	299°/319°	295°/257°	.570"/.554"	107°	C011-602-8

Xtreme Energy Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR264HR	Daily driver to mild perf. strong torque, good mpg.	1200-5200
XR270HR	Performance, great mid-range torque.	1600-5400
XR282HR	High performance street, 2200+ stall, 9:1+ comp.	2200-5800

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR274R	2500+ Stall	2200-6200
XR292R	Pro Street, 3500+ stall 11:1+ compression	3200-7200

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
296CR-8	396-427, 4000+ stall 11:1+ compression.	3500-6500
311R-10	Super Gas/Super Comp up to 500 c.i.d.	5000-7500
324AR-12	Bracket race 500-572 c.i.d.	5200-7500

CHEV Big Block GEN VI 454 & 502 1996-1999

XTREME ENERGY hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range
XR288HR	Street/Strip With 10:1+ Comp & 2800+ Stall, Need Intake & Headers	2500-6000

XTREME MARINE Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range
XM296HR	Good for Jet Boat with a or b impeller in bracket racing or performance use	2800-6200

CHRYSLER SMALL BLOCK 273-360 1964-85

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
252H	318-360 2BBL. or 4BBL. Smooth idle.	800-4800
268H	340 & 360 4BBL. motors 3.23-3.55 gears, 9:1 comp.	1500-5500
305H	Pro/Street	3500-6800

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Mild perf. 340, 9:1 comp. 3.53-3.91 gears.	1800-5800
280H	340-360, 2500 stall. 9:1 comp. 3.53-3.91 gears.	2500-6000

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
294S	Pro/Street	3000-6000
306S	Pro/Street	4000-7000

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE274H	Street	1800-6000
XE284H	Street/Strip	2300-6500

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XS282S	Street/strip, 3000 stall, 10:1 comp, radical Idle.	2500-6500

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
290A-6	4000+ stall, 750cfm carb, 10.5:1+ comp, 4.88 gears.	4000-7000
XTQ290S-6	Best all around bracket, 4000+ stall, 11:1+ comp.	4000-7000

Computer Controlled Magnum Engines Hyd Roller

Grind Number	Camshaft Application	RPM Range
264HR-12	Street	900-5200

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR268R	Street/strip, 2500 stall, 9:1 comp, noticeable idle.	2000-6000
XR286R	Top end, 10:1 comp, 3300 + stall, racey idle.	2800-6800

OVAL TRACK Mechanical Roller 1/4 - 1/2 Tack

Grind Number	Camshaft Application	RPM Range
XR286R	Pro/Street	2800-6800
FL272B-6	Pro/Street	3500-6500
RX296S-R6	Pro/Street	4200-7400

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
264°/270°	.050"	.510°/510"	110°	C011-413-8
270°/276°	.218°/224°	.510°/510"	110°	C011-422-8
282°/288°	.230°/236°	.510°/510"	110°	C011-432-8

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
274°/280°	.236°/242°	.639°/646"	110°	C011-770-8
292°/298°	.254°/260°	.660°/666"	110°	C011-773-8

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
296°/304°	.262°/270°	.714°/714"	108°	C011-715-9
311°/315°	.274°/284°	.748°/710"	110°	C011-825-9
324°/332°	.284°/292°	.775°/748"	112°	C011-721-9

Adv Der	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
288°/294°	.236°/242°	.521°/540"	110°	C001-421-8

Adv Der	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
296°/302°	.242°/248°	.566°/566"	112°	C001-456-8

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
252°/252°	.206°/206°	.425°/425	110°	C020-208-2
268°/268°	.218°/218°	.454°/454"	110°	C020-212-2
305°/305°	.253°/253°	.525°/525°	110°	C020-224-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
270°/270°	.224°/224°	.470°/470"	110°	C020-214-4
280°/280°	.230°/230°	.480°/480"	110°	C020-232-4

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
294°/294°	.248°/248°	.525°/525°	110°	C020-248-4
306°/306°	.260°/260°	.555°/555°	110°	C020-249-4

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
274°/286°	.230°/236°	.488°/491°	110°	C020-224-4
284°/296°	.240°/246°	.507°/510°	110°	C020-225-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
282°/290°	.244°/252°	.520°/540"	110°	C020-231-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
290°/290°	.255°/255°	.540°/540"	106°	C020-618-5
290°/304°	.260°/266°	.558°/555"	106°	C020-633-5

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
264°/274°	.264°/274°	.512°/512°	112°	C020-604-9

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
268°/274°	.230°/236°	.552°/564"	110°	C020-743-9
286°/292°	.248°/254°	.576°/582"	110°	C020-740-9

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
286°/292°	.248°/254°	.576°/582°	110°	C020-740-9
272°/280°	.242°/250°	.540°/556°	106°	C020-616-5
296°/303°	.263°/270°	.649°/551°	106°	C020-719-9

CHRYSLER 5.7L & 6.1L Hemi 2003-On

Xtreme Fuel Injection (XFI) Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
260H-13	Noticeable idle, broad torque, needs tuning	1000-5500	260°/264°	208°/212°	.522°/525"	113°	C0112-500-11
268H-13	Noticeable idle, strong midrange, needs tuning.	1500-5800	268°/272°	216°/220°	.528°/531"	113°	C0112-501-11
273H-14	Needs extended rev limit, tuning & better exhaust,	2000-6200	273°/277°	224°/228°	.547°/550"	114°	C0112-502-11

CHRYSLER Big Block 383-440 1959-80

High Energy Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
260H	383-440, Smooth idle. Good towing, 9:1 comp.	1000-5000	260°/260°	212°/212°	.440°/440"	110°	C021-213-4

Magnum Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
305H	Pro Street, 10:1 comp. 850 CFM carb	3500-6500	305°/305°	253°/253°	.525°/525"	110°	C021-243-4*

* 3-Bolt core available, change first four digits of part number to C023

Xtreme Energy Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
XE285HL	Street/Strip	2500-6200	285°/297°	241°/247°	.545°/545°	110°	C021-228-4

XTREME ENERGY Retro-Fit Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XR292HR-10	4.10 Gear, 3000 Stall, 10.1 Comp	2800-6400	292°/300°	242°/248°	.549°/544"	110°	C023-713-9

Drag Race Mechanical Roller Camshafts (Three Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
RX296R-8	Light-medium weight car 11:1 comp, 4200+ stall.	4000-6500	296°/303°	263°/270°	.650°/651"	108°	C023-706-9

FORD 289-302 WINDSOR 1963-1995

Not for EFI engines or engines originally equipped with hydraulic roller camshafts.

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
270H	Mild converter, 9:1 comp, lower gears. Rough idle.	1800-5800	270°/270°	224°/224°	.500°/500"	110°	C031-414-3
280H	Broad power. 2500+ stall, 9.5:1 comp, rough idle.	2000-6000	280°/280°	230°/230°	.512°/512"	110°	C031-226-3

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
260H	Best for towing in 302 stick with low gears.	1200-5200	260°/260°	212°/212°	.447"/.447"	110°	C031-216-2
268H	Daily driven, mid-range power. mild rough idle.	1500-5500	268°/268°	218°/218°	.456"/.456"	110°	C031-218-2

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XE268H	Great for street machine, 2200+ stall.	1600-5800	268°/280°	224°/230°	.509°/512"	110°	C031-242-3
XE274H	Very strong torque and response, 2500+ stall.	1800-6000	274°/286°	230°/236°	.520°/523"	110°	C031-246-3
XE284H	Street/strip, 2800+ stall, gears, rough idle.	2300-6500	284°/296°	240°/246°	.541°/544"	110°	C031-250-4

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
280B-6	Torque for small engines 3500+ stall, 10:1 comp.	3000-7000	280°/284°	242°/246°	.541°/522"	106°	C031-639-5

Thumpr Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range
283THR7	Street	1900-5600

Street Choppy/Thumping Idle

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.531°/515"	107°	C031-600-8

Magnum Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
281HR	Great for street machines. Best power increase	2000-5500	281°/281°	220°/220°	.512°/512"	110°	C031-432-8
284HR	High performance street, Mild/rough idle.	2500-6000	284°/284°	224°/224°	.533°/533"	110°	C031-442-8
290HR	Street/strip only, 2500+ stall, 9:1 compression.	3000-6500	290°/290°	230°/230°	.544°/544"	110°	C031-452-8

FORD 5.0L 1985-95

For EFI engines originally equipped with hydraulic roller camshafts.

Magnum Hydraulic Roller Camshafts for EFI

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
270HR	Mild modifications, gears, mass air, slight idle.	1500-5500	270°/276°	215°/220°	.533°/544"	114°	C035-310-8

FORD 5.0L 1985-2002

MAGNUM Hydraulic Roller Camshaft (Carburettor Only)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
286HR	Street/Strip, 5-Speed, 2500+ Stall, 4.10 Lower Gears With High Comp Intake & Exhaust	3000-6500	286°/286°	230°/230°	.598°/598"	110	C035-450-8

FORD 351 WINDSOR 1969-1996

XTREME ENERGY Retro-Fit Hydraulic Rollor Camshaft (Not For EFI)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XR276RF-HR	Great For Street Machines Needs Intake, Headers 2500 Conv, 3.73+ Gear	2000-6000	282°/289°	230°/236°	.513°/529°	110	C035-425-8

FORD 351 WINDSOR 1969-1995

Also suits 289-302 Windsor & SVO using 351 firing order.

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XE262H	Good mid-range, stock converter, 3.23-4.10 gear.	1300-5600	262°/270°	218°/224°	.493°/500°	110°	C035-238-3
XE268H	Great for street machine, 2200+ stall.	1600-5800	268°/280°	224°/230°	.509°/512°	110°	C035-242-3

Oval Track Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
FL268S-6	Restricted engines, 2 BBL Carb, stock manifolds.	2500-6500	268°/276°	238°/246°	.568°/584°	106°	C035-620-5
FL276S-6	3/8-1/2 mile asphalt, good power and torque.	3000-7000	276°/280°	246°/250°	.584°/592°	106°	C035-624-5
285B-6	Best all around solid cam. Strong torque and power.	3000-6500	285°/295°	250°/260°	.568°/592°	106°	C035-609-5

Xtreme Energy Mechanical Street Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XR286R	Weekend warrior, 3000+ stall, low gears.	3000-7000	286°/292°	248°/254°	.614°/621°	110°	C035-772-8
XR292R	Best for Pro Street, 3500 stall, 11:1+ comp.	3200-7200	292°/298°	254°/260°	.621°/627°	110°	C035-773-8

Magnum Hydraulic Roller High Performance (O.E Roller Block)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
281HR	Street/Strip	2000-5500	281°/281°	220°/220°	.512°/512°	110°	C035-440-8

Magnum Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
284HR	Street/Strip	2000-5500	284°/284°	224°/224°	.533°/533°	110°	C035-442-8

NITROUS HP Hydraulic Roller High Performance (Turbo & Supercharged) (O.E Roller Block)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
NX282HR	Pro-Street	2600-6600	282°/294°	232°/244°	.565°/580°	114°	C035-560-8

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
279TH7	Street	2000-5800	279°/297°	227°/241°	.490°/475°	107°	C035-600-4
287TH7	Street/Strip	2200-6100	287°/304°	235°/249°	.501°/486°	107°	C035-601-4
295TH7	Street/Strip	2500-6400	295°/313°	243°/257°	.521°/489°	107°	C035-602-4

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
283THR7	Street	1900-5600	283°/303°	227°/241°	.531°/515°	107°	C035-600-8
291THR7	Street/Strip	2200-5900	291°/311°	235°/249°	.541°/426°	107°	C035-601-8
299THR7	Street/Strip	2500-6200	299°/319°	243°/257°	.552°/538°	107°	C035-602-8

OVAL TRACK Xtreme 1/4 - 1/2 Tack

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
296RXA-6	Strip	6000-8500	296°/301°	263°/268°	.691°/691°	106°	C035-826-9
300RXA-8	Strip	6300-8800	300°/307°	267°/274°	.696°/697°	108°	C035-827-9

FORD 302-351 CLEVELAND & 351-400M 1970-82

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
252H	Excellent torque and economy. Smooth idle.	800-4800	252°/252°	206°/206°	.468°/468°	110°	C032-218-3
260H	Great mid-range torque for towing. Smooth idle.	1200-5200	260°/260°	212°/212°	.484°/484°	110°	C032-219-3
268H	Everyday perf. Stock converter, noticeable idle.	1500-5500	268°/268°	218°/218°	.494°/494°	110°	C032-221-3

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
270H	Mild street, 2000+ stall 3.30-4.0 gears, Mild idle.	1800-5800	270°/270°	224°/224°	.519°/519°	110°	C032-224-4
280H	Street, 9:1-10:1 comp. 2500+ stall, rough idle.	2000-6000	280°/280°	230°/230°	.530°/530°	110°	C032-225-4
292H	Street/strip, 3000+ stall, 10:1 comp. Racy idle.	2500-6500	292°/292°	244°/244°	.560°/560°	110°	C032-234-4

Dual Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
265DEH	Street	1500-5750	265°/275°	211°/223°	.484°/510°	110°	C032-207-3
275DEH	Street/HP	2000-6000	275°/285°	219°/232°	.515°/541°	110°	C032-208-3

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
279TH7	Street	2000-5800
287TH7	Street/Strip	2200-6100
295TH7	Street/Strip	2500-6400

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
283THR7	Street	1900-5600
291THR7	Street/Strip	2200-5900
299THR7	Street/Strip	2500-6200

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE256H	Strong low-mid range torque, good idle.	1200-5200
XE262H	Strong mid range torque, 1400-5600 std converter, 3.23 gears.	2000-6000
XE274H	Very strong mid-range 2400+ stall, 3.73+ gears.	2300-6500
XE284H	Street/strip, 2800+ stall, 9.5:1 comp, rough idle.	2300-6500

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270S	2000+ stall, 9:1 comp, noticeable idle.	1800-5800
282S	2500+ stall, 9:1 comp, mild rough idle.	2000-6000
306S	Street/strip 3500+ stall, 11:1 comp. Radical idle.	3000-7000

XTREME ENERGY Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR280R	10.1 Comp, 2800+ Stall 3.89 Gears	2500-6800
XR286R-8	Pro Street Drag Racing 10.5 + Comp, 3000+ Stall	3200-7200
XR292R-8	Pro Street Drag Racing 11.1 + Comp, 3500+ Stall	3500-7500

COMP Cams Mechanical Flat Tappet Specialty Camshafts

Grind Number	Camshaft Application	RPM Range
295B-6		

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
284B-8	10:1 comp, 3500+ stall, 4.10 gears.	3200-6200
294B-6	3500+ stall or 4 speed 10.5:1 compression.	3800-6800

Magnum Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range
304HR	Street/strip, 3000+ stall, 4.10 or lower gears.	3000-6500

Magnum Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
288R	Serious Street, 3000+ stall, rough idle.	2500-6500
308R	Pro street, 4000+ stall, 11:1 comp, radical idle.	3000-7000

COMP Cams Mechanical Roller Specialty Camshafts

Grind Number	Camshaft Application	RPM Range
306CR-8		

FORD Big Block 429-460 1968-94

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
260H	Strong mid-range torque for towing. Smooth idle.	1200-5200
268H	Good performance. Broad power, noticeable idle.	1500-5500

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Street, Stock or 1800+ stall. Mild rough idle.	1800-5800
280H	Street, 2500+ stall 9:1 comp. Rough idle.	2000-6000
292H	Street/strip, 3000+ stall, Very rough idle.	2500-6500

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
291THR7	Street/Strip	2200-5900

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
282S	Mild converter and 9:1+ comp, mild rough idle.	2000-6000
294S	Street/strip, 3000+ stall 9.5:1+ comp, radical idle.	2500-6500
306S	Low gears, 3500+ stall 10.5:1 comp, racy idle.	3000-6800

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
278°/296°	226°/241°	.506°/.493"	107°	C032-600-5
286°/304°	234°/249°	.519°/.503"	107°	C032-601-5
294°/312°	242°/257°	.531°/.515"	107°	C032-602-5

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
283°/303°	227°/241°	.557°/.539"	107°	C032-600-8
291°/311°	235°/249°	.567°/.551"	107°	C032-601-8
299°/319°	243°/257°	.579°/.563"	107°	C032-602-8

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
256°/268°	212°/218°	.487°/.493"	110°	C032-241-4
262°/270°	218°/224°	.513°/.520"	110°	C032-242-4

274°/286°	230°/236°	.562°/.565"	110°	C032-246-4
284°/296°	240°/246°	.584°/.588"	110°	C032-250-4

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
270°/270°	224°/224°	.540°/.540"	110°	C032-237-4
282°/282°	236°/236°	.570°/.570"	110°	C032-238-4
306°/306°	260°/260°	.640°/.640"	110°	C032-240-4

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
280°/286°	242°/248°	.657°/.680"	110°	C032-771-8
286°/292°	248°/254°	.664°/.671"	108°	C032-772-8
292°/298°	254°/260°	.671°/.678"	108°	C032-773-8

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
295°/310°	260°/270°	.645°/.648°	106°	32-643-5

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
284°/294°	246°/256°	.564°/.589"	108°	C032-638-5
294°/304°	256°/266°	.589°/.615"	106°	C032-644-5

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
304°/304°	244°/244°	.612°/.612"	110°	C032-651-8

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
288°/288°	244°/244°	.623°/.623"	110°	C032-771-9
308°/308°	262°/262°	.651°/.651"	110°	C032-772-9

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
306°/319°	273°/283°	.692°/.692°	108°	32-778-9

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
260°/260°	212°/212°	.484°/.484"	110°	C034-225-4

268°/268°	218°/218°	.494°/.494"	110°	C034-227-4
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Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
270°/270°	224°/224°	.519°/.519"	110°	C034-229-4
280°/280°	230°/230°	.530°/.530"	110°	C034-331-4
292°/292°	244°/244°	.560°/.560"	110°	C034-336-4

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
291°/311°	235°/249°	.567°/.551"	107°	C034-601-9

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
282°/282°	236°/236°	.570°/.570"	110°	C034-341-4
294°/294°	248°/248°	.605°/.605"	110°	C034-342-4
306°/306°	260°/260°	.640°/.640"	110°	C034-343-4

XTREME ENERGY Retro-Fit Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XR280HR	High Performance	2200-5800	282°/288°	230°/236°	.521°/.532"	110°	C034-432-9
For Street Cars with 2200+ Stall, 9:1 Comp							

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XR274R-10	Reliable power touring, 2500+ stall, rough idle.	2200-6200	274°/280°	236°/242°	.650°/.657"	110°	C034-770-9
XR280R-10	2800 stall, 10:1+ comp, 3.73-3.90 gears.	2500-6500	280°/286°	242°/248°	.657°/.664"	110°	C034-771-9
XR292R-10	Pro Street, 3500+ stall, 11:1+ compression.	3200-7200	292°/298°	254°/260°	.671°/.678"	110°	C034-773-9

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
296BR-8	Heavy car, 4000+ stall, 10:1+ compression.	3800-6800	296°/304°	260°/268°	.726°/.726"	108°	C034-713-9
304BR-8	Great power, 4500+ stall, 11:1+ compression.	3800-6800	304°/312°	268°/276°	.726°/.726"	108°	C034-715-9

FORD FE 352-390-428 C.I. 8 CYL. 1963-1977

XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XE262H	Strong torque 1800+ Stall	1300-5600	262°/270°	218°/224°	.513°/.520"	110°	C033-234-4
XE274H		1800-6000	274°/286°	230°/236°	.562°/.565"	110°	C033-238-4

MAGNUM Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
282S	Street Machine 2400+ Stall, 9:1 Comp	2000-6000	282°/282°	236°/236°	.571°/.571"	110°	C033-245-4
294S	Street/Strip 3000+ Stall, 10:1 Comp or 4-Speed	2500-6500	294°/294°	248°/248°	.605°/.605"	110°	C033-246-4

HOLDEN V8 253-308 1969-87

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
252H	Street, good low end 1500-4000 torque, good idle.	252°/252°	206°/206°	.476°/.476"	110°	C082-205-4
260H	Strong low-mid range 1800-4800 torque, mild idle.	260°/260°	212°/212°	.491°/.491"	110°	C082-206-4
268H	Strong low-mid range 2000-5000 torque, 9.5:1 comp.	268°/268°	218°/218°	.501°/.501"	110°	C082-210-4
280H	Street/strip, 9.5:1+ 2200-6000 comp, lopey idle.	280°/280°	230°/230°	.539°/.539"	110°	C082-212-4
292H	Street/strip, 10.5:1+, 3500-7000 comp, rough idle.	292°/292°	244°/244°	.569°/.569"	110°	C082-213-4
5208		286-3	236°/236°	.523°/.556"	110°	C082-286-5

Magnum Solid Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
6017		270°/270°	224°/224°	.499°/.499"	110°	C082-270-5
6002		282°/282°	236°/236°	.528°/.528"	110°	C082-282-5
6007		294°/294°	248°/248°	.560°/.560"	110°	C082-294-5
6003		277°	229°/137°	.514°/.546"	110°	C082-306-5

Holden 304 EFI 1988-97 (VN to VT)

Dual Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
5000		263°/263°	216°/216°	.467°/.467"	110°	C082-263-5
5163		275°/275°	219°/219°	.493°/.493"	110°	C082-275-5
5002		283°/283°	233°/233°	.512°/.512"	110°	C082-283-5
5136A		283°/283°	233°/233°	.512°/.512"	110°	C082-277-5

Xtreme Energy Mechanical Flat Tappet Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.65)	Lobe Centre	Part Number
XE282S8	10.5:1, 3500+ Stall	3000-7000	282°/290°	244°/252°	.572°/.572"	108°	C0282-282-5

Xtreme Energy Mechanical Flat Tappet Camshaft

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
6056		280°/280°	242°/242°	.546°/.546"	110°	C0282-280-5
6059-6091		290°/298°	252°/260°	.578°/.563"	108°	C0282-290-5
6055		274°/274°	236°/236°	.536°/.536"	110°	C0282-274-5

Xtreme Energy Hydraulic Roller Camshafts

Grind Number	Adv	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
3314	276°/276°	224°/224°	.536°/.536"	110°	C082-276-9
3194	282°/282°	230°/230°	.622°/.622"	110°	C082-282-9
3196	288°/388°	236°/236°	.624°/.624"	110°	C082-288-9

Holden Custom Grind Camshafts - CALL ROCKET FOR PRICING

C082-000-5 Custom HYDRAULIC/SOLID flat tappet, (Specify Cam Specs & Early or Late model engine).
C082-000-9 Custom ROLLER CAM, (Specify Cam Specs & Early or Late model engine).



LIFTERS



CHEV SMALL BLOCK 265-400 1957-87

Grind Number	Application Range	RPM Lift	Valve Dur	Adv .050"	Dur Centre	Lobe Number	Part
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.485	280°	232°	108°	ISK201281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.505	292°	244°	108°	ISK201292

SOLID CAMSHAFTS

Z-25	Strong mid range performance. Lopecy Idle. 2500 stall. 10.5:1 comp.	2500-6500	.480	278°	244°	108°	ISK201025
Z-27	Great mid range performance. Lopecy idle. 2500 stall. 10.5:1 comp.	2800-6800	.507	282°	247°	108°	ISK201027
Z-50	Bracket racing. Rough idle. 3000 stall. 10.5:1 Comp.	3500-7500	.507	300°	254°	108°	ISK201050
Z-60	High performance street/strip. Lopecy idle. 3200 stall 10.5:1 to 11.5:1	3500-7500	.548	292°	259°	108°	ISK201060
Z-70	Bracket racing. Lopecy idle. 4000 stall. 11.0:1 comp	3500-7500	.548	304°	264°	108°	ISK201070

SOLID ROLLER CAMSHAFTS

RR-602	Bracket Racing. Rough idle. 3000 stall. 11:1 to 12:1	3500-7500	.602	300°	260°	108°	ISK201602
RR-675	Good perf. for heavy bracket racing. 3500-4000 stall. 11:1 to 12:1 comp.	4000-8000	.675	308°	264°	108°	ISK201675
RR-630	Good all round perf. for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4000-8000	.630	314°	272°	108°	ISK201630
RR-630-A	Good all round perf. for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4200-8300	.630	314°	272°	108°	ISK201631

CHEV & HOLDEN LS1, LS6 & LS2

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC ROLLER CAMSHAFTS							
RR252/257	Best overall cam for towing. Computer compatible. Smooth idle.	1200-5000	.495	252°	206°	113°	ISK271252/257
RR257/265	Excellent perf. cam with good vacuum. Computer compatible. Good idle.	1400-5600	.510	257°	212°	113°	ISK271257/265
RR265/275	Good mid range power. Good vacuum. Stock converter. Good idle.	2000-6000	.530	265°	220°	113°	ISK271265/275
RR280/290	Best overall cam for towing. Computer compatible. Smooth idle.	2500-6800	.530	280°	232°	113°	ISK271280/290

CHEV BIG BLOCK 396-454 1967-95

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
SOLID CAMSHAFTS							
Z-55	Bracket racing. 4.11:1 - 4.56:1 diff. Rough Idle. 3000 stall. 10.5:1 Comp	3500-7500	.590	300°	254°	108°	ISK396255
Z-89	Good power for drags in heavy car. Rough Idle. 3500 stall. 11.0:1 comp.	3500-7500	.630	304°	264°	108°	ISK396289
Z-88	All out drag racing. 4.56:1 - 4.88:1 diff. 4000 - 4500 stall. 11.5:1+ comp.	3800-7500	.650	314°	272°	108°	ISK396288
SOLID ROLLER CAMSHAFTS							
RR-747-A	Super stock automatic. High Comp. 4500 stall. 4.56:1 - 4.88:1 diff ratio.	3800-7600	.747	306°	274°	108°	ISK396747
RR-747-D	Super stock 4-speed. High Comp. 5000+ stall. 4.88:1 - 5.13:1 diff ratio.	4000-8200	.747	320°	288°	108°	ISK396750

FORD 289-302 WINDSOR

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.517	280°	232°	108°	ISK381281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.538	292°	244°	108°	ISK381292
SOLID CAMSHAFTS							
FL-358	Great mid-range power. Rough Idle. 2500 stall. 10.5:1 comp.	2500-6500	.512	278°	244°	108°	ISK381358
505-T	Bracket racing. 4.11:1 - 4.56:1 diff. Rough Idle. 2800 stall. 10.5:1+ comp.	3500-70500	.540	290°	254°	108°	ISK381505
SOLID ROLLER CAMSHAFTS							
RR-641	Bracket Racing. 4.56 - 4.88 diff. Rough idle. 3000 stall. 11:1 to 12:1	3500-7500	.640	300°	260°	108°	ISK381641
RR-672	Good performance for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4000-8000	.672	314°	272°	108°	ISK381672

FORD 302-351 CLEVELAND

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.565	280°	232°	108°	ISK431281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.590	292°	244°	108°	ISK431292
SOLID CAMSHAFTS							
FL-360	Great mid-range power. Lopecy Idle. 2500 stall. 10.5:1 comp.	2500-6500	.530	278°	240°	108°	ISK431360
FL-370	Bracket racing. 4.11:1 - 4.56:1 diff. Lopecy Idle. 3000 stall. 10.5:1+ comp.	3000-7000	.528	300°	250°	108°	ISK431370
FL-380	Bracket racing. 4.11:1 - 4.56:1 diff. Lopecy Idle. 3000 stall. 10.5:1+ comp.	3000-7000	.560	290°	250°	108°	ISK431380

FORD FLATHEAD 8BA 1949-53

Grind Number	Application	Valve Type	Adv Lift	Dur .050"	Lobe Centre	Part Number
SOLID CAMSHAFTS						
MAX #1	Good low speed power cam with stock carb and intake manifold. Good idle	3/4 Race	.364	249°	226°	111°
88	Good mid range power for street use. Modified carb & intake. Fair idle.	Full Race	.320	264°	224°	111°
400-JR	Competition use. Oval track & drags. Modified carb & intake. Lopecy idle.	Track	.400	258°	244°	111°

FORD FLATHEAD CAM KIT 8BA 1949-53

ISKY 400-JR Cam (ISK814000), Lifters, Springs, Shims, Retainers.	ISK804000
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HYDRAULIC LIFTERS

Features ball-check oil control valving, precision radius faces and quick break-in.

Description	Part No.
HOLDEN / BUICK V8 1964-1980 (set/16)	C66050-16
CHEVROLET V8 Race Series (set/16)	C66000R-16
FORD 332-429 Hemi V8 (set/16)	C66016-16
OLDSMOBILE V8 1968-up (set/16)	C66056-16

CHEATER HYDRAULIC LIFTERS

Crower cheater hydraulic lifters are really solid lifters, they just look like hydraulics. Call Rocket for more information.

Note: Requires .150" or longer pushrods.

Description	Part No.
CHEVROLET V8 .842" body dia (set/16)	C66000X5-16
CHEVROLET or FORD V8 .874" body dia	C66015X5-16

CROWER CAMSAVER HYDRAULIC LIFTERS

The maximum in cam lobe and lifter life. If high spring pressures or extreme and unusual operating conditions have you worried about lobe scuff and lifter wear, insist on Crower "high-lube" CamSaver lifters. These lifters deliver 20% to 30% more oil to your lobe and lifter faces for the best possible insurance against premature lobe and lifter failure. Specially machined flats put 12 to 16 ounces of additional oil per minute at each lobe without adversely affecting engine oil pressure (nominal drop of just 1 or 2 pounds). Crower CamSaver lifters incorporate the same precision ground radius face and finish as our standard lifters to insure quick break-in and trouble free operation.

Description	Part No.
FORD 221-460 V8 (set/16)	C66015X3-16
*Indicates Crower's all new Race Series lifter that features super hard wear surface (65RC) and heavy-duty snap ring.	

CROWER SOLID LIFTERS

To avoid premature lobe wear and insure long cam and lifter life be sure to specify Crower solid lifters. Features precision ground radius faces and finish for fast break-in and trouble free operation.

Description	Part No.
CHEV V8 .842" Dia (Set/16) Edge Orifice Oiling	C66909-16
CHEVROLET 6 cyl. (set/12)	C66900-12
CHEVROLET V8 (set/16)	C66900-16
CHEVROLET V8 .842" dia (set/16) - No Chamfer	C66971-16
FORD 221-351, 429-460 V8 (set/16)	C66915-16
MOPAR 273-360 LA V8 (set/16)	C66931-16
PONTIAC V8 1955-up (set/16)	C66962-16

FULL BODY SOLID ROLLER LIFTERS "HIPPO"

HIPPO Oiling features - .024" Oil Metering Hole That Delivers, Plenty Of Lubrication To The Needle Bearings And Pins

Description	Part No.
CHEV 262-400 .842 Dia	C66200H-16
CHEV 262-400 .842"tall lifter bore	C66290H-16
CHEV 396-572 Gen V/Vi Tall Lifter Bore	C66291H-16
CHEV 396-572 .150 Intake Offset	C66293H-16
FORD 302-351W .874" Dia	C66215H-16
FORD 302-351W .874 Dia .150 Intake off set	C66378H-16
FORD 302-351C .874" Dia	C66218H-16

CROWER COOLFACE SOLID LIFTERS

Better engine builders know that cam lobe and lifter wear is caused by inadequate oil lubrication at the cam and lifter surface. With today's high rpm, high rocker ratio and high spring pressures, cam and lifter failure is at an all time high. Crower's all new "CoolFace" lifter option is a must for these applications. Features a small diameter oil metering port (.024") that is precision machined in the face of the lifter. No significant oil pressure loss, but significantly improved cam and lifter longevity. Crower has a complete inventory of .842" and .874" diameter lifters to choose from, including piddle valve, edge orifice, small chamfer, no chamfer and lightweight designs. Call Rocket for pricing and availability. Crower also offers the "CoolFace" option on competitor's solid lifters as well. Send your competing brand lifters in to Crower for precision EDM machining. Call Rocket for more info.

Warning: Block restrictors are not recommended.

Description	Part No.
Chev .842" (97g) small chamfer	C66900X980-16
Chev .842" (75g) LightWeight, no chamfer	C66971X980-16

CROWER ROLLER LIFTERS

The best roller tappets on the market. Delivers 200% more life expectancy than competing brands. Features crowned bearings and crowned outer race that greatly reduces lobe tracking. No offsets.

Description	Part No.
CHEVROLET 262-400 V8 '57-up (set/16)	C66200-16
CHEVROLET 262-400 V8 (.874" body dia.)	C66290X874-16
CHEVROLET 396-454 V8 '64-up (set/16)	C66201-16
FORD 221-302 351W V8 '62-up (set/16)	C66215-16
FORD 351C, 351M, 400 V8 '63-up (set/16)	C66218-16
FORD 370-460 V8 '68-up (set/16)	C66217-16
MOPAR 426 Hemi 440 B V8 (set/16)	C66232-16
For High Pressure Pin Oiling (HIPPO), specify "H" after p/n.	
Ex: 66200H-16	

CROWER SEVERE-DUTY ROLLER LIFTERS

Crower offers a series of special Severe-Duty roller lifters designed for full race applications. These lifters feature a special alloy body and some feature a larger O.D. bearing. This larger O.D. bearing has a thicker wall than our standard designs in order to withstand today's high cylinder pressure and high impact camshafts.

Description	Part No.
GM LS1/LS7 .842", Higher blade for base circle clearance	C66278TE-16
MOPAR 426 Hemi (.903" body/.812" bearing OD)	C66284-16
MOPAR 426 Hemi (.150" higher seat)	C66285-16
BAE Spread Bore (.903" body)	C66284BA-16
For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: C66219H-16	

CUTAWAY SEVERE-DUTY ROLLER LIFTERS

A must for high cylinder pressure, high engine rpm applications. Crower's Cut-Away style roller lifters feature a special alloy body, lightweight design, a heavyduty blade that's been moved up to fit late model blocks. Standard or offset (180").

Description	Part No.
CHEVY 262-400 V8 .842"	C66290-16
CHEVY 262-400 V8 .842" Intake Offset	C66292-16
CHEVY 262-400 V8 .903"/.812" Intake Offset	C66292X903-16
CHEVY 262-400 SB2/Std. 842" Int&Exh Offset	C66282-16
CHEV LS Series, +.300" Tall Link Bar, HIPPO	C66278TH-16
CHEVY 396-454 V8, .937" O.D. .850" Bearing	C66291X937H-16
CHEVY 396-454 V8 .842"	C66291-16
CHEVY 396-454 V8 V8 .903"/.812" Intake Offset	C66293X903-16
Warning: Never submerge roller lifters in parts washers due to possible contamination from suspended metal filings in the solvent. Crower recommends .0015" - .0025" tappet bore clearance. For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: 66292X874H-16	

GROOVE LOCK ROLLER LIFTERS

Eliminates blades and weighs in at 97g. Note: Requires drill jig (#66575) to install.

Description	Part No.
CHEVROLET 265-400 V8 .842" dia (set/16)	C66274-16

HI-SEAT OFFSET ROLLER LIFTERS

Crower's "Hi-Seat" roller lifters feature a .200" offset, integral rev-kit button and Crower's "Hi-Seat" pushrod design. Allows for shorter pushrods, eliminating unwanted flex and weight.

Description	Part No.
CHEVROLET 265-400 V8 .842" dia (set/16)	C66275-16
Note: Standard offsets include 4 left int, 4 right int, 8 straight exh. For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: 66275H-16	

HYDRAULIC ROLLER LIFTERS

Crower hydraulic roller lifters combine the performance level characteristics of a roller with the reliability of a hydraulic. Completely redesigned body and bearing. Can be retrofitted for earlier style blocks.

*Requires a different pushrod length than previous hydraulic rollers.

Description	Part No.
CHEVROLET 262-400 V8 (set/16)	C66310-16*
CHEVROLET 262-400 V8 - Late Model (set/16)	C66330-16
CHEVROLET 396-454 V8 - Early Model (set/16)	C66321-16*
FORD 302 V8 - Late Model (set/16)	C66335-16
FORD 302 V8 Early Model Retro Fit (set/16)	C66337-16

ENDURAMAX ROLLER LIFTERS

EnduraMax lifters feature a needleless roller bushing allowing for a greater load handling ability and more durability. They are available in all popular sizes and come standard with Crower's HIPPO (High Pressure Pin Oiling) to help keep the roller and shaft lubricated.

Description	Part No.
CHEVY 396-454 V8, .842" O.D. .150" Offset	C66293X842E-16
CHEVY 396-454 V8, .903" O.D. .150" Offset	C66293X903E-16



EXTREME ZONE™ EZ-ROLLX ROLLER LIFTERS

The revolutionary new EZ-ROLLTM bearing option is exclusive for ISKY RED-ZONETM Roller Lifters! EZ-ROLLTM "needle-free" roller bearings solve the age old dilemma of needle bearing overload. Although needle roller bearings perform well in light to moderately heavy load applications, the often xtreme loading demands of "all out" drag, pro-street, continuous operation endurance and offshore marine applications have long required a better performing alternative. Solution: ISKY'S proprietary solid bearing raceway EZ-ROLLTM Bearing! Sprinton and field test proven over the past 8 years, EZ-ROLLTM bearings carry far greater loads. Their advanced needle-free design and greater surface area to load distribution footprint deliver a solid 350% higher load rating! EZ-ROLL, because needles really are old news!

Description	Part No.
SB Chev. 842" DIAM, .180" Intake Offset (Extra tall version to fit into late bow-tie blocks with raised lifter bosses)	ISK372L0180EZ
Chev LS-1, .842", .750" Bearing, Aluminium Top	ISK1377LSHEZX

ISKY Endurance Plus Roller Lifters

Endurance Plus Roller Lifters feature Isky's revolutionary new TruTrac long life precision roller bearings. Sprinton test proven over 1,000 racing miles, TruTrac bearings are distinguished by the following Isky exclusives: New 30% stronger Super Clean Timken Steel specifically designed for needle roller bearings. New .755" dia. "Parabolic" Profile Crowned outer bearing race corrects for block misalignment by optimizing cam lobe contact. New Non-Skid Textured finish is test proven to improve bearing life by reducing slippage & lowering oil temperatures! New Stronger 4340 heavy duty pin.

Description	Part No
CHEV SB, .842" DIAM.	ISK202-RH
CHEV SB, .842" DIAM. .180" INTAKE O/SET	ISK202-LO-180
CHEV LS1, .842" DIAM. STD LIFTER TRAY	ISK205-RH
CHEV LS1, .842" DIAM. TIE BAR STYLE	ISK1251-LSH
CHEV BB, .842" DIAM.	ISK202-96-RH
CHEV BB, .842" DIAM. .180" INTAKE O/SET	ISK202-96-LO-180
CHRYSLER 392 HEMI, .904" DIAM.	ISK3612-RH
CHRYSLER 426 HEMI, .904" DIAM.	ISK4612-RH
FORD 289-351W, .874" DIAM.	ISK382-RH
FORD 302-351C, .874" DIAM.	ISK352-RH

Durathon Roller Lifters

The Durathon Series was developed utilizing the latest advances in precision CNC Machine Cell Technology, focusing on the most popular applications. Durathon Lifters feature a High Quality, tough alloy body and roller bearing assembly and come standard with "Captive" Guide Bars. All Lifters are precision ground "True-Round", .842" diameter. Durathon Roller Lifters are absolutely 100% made in the USA and are recommended for applications where up to 700 lbs. maximum valve open spring force is employed.

Description	Part No
CHEV SB, .842" DIAM.	ISK262-RHM
CHEV SB, .842" DIAM. TALL BODY	ISK362-RHM
CHEV SB, .842" DIAM. TALL BODY, .180" INTAKE O/SET	ISK362-LO-180
CHEV BB, .842" DIAM.	ISK266-RHM
CHEV BB, .842" DIAM. TALL BODY	ISK366-RHM

Hydraulic Roller Lifters

Isky Hydraulic Roller Lifters are designed to retrofit early style Small and Big Block Chevy V-8 non-hydraulic roller equipped engines without any machining required for installation. Special length pushrods are required.

Description	Part No
CHEV & HOLDEN LS-1, STD LIFTER TRAY	ISK2050-HYRT
CHEV SMALL BLOCK 1957-1987	ISK2070-HYRT
CHEV BIG BLOCK 1967-ON	ISK3970-HYRT

Red-Zone Maximum Endurance Roller Lifters

RED ZONE Roller Lifters feature the new Marathon Roller Bearing which utilizes a larger diameter pin and a shock absorbing thicker outer race for higher fracture toughness! The resulting increased cross sectional area helps prevent premature bearing failures even under the sustained RPM red line abuse of professional endurance racing. In drag racing, Marathon Bearings withstand higher (up to 1/2 ton) spring loads, delivering over twice the number of runs between rebuilds! Exclusive Full Spectrum 3 Point Oiling System features continuous dual action pressurized lubrication at all times to the roller bearings and an extra shot of oil over the nose of the cam where loads are greatest. Helps prevent premature needle-roller wear.

Description	Part No
CHEV SB, .842" DIAM.	ISK272-RH
CHEV SB, .903" DIAM. LIGHTWEIGHT	ISK272-RHM-904
CHEV SB, .842" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-LO-180
CHEV SB, .903" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-LO-180-904
CHEV SB, .842" DIAM. ALUMINIUM TOP	ISK1271-LSH
CHEV SB, .842" DIAM. ALUMINIUM TOP, .150" INTAKE O/SET	ISK1271-LO-150
CHEV SB, .842" DIAM. EXTRA TALL, ALUMINIUM TOP	ISK1371-LSH
CHEV SB, .842" DIAM (NO OFFSET)	ISK272RH
(Extra tall version to fit into late bow-tie blocks with raised lifter bosses)	
CHEV BB, .842" DIAM. EXTRA TALL	ISK372-96-RH
CHEV BB, .903" DIAM. EXTRA TALL, LIGHTWEIGHT	ISK376-RHM-904
CHEV BB, .842" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-96-LO-180
CHEV BB, .903" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK376-180-904
FORD 302-351W & SVO, .874" DIAM, LIGHTWEIGHT	ISK3972-RH
FORD 429-460, .874" DIAM, LIGHTWEIGHT	ISK3172-RH

Lightweight Solid Lifters

They're back in production again! The original "Johnson Style" Solid Lifters; Made In The U.S.A! This lifter has always been the Engine Builders' preferred choice for Oval Track & Drag Race Solid Cam Applications. When compared to other brands, they are lighter in weight and have a more precisely ground cam face to promote optimum lifter rotation, in conjunction with today's aggressive cam profiles. Special oiling lifters feature an EDM hole which delivers extra lubrication to the cam lobes.

Description	Part No
CHEV SB & BB, .842" DIAMETER	ISK2602-H
CHEV SB & BB, .842" DIAMETER, SPECIAL OILING	ISKSO-2602-H
FORD SB & BB, .875" DIAMETER	ISK3802-H
FORD SB & BB, .875" DIAMETER, SPECIAL OILING	ISKSO-3802-H



Conventional Hydraulic Lifters

The lifters below are intended for use with both OEM and aftermarket "stock" camshafts. Also recommended for use with hydraulic performance camshafts with RPM limitations of between 5500 and 6000RPM. Conventional hydraulic lifters can be identified by the prefix "SPHT".

Description	Part No
CHEV V6 & V8	SPHT817
CHRYSLER SMALL BLOCK V8	SPHT2011
CHRYSLER BIG BLOCK 1953-67	SPHT812
CHRYSLER BIG BLOCK 1968-78	SPHT976
FORD 6 CYL. X-FLOW	SPHT900
FORD 289-351 WINDSOR	SPHT900
FORD 302-351 CLEVELAND & 400M	SPHT900
FORD BIG BLOCK 429-460	SPHT900
FORD BIG BLOCK FE 390-428	SPHT2083
FORD 4.6L & 5.4L MODULAR V8	SPHT2271
HOLDEN 6 CYL. 149, 161, 186	SPHT817
HOLDEN 6 CYL. 173 & 202	SPHT969
HOLDEN V8 253-308	SPHT969

Hi-Rev Hydraulic Lifters

Speed-Pro Hi-Rev (commonly called anti-pump up) hydraulic lifters feature a special high strength steel retainer used in place of the normal spring clip to precisely limit the travel of the plunger during operation. With plunger travel limited, adjustable rocker arms must be used to effect a lash adjustment of .000/.002". This then allows the valve train to perform more like a mechanical system. Hi-Rev hydraulic lifters can be identified by the prefix "SPHT" and the suffix "R".

Description	Part No
CHEV V6 & V8	SPHT817R
FORD 6 CYL. X-FLOW	SPHT900R
FORD 289-351 WINDSOR	SPHT900R
FORD 302-351 CLEVELAND & 400M	SPHT900R
FORD BIG BLOCK 429-460	SPHT900R
HOLDEN 6 CYL. 149, 161, 186	SPHT817R
HOLDEN 6 CYL. 173 & 202	SPHT969R
HOLDEN V8 253-308	SPHT969R

Hydraulic Roller Lifters

Speed-Pro replacement OEM style hydraulic roller lifters provide significant friction reduction while greatly increasing horsepower and fuel economy. These lifters use the factory alignment hardware and are not equipped with link bars.

Description	Part No
CHEV SMALL BLOCK OEM STYLE	SPHT2148
CHEV BIG BLOCK OEM STYLE	SPHT2279
FORD 302W, 5.0L OEM STYLE	SPHT2205

Mechanical Lifters

Speed-Pro mechanical lifters are manufactured from high quality iron alloys to withstand design stresses and normal engine contamination. Speed-Pro mechanical lifters are intended for use with cast iron camshaft billets only and can be identified by the prefix "AT".

Description	Part No
CHEV V6 & V8	SPAT992
CHRYSLER SMALL BLOCK V8	SPAT2084
FORD 6CYL. X-FLOW	SPAT2000
FORD 289-351 WINDSOR	SPAT2000
FORD 302-351 CLEVELAND & 400M	SPAT2000
FORD BIG BLOCK 429-460	SPAT2000
FORD BIG BLOCK FE 390-428	SPAT872
HOLDEN 6 CYL. 149-202	SPAT992
HOLDEN V8 253-308	SPAT992

Performance Valve Springs

Speed-Pro valve springs are manufactured from premium quality, oil tempered silicone valve spring wire. Each spring is coiled to precise dimensions, the ends are ground for squareness and they are shot peened to eliminate surface flaws and provide added stress relief.

Description	Part No
CHEV SB 110Lbs @ 1.700" 294Lbs @ 1.210"	SPVS739R
CHEV BB 130Lbs @ 1.940" 287Lbs @ 1.380"	SPVS892R
FORD 351C 87Lbs @ 1.820" 299Lbs @ 1.320"	SPVS717R
FORD 351C 125Lbs @ 1.800" 275Lbs @ 1.300"	SPVS1555



Jesel TS-Series

Keyway Roller Lifters

Since their release over a decade ago, Jesel has built their Precision Roller Lifters with features that other companies are just starting to call standard. Features such as the use of exotic materials for the rollers and axles, friction reducing coatings on the bodies and precision sorted bearings that are cooled and kept free from debris by pressure fed oiling have been incorporated into every Jesel lifter made since 1995. Jesel Keyway lifter bodies are fitted with a keyway pin that rides in an index slot milled in a bronze lifter bushing. This design provides precise cam/roller alignment and eliminates the added weight of tie bars or tall lifter bodies associated with Dog Bone-style lifters.

Jesel TS-Series Keyway Roller Lifter .937/.850RLR Offset +.150 Key TS Series	JELFT-53552
Jesel TS-Series Keyway Roller Lifter .937/.850RLR Standard +.150 Key TS Series	JELFT-53553



MELLINGS LIFTERS

MELLINGS RETRO FIT HYDRAULIC LIFTERS

Small Block Chevy 1985 & Older (16)
Small Block Chevy 1986 & Newer (16)
Big Block Chev 1987 & Older (16)
Big Block Chev 1988 & Newer (16)
SB Ford 289-302-351 Windsor &
302-351 Cleveland (16)

MESB817RF16
MESB079RF16
MEBB817RF16
MEBB969RF16

MEF1900RF16

STOCK REPLACEMENT HYDRAULIC LIFTER

SB Chev 86-On & GM LS Series LS1/LS2/LS3 (Each) **MEJB-2079**



High Energy Hydraulic Lifters

High Energy Lifters have a lightweight check valve disc that allows for quicker response. This results in increases in engine speed before valve float. This check valve also maintains added control at all engine speeds and loads. Increases in engine speed can be attributed to this quicker response check valve.

Application

Chev Small Block 265-400
Chev Big Block 396-454
Chrysler Small Block 273-360
Chrysler Big Block 383-440, 1958-67
Chrysler Big Block 383-440, 1968-On
Chrysler Hemi 426
Ford Cleveland 302-351
Ford Windsor 289-351W
Ford Big Block 429-460
Ford Big Block FE 352-428
Holden 253-304-308

Part No.

C0812-16
C0812-16
C0822-16
C0824-16
C0822-16
C0824-16
C0832-16
C0832-16
C0832-16
C0834-16
C0852-16

Pro Magnum Hydraulic Lifters

Pro Magnum Hydraulic Lifters are specifically designed to perform at higher engine speeds. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the internal piston as the lifter inevitably pumps up. This improper location results in open valves and therefore leads to lost power or sometimes even engine failure.

Application

Chev Small Block 265-400
Chev & Holden LS1 Retro-Fit
Chev Big Block 396-454
Ford Cleveland 302-351
Ford Windsor 289-351W
Ford Big Block 429-460
Holden 253-304-308

Part No.

C0858-16
C08957-16
C0858-16
C0862-16
C0862-16
C0862-16
C0863-16

Mechanical Lifters

These lifters are manufactured using the tightest tolerances in the industry, ensuring optimum performance.

The crown of the lifter is ground to a precise radius for proper break-in and to guarantee long life. The oil metering band is milled to the correct depth to prevent too much oil from being delivered to the top of the motor, robbing precious horsepower. Available with a .012" hole in the face of the lifter for improved cam lobe oiling.

Application

Chev Small Block 265-400
Chev Small Block 265-400 with .012" hole
Chev Big Block 396-454
Chev Big Block 396-454 with .012" hole
Chrysler Small Block 273-360
Chrysler Small Block 273-360 (Oils pushrod)
Chrysler Big Block 383-440, 1958-On
Chrysler Hemi 426
Ford Cleveland 302-351
Ford Cleveland 302-351 with .012" hole
Ford Windsor 289-351
Ford Windsor 289-351 with .012" hole
Ford Big Block 429-460
Ford Big Block 429-460 with .012" hole
Ford Big Block FE 352-428
Holden 253-304-308
Holden 253-304-308 with .012" hole
Holden 304 Walkinshaw Only

Part No.

C0813-16
C0800-16
C0813-16
C0800-16
C0821-16
C0801-16
C0821-16
C0833-16
C0817-16
C0833-16
C0817-16
C0833-16
C0817-16
C0835-16
C0813-16
C0800-16
C0801-16

Performance Series Mechanical Lifters

COMP Cams Performance Series lifters are a premium lifter designed specifically for high-end street and race applications. Lightweight design and premium one-piece pushrod seat provide an extended rpm range. Includes precision-ground crown radius and surface finish to promote performance camshaft compatibility and high-rpm durability.

Application

Chev Small Block 265-400
Chev Big Block 396-454
Ford Cleveland 302-351
Ford Windsor 289-351
Ford Big Block 429-460
Holden 253-304-308

Part No.

C02900-16
C02900-16
C02910-16
C02910-16
C02910-16
C02910-16
C02900-16

High Energy Hydraulic

Roller Lifters

These lifters are for use with all of the hydraulic roller cam series from COMP Cams or as a performance replacement for stock hydraulic roller lifters.

You must be certain that the lifter is correct for the type of block used.

Application

Chev Small Block with OEM Hydraulic Roller Cam
Chev & Holden LS1
Chev Small Block 265-400, Retro-Fit
Chev Big Block 396-454, Retro-Fit
Ford 302W with OEM Hydraulic Roller Cam



Part No.

C0850-16
C0850-16
C0853-16
C0854-16
C0851-16

Pro Magnum Hydraulic Roller Lifters

Pro Magnum Hydraulic Roller Lifters are specifically designed to perform at higher engine speeds. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the internal piston as the lifter inevitably pumps up. This improper location results in open valves and therefore leads to lost power or sometimes even engine failure.

Application

Chev Small Block with OEM Hydraulic Roller Cam
Chev & Holden LS1
Chev Small Block 265-400, Retro-Fit
Chev Small Block 265-400, Retro-Fit (.300" Taller)
Chev Big Block 396-454, Retro-Fit
Chrysler Small Block 273-360, Retro-Fit
Chrysler Big Block 383-440, Retro-Fit
Ford Windsor 289-351, Retro-Fit
Ford Big Block 429-460, Retro-Fit

Part No.

C0875-16
C0875-16
C0885-16
C08953-16
C0887-16
C08920-16
C08921-16
C08931-16
C08934-16

Endure-X Solid Roller Lifters

Today's engines place a greater demand on lifters than ever before. With today's more aggressive cam lobe designs and increased RPM ranges, it takes a superior roller lifter to withstand the abuse. COMP Cams has set the industry standard with the Endure-X Solid Roller Lifters. Endure-X Lifters are fully heat-treated, machined to ultra-high tolerances, are fully rebuildable and are available for a wide variety of applications, including small base circle and offset applications.

1. Removable Link Bar - COMP Cams patented link bar assembly combines the benefits of a removable link bar with the safety of a captured link bar.
2. EDM Oil Injection Technology - Guarantees that the bearing assembly receives a constant flow of pressurized oil via a precision hole aimed directly at the needle bearings.
3. Precision Sorted Bearings - The needle bearings are precision sorted by size to distribute load evenly, preventing premature wear and failure.
4. Tool Steel Axle - The axle is made of wear resistant Tool Steel to prolong the life of the roller assembly, particularly in high RPM applications.

Application

Chev Small Block 265-400
Chev Small Block 265-400 (small base circle)
Chev Small Block 265-400 (.180" Offset Intakes)
Chev Small Block Bowtie & Aluminium (.300" Taller)
Chev Small Block Full Body Style (.300" Taller)
Chev Small Block (.300" Taller, .180" Offset Intakes)
SBC 265-400 (.180" Offset Dart)
Chev & Holden LS1-LS2-LS6
Chev Big Block 396-454
Chev Big Block Late Model (.300" Taller)
Chev Big Block 396-454 (.180" Offset Intakes)
Chrysler Small Block 273-360 (No Oiling)
Chrysler Big Block 383-440
Chrysler Hemi 426
Ford Windsor 289-351
Ford Cleveland 302-351
Ford Big Block 429-460
Ford Big Block 429-460 (cut away)
BB Ford 429-460 With .180" Offset Intake

Part No.

C0818-16
C0891-16
C0894-16
C0873-16
C0871-16
C08995-16
C0894-16
C08958-16
C0819-16
C0883-16
C0898-16
C0828-16
C0829-16
C0829-16
C0838-16
C0840-16
C0836-16
C0841-16
C0879-16



Ford Hydraulic

Roller Retro-Fit Kit

Part no. C031-1000 contains the pieces required to install our complete line of hydraulic roller cams in 302, 351W, 351C and 351M-400 Ford engines that did not come with an OEM hydraulic roller cam. This kit works on all small block engines originally equipped with either a flat tappet or a roller cam. When using this kit in a non-roller block, it is necessary to use a small base circle cam to ensure the lifters will not rise out of the lifter bores. This kit must be used with Part no. C0851-16 lifters. Comes complete with detailed instructions and all necessary hardware.

Description

Ford Hydraulic Roller Retro-Fit Kit

Part No.

C031-1000

Hydraulic Roller Lifter Installation Kit

COMP Cams has put together these timesaving kits that contain all of the necessary pieces to help you smoothly install hydraulic roller lifters in your V6 or V8 block originally equipped with a hydraulic roller cam.

Each kit contains all required hardware and all components are new.

• Convenient solution for installation of

hydraulic roller lifters in V6 or V8 blocks equipped with hydraulic roller cams

• Contain cam bolts, lifter guides, lifter retainer, cam retainer and cam retainer bolts (except where noted)

• Detailed instructions and all hardware required for installation are included

Application

SB Chev 1987-93 Non-Vortec V8
305 & 350 With OE Hyd Roller Cam

Part No

C008-1000



Elite Race Solid Roller Lifters

These COMP Cams Elite Race solid roller lifters feature an exclusive body design that does not include an oil band, thus maximizing rigidity and reducing lifter bushing wear. The body is manufactured from CNC-machined SAE 8620 steel alloy, with SAE 9310 steel alloy wheels that have been micro-polished and micro-sized and needles that are made from 52100 bearing steel and micro-sorted with a controlled contour profile. While the construction and body design make them incredibly strong, they are also lightweight, with each lifter weighing less than 100 grams. Possibly the most critical element of these lifters is the fact that the oversized (.400 in.) axles are dual-pinned. The pins go through the lifter ears at each end and leave a small gap in-between for wear-reducing oiling that actually flows through the center and the top of the axle, directly to the needles. For maximum control and durability in high-rpm race applications, the COMP Cams Elite Race solid roller lifters also feature captured link bars and an exclusive modular pushrod design that allows the pushrod insert to be swapped out for centered, left, or right offsets. And with patent-pending oil control through the pushrod insert, engine builders can modify the lifters to meter extra oil to the top as desired.

BBC Elite Race Solid Roller Lifters

BB Chrysler Race Solid Roller Lifters

BBF Elite Race Solid Roller Lifters

SBF Elite Race Solid Roller Lifters

SBC Elite Race Solid Roller Lifters

(.160 Offset)

C098819-16

C098827-16

C098836-16

C098838-16

C098819-16

Short Travel Hydraulic Roller Lifters

These COMP Cams short travel race hydraulic roller lifters have been engineered from a patent-pending design that specifically performs at higher engine speeds. They are designed to limit the lifter's internal piston as it is pumped up. By limiting that movement, the COMP Cams short travel race hydraulic roller lifters cut down on the loss of power and limit valvetrain failure at higher rpm. The lifters are REM-finished and then black oxide coated for extreme durability, even for those high-revving engines

Small Block 305 & 350, Use in Blocks

Originally Equipped w/ Hydraulic Roller Cam

Small Block 265-400, Retro-Fit Roller Lifter for

Early Model Blocks Originally

Equipped w/ Flat Tappet Cam

Big Block 396-454, Retro-Fit Roller Lifter For

Early Model Blocks Originally

Equipped w/ Flat Tappet Cam

LS Series Captured Link Bar Retro-Fit

Roller Lifter for 1997-Present Factory

& RHS®, LSX, Warhawk Blocks

XD LS Series Captured Link Bar Retro-Fit

Roller Lifter for 1997-Present Factory

& RHS®, LSX, Warhawk Blocks

C015850-16

C015853-16

C015854-16

C015956-16

C015956XD-16



COMP Cams Roller Lifter Link Bars

These COMP Cams roller lifter link bars are designed to replace your worn or damaged link bars, when fitted to COMP Cams roller lifters. These link bars are precision-crafted from stainless steel and wear-coated for a long life in all applications.

Roller Lifter Replacement Link Bars SBC (C0818-16)

C0818-L

Roller Lifter Replacement Link Bars BBC (C0819-16)

C0819-L

Roller Lifter Replacement Link Bars Holden (C0857-16)

C0829-L

Roller Lifter Replacement Link Bars LS SBF 351c

C0838-L

Roller Lifter Replacement Link Bars LS SBF 351c

C0838-L



LIFTER VALLEY BAFFLE

Prevents hot oil from splashing on intake manifold, thereby eliminating power loss. Keeps surplus oil out of valve covers by eliminating oil splash from lifter bores. Maintains oil pressure (during pushrod or rocker arm failure) by keeping lifters in their bores, except with roller cams.

Application

Chev SB 289-400 Lifter Baffle

Part No.

M132610

VALVE SPRINGS



ISKY VALVE SPRINGS

We make valve springs to cover all applications, from street to all-out competition in single dual and multi coil designs.



Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK4205	Dual w/o Damper	1.240" .925"	130 lbs	290 lbs	320	1.020"	.500"	Solid or Hydraulic	
ISK235-D	Single/Damper	1.260" .886"	130 lbs	320 lbs	350	1.150"	.550"	Solid or Hydraulic	
ISK6005	Dual w/ Damper	1.430" 1.070"	135 lbs	285 lbs	275	1.120"	.550"	Solid or Hydraulic	
ISK6105	Dual w/ Damper	1.430" 1.070"	135 lbs	315 lbs	330	1.120"	.550"	Solid or Hydraulic	
ISK8005A	Dual w/ Damper	1.530" 1.110"	135 lbs	395 lbs	400	1.160"	.650"	Solid or Hydraulic	
ISK8205	Dual w/ Damper	1.530" 1.110"	140 lbs	430 lbs	440	1.170"	.650"	Solid or Hydraulic	
ISK9205	Dual w/ Damper	1.550" 1.130"	170 lbs	475 lbs	435	1.175"	.675"	Solid or Hydraulic	
ISK9365	Dual w/ Damper	1.550" 1.135"	215 lbs	550 lbs	460	1.170"	.680"	Solid or Hydraulic	
ISK9385	Dual w/ Damper	1.560" 1.145"	240 lbs	600 lbs	500	1.180"	.720"	Solid or Hydraulic	
ISK9005	Dual W/ Damper	1.530" 1.005"	185 lbs	465 lbs	430	1.160"	.650"	Solid or Hydraulic	

PSI VALVE SPRINGS BY ISKY CAMS

You can trust PSI (Performance Springs Inc.) Valve Springs to out-perform all others because they are exclusively 100% American Made using the finest materials, the best CNC Equipment and state-of-the-art trade secret processing. Don't settle for those foreign-made springs of lesser quality. Insist on genuine PSI Drag Race Valve Springs and get into the winners circle!

Part No	Type	OD	Outer	Middle	Inner	Seat Press	Open Press	Rate Per In	Max Net Lift	Coil Bind
ISK1224	Dual	1.625"	1.175"	N/A	.855"	275 lbs @2.000"	750 lbs @1.200"	594	.800"	1.130" 1.200"
ISK1246	Triple	1.645"	1.195"	.870"	.630"	300 lbs @2.000"	890 lbs @1.200"	738	.800"	1.100"
ISK1247	Triple	1.660"	1.195"	.870"	.630"	340 lbs @2.270"	940 lbs @1.270"	750	.800"	1.130"
ISK1248	Triple	1.660"	1.195"	.870"	.630"	375 lbs @2.100"	1045 lbs @1.200"	744	.900"	1.130"
ISK1249	Triple	1.660"	1.195"	.870"	.630"	385 lbs @2.200"	1110 lbs @1.200"	725	1.000"	1.130"
ISK1250	Triple	1.660"	1.195"	.870"	.630"	395 lbs @2.250"	1478 lbs @1.200"	746	1.050"	1.130"

SPECIAL PROCESSING "SP" SERIES HIGH ENDURANCE Valve Springs

The "SP" series utilizes "Hi-Tensile" Chrome Silicon outer spring material. For applications with radical cams and/or moderately high rpm, where traditional chrome silicon springs prove inadequate, the "SP" series is the next highest level of endurance. All "SP" series springs are Spintron Test-Proven up to 8000 rpm for 700 racing miles.

Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK8005-SP	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 lbs @1.875"	435 lbs @1.225"	415	1.160"	.650"	Solid
ISK8205-SP	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 lbs @1.900"	440 lbs @1.300"	480	1.150"	.650"	Solid
ISK9365-SP	Dual w/ Damper	1.550" 1.135"	1.025" .740"	225 lbs @1.950"	550 lbs @1.270"	460	1.170"	.680"	Roller

ENDURANCE PLUS SERIES EXTREME HIGH ENDURANCE VALVE SPRINGS

The Endurance plus series of valve springs utilizes a specially processed Tool Room material outer spring for increased endurance/reliability beyond the "SP" series. Endurance Plus springs are Spintron test proven to up to 8400 rpm for 850 racing miles.

Part No.	Outer Style	Inner OD/ID	Seat OD/ID	Open Pressure	Rate Pressure Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK8005-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .730"	140 Lbs @1.875"	400 Lbs @1.275"	420	1.160"	.650" Solid
ISK8205-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 Lbs @1.900"	420 Lbs @1.300"	440	1.120"	.650" Solid
ISK9005-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .725"	170 Lbs @1.900"	455 Lbs @1.300"	455	1.160"	.650" Solid
ISK9315-PLUS	Dual w/ Damper	1.550" 1.135"	1.025" .740"	220 Lbs @1.900"	530 Lbs @1.240"	480	1.130"	.660" Roller
ISK9365-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	235 Lbs @1.950"	560 Lbs @1.270"	470	1.170"	.680" Roller
ISK9375-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	230 Lbs @1.970"	560 Lbs @1.290"	480	1.190"	.680" Roller
ISK9375/85PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	250 Lbs @1.970"	580 Lbs @1.290"	470	1.190"	.680" Roller
ISK9385-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 Lbs @2.000"	600 Lbs @1.280"	500	1.180"	.720" Roller

TOOL ROOM RACING VALVE SPRINGS

For your next high performance racing engine, insist on the NEW "Gold Standard". Isky Tool Room quality Oval Track Racing Valve Springs! 1,000 racing miles proven. Every Part Number! Every Batch!

Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK9905	Dual w/ Damper	1.534" 1.120"	1.010" .740"	165 lbs @1.900"	450 lbs @1.300"	475	1.160"	.600"	Solid
ISK9915	Dual w/ Damper	1.560" 1.145"	1.040" .740"	195 lbs @1.975"	540 lbs @1.275"	500	1.175"	.700"	Roller
ISK9925	Dual w/ Damper	1.534" 1.120"	1.010" .740"	170 lbs @1.950"	450 lbs @1.350"	470	1.160"	.600"	Solid
ISK9945	Dual w/ Damper	1.625" 1.175"	1.065" .770"	250 lbs @2.020"	675 lbs @1.270"	550	1.180"	.750"	Roller
ISK9955	Dual w/ Damper	1.625" 1.175"	1.065" .770"	265 lbs @2.120"	700 lbs @1.320"	545	1.240"	.800"	Roller
ISK9965	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 lbs @1.950"	585 lbs @1.270"	470	1.170"	.680"	Roller
ISK9985	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 lbs @2.000"	600 lbs @1.300"	500	1.200"	.700"	Roller

1600 SUPER-RAD RACING VALVE SPRINGS

Designed for use in the most grueling, sustained high rpm oval track environments, marathon grade Super-RAD Tool Room valve springs are manufactured from a revolutionary new Alloy steel. They employ precision nitride heat treating to enhance their longevity well beyond anything ever seen before in an endurance racing valve spring. Simply put, the 1600 Super Rad Series succeeds where other valve springs fail! Test proven in the ISKY Research LAB under Spintron Test III parameters, Super Rad's take endurance to the next level beyond our 9900 RAD Series.

Part No.	Outer Style	Inner OD/ID	Seat OD/ID	Open Pressure	Rate Pressure	Coil Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK1645	Dual w/ Damper	1.625" 1.17"	1.065" .770"	250 Lbs. @2.020"	690 Lbs. @1.245"	550	1.180"	.775"	Roller
ISK1685	Dual w/ Damper	1.560" 1.145"	1.040" .740"	250 Lbs. @2.000"	610 Lbs. @1.280"	500	1.200"	.720"	Roller
ISK1695	Dual w/ Damper	1.550" 1.145"	1.035" .740"	250 Lbs. @2.030"	640 Lbs. @1.280"	510	1.200"	.750"	Roller
ISK1698	Dual w/ Damper	1.600" 1.150"	1.040" .745"	250 Lbs. @2.050"	735 Lbs. @1.250"	605	1.160"	.800"	Roller

B-HIVE VALVE SPRINGS - LS1 & SBC

We are now offering two high performance "B-HIVE" Valve Springs that are "drop-in" replacements for the Stock LS-1 "B-HIVE" spring. Both Springs are compatible with stock retainers and locks... but we highly recommend for increased performance, the use of our ISK135-ST steel retainer and ISKVL-500 Machined Bead Locks for LS-1 engines. These springs also suit early Chev Small Block engines when used with ISK165-ST steel retainers ISKVL-32 locks.

Part No.	Top Style	Bottom OD/ID	Seat OD/ID	Open Pressure	Rate Pressure	Coil Per Inch	Max. Bind	Type of Net Lift	Cam
ISK165-A	B-Hive w/ Ovate Wire	1.055" .660"	1.290" .885"	130 Lbs @1.800"	320 Lbs @1.200"	310	1.140"	.600"	Hydraulic Roller
	ISK195-A	B-Hive w/ Round Wire	1.015" .630"	1.290" .905"	120 Lbs @1.800"	360 Lbs @1.175"	380	1.100"	.625"	Hydraulic Roller

LS1 VALVE SPRING & RETAINER KITS

We are pleased to introduce High Performance Valve Spring Kits for the Late Model LS-1 Small Block Chevy (4800, 5300, 5700 & 6000) V8 Engines. Kits come complete with Valve Springs, Steel or Titanium Retainers, machined "Bead Locks," tempered shims and spring locators. When removing the stock LS-1 "Conical" Valve Springs and replacing with Isky "Damper" springs, it is also mandatory to install Isky retainers, locators and shims. While Isky 707-ST and 57-Ti retainers are compatible with the stock LS-1 "stamped" bead locks, Isky "Bead Locks" are more desirable as they are machined from chrome moly steel and heat treated for maximum pull-through strength!

Kit	Valve Springs	Seat Pressure	Open Pressure	Retainers	Bead Locks	Spring Locators	Micro Shim Kit	Max Lift
ISK13800	Single w/ Damper	135 lbs @1.775"	350 lbs @1.175"	ISK707-ST (steel)	ISKVL-500	ISK295-VSL	ISK11	.600"
ISK13900	Single w/ Damper	135 lbs @1.775"	350 lbs @1.175"	ISK57-Ti (titanium)	ISKVL-500	ISK295-VSL	ISK11	.600"

LS1 DUAL SPRINGS

When looking for maximum reliability, nothing beats a dual valve spring. Our New Part No. ISK4905 is a drop-in installation with no machining required. Also available is the larger diameter ISK6105-SP for engines that need a higher seat pressure. Manufactured from a special Hi-Tensile Chrome Silicon Alloy, these springs yield maximum reliability in LS-1 Hydraulic Roller Cam Applications and will handle up to .650" Valve Lift. When converting to dual springs, matching steel retainers, spring locators and valve seals (listed below) are required.

Valve Springs	Steel Retainers	Spring Locators	Valve Seals	Outer OD	Inner ID	Seat Press.	Open Press.	Coil Bind	Max Lift
ISK4905	ISK185-ST	ISK185-VSL	ISKIVS-400	1.290"	.690"	125 lbs.	360 lbs.	1.065"	.650"
ISK6105-SP	ISK145-ST	ISK145-VSL	ISKIVS-400	1.440"	.730"	145 lbs.	365 lbs.	1.060"	.625"



Valve Springs

COMP Cams offers a wide variety of valve springs to suit a multitude of applications. It is extremely important to use valve springs that will give the recommended spring pressure with the valve both on the seat and at maximum lift. The outside diameter of the recommended spring may require that the spring pocket be machined to a larger size.

SINGLE VALVE SPRING SETS

Outer OD	Outer ID	Damper Included	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.230"	0.876"	YES	92@1.700"	230@1.250"	1.150"	308	C0980-16
1.254"	0.880"	YES	105@1.700"	273@1.250"	1.150"	370	C0981-16
1.255"	0.871"	YES	130@1.750"	350@1.250"	1.100"	441	C0941-16
1.460"	1.060"	YES	124@1.800"	293@1.250"	1.195"	308	C0972-16
1.464"	1.080"	YES	93@1.900"	237@1.300"	1.200"	241	C0940-16
1.494"	1.080"	YES	101@1.650"	242@1.250"	1.100"	353	C0901-16
1.524"	1.110"	YES	122@1.900"	309@1.400"	1.200"	373	C0911-16

DUAL VALVE SPRING SETS

Outer OD	Outer ID	Inner ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.300"	0.895"	0.655"	135@1.770"	400@1.120"	1.040"	408	C026921-16
1.320"	0.958"	0.680"	146@1.810"	405@1.150"	1.100"	400	C026925-16
1.320"	0.920"	0.654"	129@1.835"	470@1.160"	1.100"	505	C026926-16
1.430"	1.070"	0.697"	121@1.800"	343@1.200"	1.150"	370	C0987-16
1.430"	1.070"	0.697"	132@1.750"	293@1.250"	1.150"	322	C0986-16
1.430"	1.070"	0.700"	165@1.750"	346@1.250"	1.150"	366	C0985-16
1.437"	1.073"	0.697"	115@1.700"	336@1.150"	1.020"	402	C0995-16
1.460"	1.060"	0.697"	127@1.850"	369@1.250"	1.195"	403	C0978-16
1.460"	1.060"	0.700"	155@1.850"	420@1.250"	1.195"	441	C0977-16
1.464"	1.080"	0.724"	133@1.900"	332@1.300"	1.200"	333	C0950-16
1.489"	1.105"	0.819"	165@1.800"	385@1.200"	1.100"	367	C0914-16
1.509"	1.125"	0.697"	111@1.900"	388@1.200"	1.175"	395	C0925-16
1.509"	1.125"	0.697"	112@1.900"	355@1.200"	1.175"	347	C0924-16
1.525"	1.111"	0.761"	210@1.900"	523@1.250"	1.170"	483	C0954-16
1.535"	1.135"	0.754"	148@1.880"	432@1.230"	1.160"	437	C0929-16
1.539"	1.125"	0.697"	138@1.950"	419@1.350"	1.225"	469	C0939-16
1.539"	1.137"	0.747"	148@1.900"	465@1.250"	1.085"	474	C0953-16
1.549"	1.125"	0.719"	228@2.050"	636@1.300"	1.192"	544	C026115-16
1.550"	1.136"	0.742"	146@1.800"	470@1.175"	1.085"	519	C026112-16
1.550"	1.136"	0.824"	200@1.800"	596@1.100"	1.050"	566	C0917-16
1.550"	1.150"	0.795"	153@1.900"	383@1.250"	1.160"	354	C0930-16
1.550"	1.500"	0.795"	160@1.880"	383@1.250"	1.160"	354	C0928-16
1.550"	1.136"	0.812"	240@1.900"	598@1.250"	1.150"	551	C0943-16
1.550"	1.136"	0.812"	240@2.000"	608@1.300"	1.230"	526	C0955-16
1.565"	1.127"	.803	230 @ 2.000"	580 @ 1.300"	1.230"	500	C026089-16
1.563"	1.128"	.719"	171 @ 1.950"	492 @ 1.300"	1.200"	494	C0933-16
1.570"	1.120"	0.796"	190@1.950"	747@1.200"	1.100"	743	C0944-16
1.620"	1.170"	0.846"	230@1.950"	710@1.200"	1.100"	640	C0951-16
1.625"	1.175"	0.769"	275@2.000"	816@1.150"	1.100"	637	C0996-16
1.625"	1.175"	0.769"	250@1.900"	724@1.200"	1.090"	677	C0998-16
1.639"	1.190"	0.782"	214@1.950"	662@1.250"	1.125"	640	C0991-16



DUAL CONICAL VALVE SPRINGS

Top OD	Top ID	Bottom OD	Bottom ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.442"	.646"	1.657"	.861"	150 @2.000	630 @ 1.200"	1.115"	600	C07245-16

SINGLE OUT VALVE SPRING

Outer OD	Inner OD	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.437"	1.027"	115 @ 1.700"	284 @ 1.200	1.125	339	C0942-16

TRIPLE VALVE SPRING SETS

Outer OD	Outer ID	Middle ID	Inner ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.645"	1.195"	0.871"	0.635"	353@1.900	800@1.250"	1.130"	688	C0946-16
1.645"	1.195"	0.871"	0.635"	338@2.000	849@1.250"	1.130"	681	C0947-16
1.645"	1.195"	0.871"	0.635"	332@2.100	949@1.200"	1.130"	686	C026082-16
1.645"	1.195"	0.871"	0.635"	332@2.100	949@1.200"	1.130"	686	C0948-16
1.677"	1.195"	0.872"	0.635"	346@2.200	1074@1.200"	1.142"	728	C026028-16

BEEHIVE VALVE SPRINGS

COMP Cams Beehive Valve Springs deliver increased valve train stability and a much lighter valve train. This is achieved with less spring pressure for better valve control and reduced weight of both the spring and the retainer. For street/street applications, these valve springs are the best choice possible. Because of the unique Beehive design, the valve train can handle more rpm and more aggressive cam profiles for occasional bracket racing but still retain durability for street driving.

Top OD	Top ID	Bottom OD	Bottom ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
0.943"	0.580"	1.105"	0.742"	90@1.470"	252@0.970"	0.900"	324	C026123-32
1.055"	0.650"	1.290"	0.885"	105@1.800"	293@1.200"	1.100"	313	C026915-16
1.055"	0.650"	1.290"	0.885"	130@1.800"	318@1.200"	1.100"	313	C026918-16
1.059"	.650"	1.444"	1.000"	155 @ 1.880"	377 @ 1.280	1.230"	370	C026120-16
1.065"	.650"	1.240"	.825"	110 @ 1.700"	292 @ 1.175"	1.115"	347	C026981-16
1.065"	.650"	1.415"	1.000"	137 @ 1.700"	284 @ 1.175"	1.060"	280	C026986-16
1.065"	.650"	1.415"	1.000"	137 @ 1.700"	305 @ 1.100"	1.060"	280	C026995-16
1.204"	0.731"	1.585"	1.112"	150@1.925"	410@1.275"	1.225"	400	C026055-16

Performance Springs

Valve Spring Sets

DESCRIPTION	COMMENT	PART NO
Chev LT-1 style V8 single	1.250" O.D., 100 @ 1.750	PS5BH2-16
Chev/Ford/Hold V8 dual	1.435" O.D., 140 @ 1.750	PS6005-16
Chev/Ford/Hold V8 dual	1.435" O.D., 125 @ 1.810	PS6006-16
Chev/Ford/Hold V8 dual	1.485" O.D., 115 @ 1.750	PS99838-16
Chev/Ford/Hold V8 dual	1.520" O.D., 110 @ 1.850	PSCLB81-16
Chev/Ford/Hold V8 dual	1.503" O.D., 130 @ 1.910	PSCLB82-16
Chev/Ford/Hold V8 dual	1.485" O.D., 130 @ 1.810	PSCLB85B1-16
Chev/Ford/Hold V8 dual	1.505" O.D., 170 @ 1.850	PSCLB85B2-16
Chev/Ford/Hold V8 dual	1.505" O.D., 220 @ 1.850	PSCLB85B3-16
Chev/Ford/Hold V8 dual	1.485" O.D., 140 @ 1.850	PS99893-16
Clev/Windsor V8 single	1.485" O.D., 115 @ 1.780	PSCL302-16
Ford X-flow 6cyl single	1.485" O.D., 115 @ 1.780	PSCL302-12
Ford/Chry/Hyd single	1.435" O.D., 110 @ 1.700	PSWCH1-16
BA XR6T Spring&ret kit	1.040" O.D., 85 @ 1.530"	PSBA100
GM LS-1 Spring&ret kit	1.275" O.D., 118 @ 1.800	PS50668
Holden/Ford 6cyl dual	1.340" O.D., 95 @ 1.650	PS5003-12
Holden/Ford 6cyl early	1.340" O.D., 120 @ 1.650	PS5003D-12
Hold. 6 Hyd/Mech Dual	1.255" O.D., 135 @ 1.625	PSHOL6D-12
Hold. 6 Hyd/Mech Dual	1.265" O.D., 120 @ 1.625	PS202RBD-12
Hond/Niss/Toy 4cyl dual	1.145" O.D., 100 @ 1.375	PSCB4-8
Hond/Niss/Toy 4cyl dual	1.145" O.D., 105 @ 1.40	PSCB4A-8
Hond/Niss/Toy 4cyl sing.	1.145" O.D., 50 @ 1.500	PSCB4AOUT-8
Maz/Mits/Niss 4cyl single	1.065" O.D., 70 @ 1.530	PSD51888-8
Maz/Mits/Niss 4cyl dual	1.325" O.D., 95 @ 1.530	PSRR4-8
Niss SR20 except GTiR	1.160" O.D., 105 @ 1.490	PS3506/93-16
Niss RB20 6cyl single	1.090" O.D., 65 @ 1.415"	PS25109-24
Niss RB25 w/ 2 lengths	1.090" O.D., 1.260"/1.415"	PS251089-24
Niss RB26 max lift .450"	1.100" O.D., 70 @ 1.510	PS3506/15-16
Subaru WRX .450" lift	1.035" O.D., 55 @ 1.390	PS2E51892-16
Holden/Chev LS1	1.300" O.D., 135 @ 1.840"	PS60668
Holden alloytech		
V6 Spring & Ret Kit	1.080" O.D., 65 @ 1.530"	PS960128
Ford XR6 Turbo		
Beehive Fits OEM Ret Base: 1.090 O.D	Top: .965 O.D - 90 @ 1.470"	PSBH101-24
Hyundai G4FK 16V	1.010" OD, .735" ID, 70 @ 1.320"	PS10084-16
Toyota 4AGE/16GUE	0.930" O.D., 50 @ 1.350	PS3506/905-16
Toyota/Lexus 32V V8 (2 Sets Req)	1.010" OD, .735" ID, 70 @ 1.320"	PS10084-16

Performance Springs Spring & Retainer Kits

Description	Comment	Part No
Nissan RB25 6cyl, Single	1.090" OD, .775" ID, 65 @ 1.415"	PSR25109K
Chev LS Series V8, Dual	1.275" OD, .662" ID, 125 @ 1.785"	PS50668K



LS Engine Beehive Valve Spring Kit

This Beehive Valve Spring Kit for LS engines is designed for hydraulic roller cams and includes carefully matched Beehive Springs, steel retainers, locks, seals and spring seats. With a .625" maximum lift, these Beehive™ Valve Springs deliver increased valve train stability and a much lighter valve train. This is achieved with less spring pressure for better valve control and reduced weight of both the spring and retainer. The unique Beehive™ shape handles valve train stress more efficiently to eliminate damaging harmonics and increases high RPM horsepower and durability. The oval/multi-arc wire shape places the maximum area of the wire at the point of highest stress to handle valve train stress more efficiently and allow better heat dissipation for longer life.

C026918CS-KIT

LS Engine Dual Valve Spring Kits

This Dual Valve Spring Kit for LS engines includes carefully matched Dual Valve Springs, titanium retainers, locks, seals and spring seats. With a .675" maximum lift, these COMP Cams® Dual Valve Springs for race applications are manufactured from Super Clean™ wire and subject to extensive quality control testing to deliver a valve spring assembly with superior strength, durability and valve train stability, no matter the application. The dual spring design creates a stronger valve spring that can easily handle the increased lift found in extreme stress applications. COMP Cams® Dual Valve Springs exceed the expectations of today's engine builders and racers

LS Engine Dual Valve Spring Kit Titanium Retainers C026926TI-KIT

LS Engine Dual Valve Spring Kit Tool Steel Retainers C026926TS-KIT

Steel Retainers C026915CS-KIT

LS Beehive Valve spring Kit Steel Retainers C026918CS-KIT

LS Beehive Valve spring Kit Tool Steel Retainers C026918TS-KIT



BB Chev Exhaust Rotator Eliminator

Late model Big Block Chevrolet engines are originally equipped with exhaust valve rotators. Until now, the only way to make up for the rotator was to stack .300" of shims under the spring. This was not only sloppy, but they also didn't fit well. These seat spacers offered by COMP Cams will locate the spring with an outside step so the spring cannot "walk" around on the head.

O.D.	Spring O.D.	Spring I.D.	Thickness	Part
1.732"	1.568"	0.623"	.300"	C04779-8
1.732"	1.468"	0.630"	.300"	C04698-8

(C04698-8 Chev BB Exhaust Rotator Eliminator for #26120 Beehive)

Spring OD Locator Cups

COMP Cams Spring OD Locators will protect the head and also locate and hold the spring in place. Most applications will require the head to be machined a great deal to accept the cup.

Locator Thickness	Locator OD	Locaor OD	Spring OD	Part Number
0.060"	0.570"	1.300"	0.875"	C04705-16
0.060"	0.640"	1.57"	1.475"	C04704-16
0.060"	0.640"	1.670"	1.565"	C04700-16
0.060"	0.640"	1.73"	1.650"	C04702-16

Dual Conical Springs Seats

Spring Seats for #C07245-16

Dual Conical Springs (.530" Guide)

Spring Seats for #C07245-16

Dual Conical Springs (.570" Guide)

C04668-16

C04669-16

Valve Spring Shims

When setting spring height, shims must be used to equalize the installed height of the valve spring. COMP Cams spring shims are made of the highest quality shim stock and heat-treated to stand up to the immense pounding of the radical lobes of today's cams.

Thickness	OD	ID	Part No.
0.015"	1.640"	0.635"	C04740-16

Valve Spring Shim Kits

COMP Cams valve spring shim kits are conveniently packaged with 16 of each thickness .015", .030" & .060".

Thickness	OD	ID	Part No.
0.015", 0.030", 0.060"	1.250"	0.814"	C04753
0.015", 0.030", 0.060"	1.437"	0.645"	C04754
0.015", 0.030", 0.060"	1.480"	0.765"	C04755
0.015", 0.030", 0.060"	1.500"	0.645"	C04757
0.015", 0.030", 0.060"	1.640"	0.635"	C04756



BRIAN CROWER VALVE SPRING & RETAINER KITS

Designed for high rpm, and high lift camshafts, BC valve spring & retainer kits are designed to fit with no machining required. These kits feature titanium retainers and BC springs which are wound from only the highest grade, super clean, chrome silicone alloy. For high mileage street applications these kits are also available with steel retainers by adding an "S" to the end of the part number.

APPLICATION	SEAT PRESS.	OPEN PRESS.	COIL BIND	PART NUMBER
Honda B16A, B17A & B18C	80@1.350"	220@0.900"	0.765"	BC0010
Honda B18A, B18B & B20B	70@1.400"	210@0.905"	0.815"	BC0020
Honda H22 & H22A	88@1.460"	220@0.950"	0.790"	BC0030
Honda K20A & K20Z	80@1.590"	250@1.110"	1.030"	BC0040
Mitsubishi 4G63 & 4G63 Turbo	84@1.550"	235@1.000"	0.935"	BC0100
Nissan SR20DE & SR20DET	90@1.550"	220@1.025"	0.910"	BC0200
Nissan RB26DETT	90@1.535"	190@1.150	0.935"	BC0230
Nissan KA24DE	73@1.400"	200@1.000"	0.940"	BC0210
Nissan 350Z VQ35DE	80@1.425"	192@0.990"	0.900"	BC0220
Subaru WRX EJ20 & EJ25	60@1.420"	160@1.000"	0.860"	BC0600
EJ20/EJ25	80@1.420"	178 @ 1.000"	0.850"	BC0600S
Toyota Toyota 3SGTE	85@1.350"	200@0.900"	0.820"	BC0350
Supra 2JZ-GTE	80 @ 1.325"	158 @ 0.980"	0.810"	BC1300
Supra 2JZ-GTE	82@1.325"	180@0.925"	0.730"	BC0310
Supra 2JZ-GTE	80@1.325"	158@0.980"	0.810"	BC0300
Supra 7M-GTE	60@1.325"	153@0.950"	0.880"	BC0320

VALVE SPRING ACCESSORIES



Proform Valve Check Spring

These light-pressure springs make the assembly of components much easier. They provide enough pressure to hold the valve assembly together when checking camshaft figures, installed height. 2 Pcs.....PR66793



Valve Spring Shims

Pioneer valve spring shims are supplied in boxes of 100 and are an economical choice for anyone who does a lot of head work.

OD	ID	Size	Part No.
1.480"	.703"	.060"	PI-A-303-100
1.480"	.703"	.030"	PI-B-303-100
1.480"	.703"	.015"	PI-C-303-100



VALVE SPRING RETAINERS & ACCESSORIES



Steel Retainers

COMP Cams steel retainers are precision machined from 4140 chrome moly and finished in black oxide. These precision retainers are specifically designed for positive location when combined with COMP Cams high-quality valve springs. For superior strength and ultimate stability, we offer our 10° Super Lock Retainers and our 10° Super Locks.



STEEL RETAINERS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Retainer OD3	Part Number
Chev Small Block	7°	11/32"	1.230"-1.255"	1.230"	0.870"	0.650"	C0742-16
Universal Applications	7°	11/32"	1.437"-1.500"	1.400"	1.060"	0.690"	C0743-16
Universal Applications	7°	3/8"	1.437"-1.500"	1.400"	1.060"	0.690"	C0744-16
Super Lock Retainer	10°	All	1.240"-1.255"	1.240"	0.870"	0.735"	C0750-16
Super Lock Retainer	10°	All	1.437"-1.500"	1.400"	1.050"	0.690"	C0747-16
Super Lock Retainer	10°	All	1.437"-1.500"	1.400"	1.060"	0.690"	C0740-16
Super Lock Retainer	10°	All	1.500"-1.550"	1.500"	1.115"	0.690"	C0741-16
Super Lock Retainer	10°	All	1.500"-1.550"	1.500"	1.125"	0.745"	C0749-16
7° Version Of C0741-16	7°	3/8"	1.500"/1.550"	1.550"	1.115"	.690"	C0780-16
7° Version Of C0741-16	7°	11/32"	1.500"/1.550"	1.550"	1.115"	.690"	C0782-16
Steel Retainer for C026095-16 Beehive	10°	All	1.185"	1.150"	.725"	.466"	C0703-16
Steel Retainer w/ 1.430"-1.460" O.D. Spring	7°	11/32"	1.437"-1.500"	1.400"	1.030"	.690"	C0768-16
Steel Retainer for C026120-16 Beehive	10°	All	1.095"	1.050"	.640"	N/A	C0795-16

STEEL RETAINERS FOR BEEHIVE SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
GM GEN-III with C026915 or C026918	7°	Stock	1.055"	1.030"	0.640"	C0774-16

Titanium Retainers

COMP Cams titanium retainers are American made from the finest 6AL4V alloy for maximum stiffness and minimal warpage. The 6AL4V alloy is heat-treated and processed to a stringent tolerance. COMP Cams titanium retainers will not deform. From a standing idle to the most extreme rpm, our titanium retainers perform flawlessly, without compromise.



TITANIUM RETAINERS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Retainer OD3	Part Number
For Dual Springs	10°	All	1.437"-1.500"	1.437"	1.065"	0.700"	C0730-16
For Dual Springs	10°	All	1.500"-1.550"	1.437"	1.100"	0.800"	C0731-16
For Dual Springs	10°	All	1.500"-1.550"	1.500"	1.110"	0.710"	C0732-16
For Dual Springs	10°	All	1.500"-1.550"	1.500"	1.135"	0.730"	C0729-16
For Dual Springs	10°	All	1.500"-1.625"	1.500"	1.180"	0.765"	C0733-16
For Triple Springs	10°	All	1.500"-1.625"	1.500"	1.180"	0.870"	C0739-16
For Triple Springs, +.050"	10°	All	1.500"-1.625"	1.500"	1.180"	0.870"	C0735-16
For Triple Springs	10°	All	1.500"-1.625"	1.437"	1.178"	0.868"	C0722-16
SB Chev with C026095	10°	All	1.185"	1.150"	0.725"		C0785-16

TITANIUM RETAINER FOR DUAL CONICAL SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
Suit C07245-16 Spring	7°	11/32"	1.442"	1.320"	1.000"	C0716-16

TITANIUM RETAINERS FOR BEEHIVE SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
Chrys. Hemi 5.7L w/ C026915 or C026918	7°	Stock	1.055"	1.000"	0.640"	C0762-16
GM GEN-III with C026915 or C026918	7°	Stock	1.055"	1.030"	0.640"	C0772-16
Steel Retainer for C026915 or C026918	7°	11/32"	1.055"	1.030"	0.640"	C0788-16

TOOL STEEL LIGHTWEIGHT VALVE SPRING RETAINERS

These COMP Cams tool steel valve spring retainers are lightweight, high-strength, and have excellent wear characteristics. They are 30 percent stronger than conventional chrome moly steel retainers and can withstand even the most demanding engine rpm ranges. Manufactured from high-grade tool steel, COMP Cams tool steel valve spring retainers are the right components to instantly add reliability to your valvetrain.

10° Lightweight Tool Steel Retainers	C01732-16
7° Lightweight Tool Steel Retainers	C01779-16
10° Tool Steel Retainer For C026955, C026956, C026957 Springs	C01718-16
7° For C07245 Dual Conical Springs	C01738-16
7° Tool Steel Retainer for C026926 springs in non LS Applications	C01777-16



Spring ID Locators

COMP Cams Spring ID Locators will not only protect the head and shim, but also locate and hold the spring in place. Previously, this part has been available only in a cup form with the retaining portion being on the outside of the part. This required that the head be machined a great deal to accept this cup. A new I.D. locator with the locating shoulder on the inside is now available.



Locator Thickness	Locator ID	Locator OD	Spring ID	Part Number
0.060"	0.520"	1.300"	0.640"	C04695-16
0.060"	0.570"	1.300"	0.875"	C04705-16
0.060"	0.570"	1.500"	0.735"	C04784-16
0.060"	0.570"	1.510"	0.970"	C04696-16
0.060"	0.570"	1.550"	0.690"	C04771-16
0.060"	0.570"	1.550"	0.715"	C04781-16
0.060"	0.570"	1.550"	0.730"	C04778-16
0.060"	0.570"	1.550"	0.750"	C04772-16
0.060"	0.570"	1.625"	0.765"	C04774-16
0.060"	0.570"	1.550"	0.790"	C04776-16
0.060"	0.570"	1.550"	0.810"	C04785-16
0.060"	0.570"	1.655"	0.630"	C04860-16
0.060"	0.585"	1.500"	0.690"	C04770-16
0.060"	0.630"	1.510"	0.970"	C04697-16
0.060"	0.630"	1.550"	0.715"	C04782-16
0.060"	0.630"	1.550"	0.730"	C04780-16
0.060"	0.630"	1.550"	0.790"	C04777-16
0.060"	0.630"	1.625"	0.765"	C04775-16
0.060"	0.640"	1.540"	0.690"	C04783-16

Performance Springs Valve Spring Retainer Sets

1.420" O.D. 11/32" + .120"	PSRET1132120
1.420" O.D. 11/32" + .060"	PSRET113260
1.420" O.D. 11/32" STD HEIGHT	PSRET1132S
STD SB CHEV / HOLDEN 1.250"	PSRET1250
11/32" M/GRV OR 3/8" 1.420"	PSRETMG1
11/32" M/GRV OR 3/8" 1.420"	PSRETMGS
Ford 6cyl AU, Titanium, Dual Spring	PSTAUGK
Nissan RB30, Titanium, Dual Spring	PSTRB30K



ISKY TITANIUM RETAINERS

ISKY TITANIUM RETAINERS ARE 20-40% STRONGER than all other retainers. They are made from specially heat treated 100% aircraft quality bar stock material.

RETAINER PART NO.	VALVE STEM SIZE	ISKY SPRING APPLICATION	INNER STEP DIA (I) OUTER STEP DIA (O)
ISK57-Ti	5/16	235-D, 295-D	.886 (O)
ISK91-Ti	ALL	8005-A, 8205, 8305, 9005, 9205, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9925	.720 (I) N/A 1.110 (O)
ISK92-Ti	ALL	9915, 9965, 9975, 9985, 9995	.740 (I) 1.140 (O)
ISK975-Ti	ALL	9685, 9705, 9945, 9955	.765 (I) 1.165 (O)
ISK*90-Ti/10 DEG	ALL	8005-A, 8205, 8305, 9005, 9205, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	.725 (I) 1.115 (O)
ISK*97-Ti/10 DEG	ALL	9685, 9705, 9945, 9955	.765 (I) 1.165 (O)

ISKY CHROME MOLY STEEL RETAINERS

Isky 4130 Chrome Moly Light-Weight Steel Valve Spring Retainers are ideal for street and highly-stressed competition applications. They are specially heat treated and black oxide finished to protect against corrosion.

Set of 16-4130 Chrome moly steel retainers.

RETAINER PART NO.	VALVE STEM SIZE	ISKY SPRING APPLICATION	INNER STEP DIA (I) OUTER STEP DIA (O)
ISK507-ST	11/32	5005, 6005, 6105, 6205, 8005-A, 8305, 9005, 9105, 9265	.735 (I) 1.080 (O)
ISK507-STA	11/32	5005, 6005, 6105, 6205, 8005-A, 8205, 8305, 9005, 9105, 9265	.735 (I) 1.080 (O)
ISK527-STA	11/32	.060 HIGHER INST. HGT. THAN 507-ST, 9205, 9315, 9365	.730 (I) 1.120 (O)
ISK707-ST	11/32	4005, 4205, 205-D	.886 (O)
ISK707-STA	11/32	235-D, 295-D	.886 (O)
ISK347-ST	3/8	5005, 6005, 6105, 6205, 8005-A, 8305, 9005, 9105, 9265	.735 (I) 1.080 (O)
ISK3607-ST	3/8	5005, 6005, 6105, 6205, 8005-A, 8205, 8305, 9005, 9105, 9265	.730 (I) 1.065 (O)
ISK175-ST	ALL	.060 HIGHER INST. HGT. THAN 347-ST, 8005-A, 8205, 8305, 9005, 9265	.725 (I) 1.105 (O)
ISK275-ST	ALL	9205, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	.730 (I) 1.120 (O)
ISK135-ST	5/16"	165-A, 195-A	.628 (I)
ISK145-ST	11/32"	6105-SP	.725 (I) 1.077 (O)
ISK165-ST	11/32"	165-A, 195-A	.628 (I)
ISK185-ST	5/16"	4905	.660 (I) .930 (O)
ISK200-ST/10DEG	ALL	8005-A, 8205, 8305, 9005, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	.725 (I) 1.115 (O)

Valve Spring Locators

Valve Spring Locators are designed to locate the inside of the inner spring in relation to the valve guide. Manufactured from Chrome Moly Steel and heat treated for maximum durability.

OD	OD	ID	Thickness	Part No.
1.220"	.765"	.505"	.075"	ISK235-VSL
1.220"	.800"	.505"	.075"	ISK295-VSL
1.250"	.765"	.575"	.075"	ISK255-VSL
1.275"	.660"	.505"	.045"	ISK185-VSL
1.395"	.720"	.510"	.060"	ISK145-VSL
1.520"	.720"	.570"	.045"	ISK700-VSL
1.540"	.740"	.570"	.045"	ISK800-VSL
1.520"	.720"	.630"	.045"	ISK900-VSL
1.540"	.740"	.630"	.045"	ISK940-VSL
1.500"	.810"	.570"	.060"	ISK950-VSL
1.500"	.810"	.630"	.060"	ISK960-VSL
1.615"	.765"	.570"	.045"	ISK965-VSL
1.615"	.765"	.630"	.045"	ISK970-VSL

Valve Spring Cups

Valve Spring Cups locate the outside diameter of the valve spring in relation to the Valve Guide. Manufactured from Chrome Moly Steel, then heat treated for maximum durability. They are designed to fit over .625" O.D. Valve Guides. NOTE: Spring seat area must be enlarged when installing Spring Cups.

OD	ID	ID	Thickness	Part No.
1.660"	1.540"	.630"	.060"	ISK900-SC
1.660"	1.560"	.630"	.050"	ISK940-SC
1.730"	1.630"	.630"	.050"	ISK970-SC
1.750"	1.670"	.630"	.060"	ISK990-SC

Valve Spring Shim Kits

Precision shim kits for the mechanic who desires perfection in installing racing valve springs to a precise height. Each shim is made from tempered steel for maximum strength.

OD / ID	Contents	Part No.
1.560" x .625"	24 x .010", .015", .020", .030"	ISK8
1.625" x .625"	32 x .015", .030"	ISK9
1.220" x .505"	16 x .015", .030"	ISK11

REV KITS



"ULTRA REV KITS" ROLLER TAPPET

The "ULTRA REV-KIT" is engineered to increase engine RPM and prolong roller tappet bearing life by pre-loading the roller tappets to the cam lobe (eliminating stop-start "skidding"). Pre-load springs are held in place by lightweight aluminium retaining bars which install beneath the cylinder head (a drop-in installation).

Small Block Chevy V-8

PART NO. ISKY ROLLER LIFTER APPLICATION

Cast Aluminium

ISK200-LRK 1241-LSH, 1241-LO, 1241-ORSB

ISK210-LRK 202-RH

ISK220-LRK 202-874-RH

Machined Aluminium, Hard Anodised

ISK300-LRK 1241-LSH, 1241-LO, 1241-ORSB

ISK310-LRK 202-RH

ISK320-LRK 202-874-RH

ISK150-LRK 1241LO-150, 1241-LO-185, 1241-LO150-874

SBC V-8 "Bow-Tie blocks with Raised Lifter Bosses

ISK1300-LRK 1341-LSH, 1341-LO

ISK1350-LRK 1341-LO-150



COMP Cams Rev Kits

Having one of these COMP Cams Rev Kits will give you that confident feeling. In the event of pushrod or rocker arm failure, you don't have to worry about the lifter coming out of its bore. A little money now will save you a lot later. These kits come with all necessary spring and buttons. No machine work is required.

CHEV S/B REV KIT SUIT .842 TAPPET C04000

CHEV B/B REV KIT SUIT .842 TAPPET C04003

VALVE TRAIN TRAYS



JAZ VALVE

TRAIN ORGANISER TRAYS

- Lightweight with built-in carrying handles
- Valve tray holds valve springs, valve locks, and the largest of valves
- Rocker tray holds pushrods, lifters, poly locks, spark plugs and rocker arms
- Designed for the home mechanic as well as the professional

Application	Part No.
Valve & Spring Tray	JAZ735-001-06
Rocker Arm & Lifter Tray	JAZ735-002-06



Valve Train

Organizers

Our Valve Train Organizer Trays are perfect for novice or pro engine builders alike. These durable polymer trays neatly store your valve train components while assembling or your engine. Organizers are labelled, front and rear, to help keep track of your part location for reassembly. Each tray has built-in handles to make easy work of moving parts around your shop or garage.

Description	Part No.
Valve Spring Organizer Tray	C05327
Rocker Arm Organizer Tray	C05329



VALVE LOCKS



ISKY VALVE LOCKS

Isky Heat Treated Locks with the proper taper angle grip your valve retainers with greater locking force and will out tensile anything on the market today. They are an absolute must for today's Hi-RPM racing engines. Don't take chances with blackened or plated stock type locks masquerading as genuine heat treated Isky. The safety of your racing engine demands only the best...ISKY CHROME MOLY VALVELOCKS.

STEM DIAMETER	INST. HEIGHT	7° PART NUMBER	10° PART NUMBER
5/16"	STD	ISKVL-5/16	ISKVL10-5/16
11/32"	STD	ISKVL-11/32	ISKVL10-11/32
3/8"	STD	ISKVL-3/8	ISKVL10-3/8

Super 7° Valve Locks

Designed for maximum endurance in roller cammed Oval Track, Road Racing and Drag Racing applications where maximum locking force with the valve stem is required. These heavy-duty valve locks are also machined from 4140 Chrome Moly Bar-Stock and heat treated like our standard 7 deg. valve locks shown above. Super 7° Valve Locks incorporate a ground finish on the O.D. which allows a more consistent installed height for each retainer on its valve. Super 7° deg. valve locks are used in conjunction with Isky Super 7° retainers only.

STEM DIAMETER	INST. HEIGHT	PART NUMBER
5/16"	STD	ISKVL-600
5/16"	+ .050"	ISKVL-650
11/32"	STD	ISKVL-700
11/32"	+ .050"	ISKVL-750
3/8"	STD	ISKVL-800
3/8"	+ .050"	ISKVL-850

Super 7° BEAD Locks

With the increased use of Radius "Bead" Groove Titanium Valves in the most demanding Oval track Endurance Applications, we are now offering Compatible Super 7 Deg. "Bead" Valve Locks. As with all Isky Valve Locks, Bead Locks are machined from 4140 Chrome Moly Bar Stock and heat treated for maximum strength and will fit all Isky Super 7 Deg. Retainers (Steel & Titanium).

STEM DIAMETER	INST. HEIGHT	PART NUMBER
5/16"	STD	ISKVL-1600
5/16"	+ .050"	ISKVL-1650
11/32"	STD	ISKVL-1700
11/32"	+ .050"	ISKVL-1750

"BEAD" Valve Lock Suit LS1

Designed for Maximum Endurance in roller cammed LS-1 engines, these heavy-duty valve locks are machined from 4140 Chrome Moly Bar-Stock and heat treated. They incorporate a ground finish on the OD, which allows a more consistent installed height over "stock" Stamped LS-1 Valve Locks. Suit Retainers, ISK135-ST, ISK185-ST

ISKVL-500



SPEEDPRO VALVE LOCKS

SPVK144R	5/16" SINGLE GROOVE 7 DEG.
SPVK115R	11/32" SINGLE GROOVE 7 DEG.
SPVK138R	3/8" SINGLE GROOVE 7 DEG.
SPVK315R	11/32" SINGLE GROOVE 7 DEG. MACHINED
SPVK274	11/32" SINGLE GROOVE 10 DEG. MACHINED
SPVK338R	3/8" SINGLE GROOVE 7 DEG. MACHINED
SPVK275	3/8" SINGLE GROOVE 10 DEG. MACHINED
SPVK205R	11/32" MULTI GROOVE 302-351 CLEV.
SPVK298	5.4L BA FALCON 3V SOHC
SPVK287	5.4L BA FALCON 4V DOHC
SPVK291	CHEV/HOLDEN LS-1/GENIII



BRIAN CROWDER VALVE LOCKS

Billet performance valve stem keepers or locks are designed to fit BC and OEM retainers. Precision machined from premium billet bar stock chromoly steel and heat treated for maximum strength to insure against shoulder shearing (common with stock and lesser quality brands).

Description	Part No
Mitsubishi 4G63/Evo Intake 6°	BC2944
Nissan RB26 Billet 6°	BC2946
Nissan SR20 6mm stem	BC2945

BRONZE VALVE GUIDE

BC premium valves guides are made from Manganese Silicon Aluminum Bronze alloy and CNC machined to exacting tolerances. BC guides are resistant to cracking and corrosion, while reducing friction and insures high lubrication even at elevated engine temperatures and rpm's. The perfect replacement to worn or damaged guides and 100% compatible with BC's lineup of stainless steel valves.

Description	Part No
Mitsubishi 4G63/Evo Intake 6.6mm	BC3910
Mitsubishi 4G63/Evo Exhaust 6.6mm	BC3911
Nissan RB26DETT Intake 6.0mm	BC3928
Nissan RB26DETT Exhaust 7.0mm	BC3929



Street Locks - 7° Steel

COMP Cams offers a complete line of stock replacement 7° valve locks for stock engine rebuilds. Recommended only for street applications with lighter valve spring loads. These locks are stamped and hardened for superior wear resistance.

Description	Stem Diam.	Part Number
Universal, Single Groove	11/32"	C0601-16
Universal, Single Groove	3/8"	C0603-16
Ford 302-351C, 4 Groove	11/32"	C0605-16
Chrysler, 4 Groove	3/8"	C0604-16

Race Locks - Machined Steel

COMP cams machined 7° race locks are recommended for race and performance street applications with high spring loads. They offer the same valve spring location accuracy as our Super Locks without the need to change to 10° retainers.

Description	Stem Diam.	Part Number
Universal, Single Groove	11/32"	C0648-16
Universal, Single Groove	3/8"	C0641-16
GM LS1/LS2/LS6, Single Groove	8mm	C0623-16

Super Locks - Machined Steel

COMP Cams Super Locks are recommended in all race applications because of their superior strength. Precision machined from super-tough, fatigue resistant alloy material, they are available for many popular valve sizes with & without lash cap recess. For simplicity, any Super Lock fits any COMP Cams 10° retainer, just choose the correct lock for your valve size and application.

Description	Stem Diam.	Part Number
With Lash Cap Recess	5/16"	C0610-16
With Lash Cap Recess	11/32"	C0611-16
Without Lash Cap Recess	11/32"	C0613-16
Without Lash Cap Recess, +.050"	11/32"	C0614-16
With Lash Cap Recess, -.050"	11/32"	C0630-16
Ford 302-351C, 4 Groove	11/32"	C0624-16
With Lash Cap Recess	3/8"	C0612-16
Without Lash Cap Recess, +.050"	3/8"	C0616-16
With Lash Cap Recess, -.050"	3/8"	C0609-16

Super Locks - 10° Titanium

COMP Cams Titanium Super Locks are the ultimate in light weight and strength. They are perfect for high revving race engines, especially when using titanium retainers and/or valves. For simplicity, any Super Lock fits any COMP Cams 10° retainer, just choose the correct lock for your valve size and application.

Description	Stem Diam.	Part Number
With Lash Cap Recess	5/16"	C0637-16
With Lash Cap Recess	11/32"	C0638-16



BILLET PERFORMANCE 7° VALVE STEM KEEPERS

Crower billet performance valve stem keepers are precision machined from premium billet bar stock chrome moly steel. Heat treated for maximum strength to insure against shoulder shearing (common with stock and lesser quality keepers). In addition to our standard height, we also offer .050" higher and .050" lower to achieve the correct installed spring height. Each variation is color coded for identification. Serious engine builders should have a complete selection on hand at all times.

Part No.	Stem Dia.	Inst. Height
C86107-16	11/32	Standard
C86107X1-16	11/32	+ .050"
C86107X2-16	11/32	-.050"
C86108-16	3/8	Standard
C86108X1-16	3/8	+ .050"
C86108X2-16	3/8	-.050"

SUPER 7° KEEPERS

Part No.	Stem Dia.	Inst. Height
C86709x1-16	5/16	+ .050"
C86710-16	11/32	Standard
C86710X1-16	11/32	+ .050"
C86710X2-16	11/32	-.050"

JUMBO SPLIT-LOCK 10° VALVE STEM KEEPERS

Crower Jumbo valve stem keepers are designed with a 10° taper (twice the strength of the conventional 7° taper). Jumbo keepers are machined from premium chromoly steel and heat-treated for maximum strength. Crower Jumbo keepers are available in standard height, .050" higher or .050" lower positions for added flexibility in achieving the correct installed spring height. Each variation is color coded for easy identification.

Part No.	Description	Depth
C86110-16	11/32	Standard
C86110X1-16	11/32	+ .050"
C86110X2-16	11/32	-.050"
C86111-16	3/8	Standard
C86111X1-16	3/8	+ .050"
C86111X2-16	3/8	-.050"

Ferrea

RACING COMPONENTS

Ferrea XR6 Turbo 7" STEEL Valve Locks

Ferrea Valve Locks are manufactured from high quality 4140 chromoly bar stock and machined to exact tolerances. The locks are heat-treated for maximum strength and finished with the black oxide for an attractive appearance.

FKV10078-24 Ford XR6 Turbo 6mm 7deg H/Duty Locks

VALVE STEM SEALS



Valve Stem Oil Seals

COMP Cams offers a complete line of valve stem seals, from the stock GM O-ring to the positive-stop Teflon seal. These seals are a must to keep unwanted oil from entering the combustion chamber through the clearance in the valve guides. The o-ring seals use the standard retainer and oil splash shield. We also have a smaller diameter Viton seal available for triple spring applications.

Description	Guide Size	Valve Size	Part No.
O-Ring	Stock	11/32"	C0501-16
Positive Stop Teflon	.530"	5/16"	C0500-16
Positive Stop Teflon	.530"	11/32"	C0503-16
Metal Body Viton Seal	.530"	11/32"	C0529-16
Metal Body Viton Seal	.500"	3/8"	C0514-16
Metal Body Viton Seal	.530"	3/8"	C0515-16
Positive Stop Teflon	.530"	3/8"	C0505-16
Teflon (.600" O.D.)	.500"	5/16"	C0513-16
Teflon (.600" O.D.)	.500"	11/32"	C0510-16
Teflon (.600" O.D.)	.500"	3/8"	C0512-16
Umbrella type	stock	11/32"	C0502-16
Metal Body Viton Seal	.500"	8mm	C0529-16
Teflon Triple spring	.500"	11/32"	C0517-16
Teflon Triple spring	.530"	11/32"	C0518-16
8 x C0507 & 8 x C0508*	.446"	5/16"	C0509-16
Black Viton Valve Seal*	.494"	11/32"	C0506-16

* Small OD for triple springs.

SPEED-PRO

VALVE STEM SEALS

Material	Stem OD	Guide OD	Part No.
Rubber/Teflon	11/32"	0.531"	SPST2003
Rubber/Teflon	11/32"	0.500"	SPST2012
Rubber/Teflon	3/8"	0.500"	SPST2014
Teflon	11/32"	0.531"	SPST2018R
Teflon	11/32"	0.500"	SPST2020R
Teflon	3/8"	0.531"	SPST2019R
Teflon	3/8"	0.500"	SPST2021R



AFR REPLACEMENT VALVE STEM SEALS

These afr replacement valve stem seals are a must to keep unwanted oil from entering the combustion chamber through the clearance in the valve guides. They are manufactured from viton® to give you the tightest seal possible. The AFR replacement valve stem seals are designed to work in all afr Aluminum cylinder heads.

AFR6612 LS1 VALVE STEM SEALS .530 X 8MM (EACH)



ISKY VALVE STEM SEALS

ISKY Valve Stem Oil Seals positively control unwanted oil flow through the valve guides. No machining required for assembly. Ideally suited when installing our Part No. 4905 Dual Spring Assembly

LS1 Guide Seal, 5/16" Valve Stem

ISKIVS-400



Valve Stem Seals

Part No.	Material	Valve Size
PIOS-1045	RUBBER/TEFLON	11/32"X.500"
PIOS-1050	RUBBER/TEFLON	3/8"X.500"
PIOS-1065	RUBBER/TEFLON	11/32"X.531"
PIOS-1066	TEFLON	11/32"X.531"
PIOS-1067	TEFLON	3/8"X.531"
PIOS-1090	TEFLON	11/32"X.500"
PIOS-1091	TEFLON	3/8"X.500"

LASH CAPS



LASH CAPS

Our Ferrea Lash Caps are machined from 4140 chrome moly alloy. Each piece is specially heat-treated for maximum strength and finished with black oxide for an attractive finish. These parts are available for most applications in various sizes.

Part No.	Specifications
FVC10004-16	5.5 mm - .216 ID - .100 Deep
FVC10008-16	6 mm - .2358 ID - .085 Deep

Lash Caps

COMP Cams lash caps are precision machined and ground perfectly flat to maintain accuracy of valve train adjustment. A special version is available for Chrysler Hemi engines to accommodate the very short tip on these valves. For the ultimate in strength and reliability, you will not find a better part than the COMP Cams Lash Cap. A must for titanium valves.

Description	Height	Thickness	Stem
426 Hemi (Short Cap)	0.190"	0.080"	5/16"
Hardened Lash Cap	0.230"	0.080"	5/16"
Hardened Lash Cap	0.210"	0.080"	11/32"
Hardened Lash Cap	0.190"	0.080"	3/8"



CROWER LASH CAPS

Crower lash caps protect the ends of your valves from excessive wear and help to correct rocker geometry by increasing rocker arm to retainer clearance. Machined from high grade chrome moly steel and heat treated for added strength, Crower lash caps give your valves an added .060" margin of protection. Highly recommended for performance applications, and a must for costly stainless steel or titanium valves.

Part No.	Description	Depth
C86120-16	5/16 valve stem (Set/16)	.090"
C86121-16	11/32 valve stem (Set/16)	.090"
C86121D-16	11/32 valve stem (Set/16)	.120"
C86121S-16	11/32 valve stem (Set/16)	.060"
C86122S-16	3/8 valve stem (Set/16)	.060"

AEROFLOW VALVES & COMPONENTS



VALVE TRAIN COMPONENTS TO SUIT AEROFLOW HEADS
(may also suit other heads)

COMPONENTS TO SUIT FORD SMALL BLOCK CYLINDER HEADS

AF59-3021	1 x intake valve 2.020"
AF59-3022	1 x exhaust valve 1.60"
AF59-3023	1 x valve spring with damper
AF59-3024	1 x retain retainers
AF59-3025	1 x set of valve locks / keepers
AF59-3026	1 x set rocker stud set
AF59-3027	1 x set Guide plates

COMPONENTS TO SUIT CHEVY SMALL BLOCK CYLINDER HEADS

AF59-3501	1 x intake valve 2.020" 180cc and 200cc
AF59-3502	1 x exhaust valve 1.60" 180cc and 200cc
AF59-3503	1 x valve spring with damper
AF59-3504	1 x retain retainers suit 180cc & 200cc
AF59-3505	1 x set of valve locks / keepers
AF59-3506	1 x set rocker stud set suit 180,200cc
AF59-3507	1 x set Guide plates suit 180,200cc

COMPONENTS TO SUIT 318 - 360 CHRYSLER CYLINDER HEADS

AF59-3181	1 x intake valve 2.020"
AF59-3182	1 x exhaust valve 1.60"
AF59-3183	1 x valve spring with damper
AF59-3184	1 x retain retainers
AF59-3185	1 x set of valve locks / keepers

COMPONENTS TO SUIT CHEVY BIG BLOCK CYLINDER HEADS

AF59-4271	1 x intake valve 2.250"
AF59-4272	1 x exhaust valve 1.880"
AF59-4273	1 x valve spring with damper
AF59-4274	1 x retainer single
AF59-4275	1 x set of valve locks / keepers
AF59-4276	1 x set rocker stud set suit
AF59-4277	1 x set Guide plates suit

COMPONENTS TO SUIT 440 CHRYSLER CYLINDER HEADS

AF59-4401	1 x intake valve 2.14"
AF59-4402	1 x exhaust valve 1.81"
AF59-4403	1 x valve spring with damper
AF59-4404	1 x retain retainers suit
AF59-4405	1 x set of valve locks / keepers

VALVES



5R-RACING 1 PIECE

STAINLESS STEEL VALVES

HOLDEN 308 L34 & EFI

5R308I	INTAKE VALVE 11/32" STEM 1.937" HEAD
5R308E	EXHAUST VALVE 11/32" STEM 1.609" HEAD
5R308I-S	INTAKE VALVE 11/32" STEM 1.937" HEAD SINGLE GROOVE

5R308I-020 INTAKE VALVE 11/32" STEM 2.020" HEAD

HOLDEN/NISSAN RB30E & TURBO

5RV-RB30IN	INTAKE VALVE + 1mm, 42.9mm head, 125.5mm long
5RV-RB30EX	EXHAUST VALVE + 1mm, 36.2mm head, 124.5mm long.

FORD FE

RPOS2529	332 FE Ford exhaust valve set (8)
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Ferrea

RACING COMPONENTS

TITANIUM VALVES

These valves are used in professionally built high rpm (above 8000) roller or flat tappet racing engines. Applications include Drag Racing, NASCAR, Oval & Sprint Car, Road Racing, and Motorcycle.

AVAILABLE BY SPECIAL ORDER. PLEASE CALL ROCKET

SUPER ALLOY VALVES

Special extreme duty Hi-Temperature Exhaust Valves. For use in Top/Fuel, FunnyCar, Supercharged, Nitrous, NASCAR, Sport Compact, Off-Shore Marine, 9.0 to 1 compression restricted carburetor motors (extreme exhaust temperature present).

Part No.	Head Type	Stem Diam.	Overall Length	Tip Length	References
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HONDA INTEGRA GSR 1.7L - DOHC V-TEC 16 VALVE (B17A1) - 1992-1993

HONDA INTEGRA GSR 1.8L - DOHC V-TEC 16 VALVE (B18C1-C3) - 1994-2000

FVF1449P	E	28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E	28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E	29	5.45	102.5	2.5	25° Flo - 1 mm oversize.

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000

FVF1821P	E	26	5.46	115.95	1.9	22° Flo. Stock size.
FVF1495P	E	27	5.46	115.95	1.9	22° Flo. 1 mm oversize.

HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000

FVF1449P	E	28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E	28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E	29	5.45	102.5	2.5	25° Flo - 1 mm oversize.

HONDA PRELUDE 2.2L - DOHC V-TEC 16 VALVE (H22A1-A4) - 1993-2000

FVF1823P	E	30	5.48	107.1	1.9	22° Flo. Stock size.
FVF1958P	E	30.5	5.48	107.1	1.9	22° Flo - .5 mm oversize.
FVF1458P	E	31	5.48	107.1	1.9	22° Flo. 1 mm oversize.

MITSUBISHI LANCER GS-GST 2.0L - DOHC 16 VALVE (4G63-4G63T) - 1990-2000

FVF1825P	E	30.5	6.55	109.7	3.8	22° Flo. Stock size.
FVF1454P	E	31.5	6.55	109.7	3.8	22° Flo. 1 mm oversize.

NISSAN 300 ZX 3.0L - DOHC 24 VALVE (VG30D-TURBO VG30DTT) - 1990-1996

F1849P	E	29.5	6	103.65	3.5	25° Flo. Stock size.
F1850P	E	30.5	6	103.65	3.5	25° Flo. 1 mm oversize.

NISSAN SENTRA SE-R 2.0L - DOHC 16 VALVE (SR20DE) - 1991-1998

FVF1869P	E	30.15	5.94	102.4	3.5	22° Flo. Stock size.
FVF1870P	E	31.15	5.94	102.4	3.5	22° Flo. 1 mm oversize.

SUBARU WRX - STI - 2004

FVF1514P	E	32	5.96	104.75	3.5	25° Flo. Stock size.
FVF1519P	E	33	5.96	104.75	3.5	25° Flo. + 1 mm oversize.

TOYOTA MR2 2.0L - DOHC 16 VALVE (TURBO 3SGTE) - 1990-1995

FVF1865P	E	29	6	99.5	3.5	25° Flo. Stock size.
FVF1866P	E	30	6	99.5	3.5	25° Flo. 1 mm oversize.

TOYOTA SUPRA 3.0L - DOHC 24 VALVE (7MGE-TURBO 7MGT) - 1986-1992

FVF1861P	E	27.5	6	98.05	4	25° Flo. Stock size.
FVF1862P	E	28.5	6	98.05	4	25° Flo. 1 mm oversize.

TOYOTA SUPRA 3.0L /L 6 G CYL - DOHC 24 VALVE (2JZGE-2JZGTE) - 1994-1998

FVF1499P	E	29	5.98	99.1	3.5	22° Flo. Stock size.
FVF1497P	E	30	5.98	99.1	3.5	22° Flo. 1 mm oversize.

COMPETITION PLUS VALVES

Extreme duty racing valves, engineered for high rpm, high horsepower racing engines. They have exclusive features, which makes them the best flowing valve on the market with unequalled performance and reliability. Drag Racing, NASCAR, Oval & Sprint Car, Road Racing, Sport Compact, Motorcycle and Off-Shore Marine.

Part No.	Head Type	Stem Diam.	Overall Length	Tip Length	References
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HOLDEN 253-308-308 V8 (11/32")
FVF6206-194 | 1.940" 11/32" 5.160" .250" 12° SUPER FLO, L34 & VN 304 STOCK SIZE

CHRYSLER HEMI - DART/BAE/AJR HEADS (3/8)

FVF1532PE	E	1.950	3/8	5.019	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
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CHEVROLET BIG BLOCK (11/32)

FVF1201P	E	1.880	11/32	5.425	.250	15° Super Flo. +.100
FVF1261P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock (Super Alloy)
FVF1271P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock. Light weight. Super Alloy
FVF1201P	E	1.880	11/32	5.425	.250	15° Super Flo. +.100
FVF1206P	E	1.880	11/32	5.500	.250	15° Super Flo
FVF1270P	E	1.900	11/32	5.450	.250	22° Flo-Marine/Drag- (Super Alloy)

FVF1215P	E	1.920	11/32	5.450	.250	14° Super Flo. GM/Edelbrock
FVF1211P	I	2.190	11/32	5.300	.250	12° Super Flo.
FVF1212P	I	2.250	11/32	5.300	.250	12° Super Flo. +.050
FVF1223P	I	2.250	11/32	5.350	.250	12° Super Flo. +.100
FVF1239P	I	2.250	11/32	5.625	.250	12° Super Flo. GM/Edelbrock /Brody BB5. +.400

FVF1214P	I	2.300	11/32	5.421	.250	12° Super Flo. +.200
FVF1219P	I	2.300	11/32	5.471	.250	12° Super Flo. +.250

CHEVROLET BIG BLOCK (3/8)

Part №	Head Type Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
CHEVROLET SMALL BLOCK (11/32)					
FVF1100PQ	E 1.600	11/32	4.960	.250	14° Super Flo. Stk/+ .050. Special Alloy
FVF1102PQ	E 1.600	11/32	5.010	.250	14° Super Flo. +.050/+ .100. Special Alloy
FVF1926P	E 1.600	11/32	5.010	.250	24° Tulip Flo.+ .050/+ .100
FVF1148PQ	E 1.600	11/32	5.060	.250	14° Super Flo. +.100. Special Alloy
F1187P	E 1.600	11/32	5.060	.250	19° Tulip Super Flo.+ .100
F1811P	E 1.600	11/32	5.160	.250	24° Tulip Flo
F1140PQ	E 1.600	11/32	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200. Special Alloy
FVF1135PQ	E 1.600	11/32	5.400	.250	14° Super Flo-Brodix #12/Dart BUICK. Special Alloy
FVF1195P	E 1.625	11/32	5.160	.250	14° Super Flo-Hi Temp-Brodix PONTIAC. +.200
FVF1128PQ	E 1.625	11/32	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200. Special Alloy
FVF2219P	E 1.625	11/32	5.300	.250	24° Flo. TFS "R" Series
FVF1178P	E 1.625	11/32	5.460	.250	14° Super Flo-Hi Temp. Dart/Brodix 18°. +500

FVF1478P	E 1.625	11/32	5.460	.250	12° Super Flo.(Super Alloy). 18°. +500
FVF1257P	E 1.625	11/32	5.560	.250	14° Super Flo-Dart/Brodix 18°. +600
FVF2220P	E 1.625	11/32	5.560	.250	24° Tulip-Brodix/Chapman/Dart 18°. +600
FVF1142P	E 1.650	11/32	5.490	.250	25° Tulip Super Flo-Dart BUICK
FVF1152P	E 1.625	11/32	5.300	.250	14° Super Flo-Dart/Brodix #12
FVF6302	I 2.020	11/32	4.910	.250	10° Super Flo
FVF6303	I 2.020	11/32	4.960	.250	10° Super Flo
FVF6204	I 2.020	11/32	5.060	.250	10° Super Flo
FVF1115P	I 2.020	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF1118P	I 2.020	11/32	5.010	.250	12° Super Flo. +.050/+ .100
FVF1111P	I 2.055	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF2252P	I 2.055	11/32	5.060	.250	14° Super Flo. +.100
FVF1121P	I 2.080	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF1114P	I 2.080	11/32	5.010	.250	12° Super Flo. +.050/+ .100

FVF1147P	I 2.080	11/32	5.060	.250	12° Super Flo. +.100
FVF1139P	I 2.080	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
FVF1238P	I 2.080	11/32	5.300	.250	12° Super Flo. TFS "R" Series
FVF1208P	I 2.100	11/32	5.300	.250	12° Super Flo-Brodix #12/Yates

FVF2254P	I 2.100	11/32	5.350	.250	12° Super Flo. +.400
FVF2255P	I 2.100	11/32	5.450	.250	12° Super Flo. +500
FVF1127P	I 2.125	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
FVF2257P	I 2.125	11/32	5.450	.250	12° Super Flo-Brodix/Dart 18°. +500
FVF2263P	I 2.200	11/32	5.840	.250	12° All Pro/Neal Ford Brodix

FVF1220P	I 2.150	11/32	5.300	.250	12° Super Flo-Brodix #12
FVF1252P	I 2.150	11/32	5.400	.250	12° Super Flo-Brodix #12
FVF1186P	I 2.150	11/32	5.450	.250	12° Super Flo-Brodix #12 & 18°. +500

FVF2259P	I 2.150	11/32	5.560	.250	12° Super Flo-Brodix/Dart 18°. +600
FVF2267P	I 2.180	11/32	5.560	.250	12° S Flo-Brodix/Chapman/Dart 18°. +60

FORD ESCORT 2.0L (ZX2) (1999 - 2001) INTAKE, 1MM OVERSIZE 2.0L - DOHC ZETEC 16 Valve (ZX3)					
FVF1820P	I 33	6.03	97.55	5.25	25° Super Flo. 1 mm oversize

FORD BOSS 302 - 351 C - 429 - 460 (11/32)					
FVF1420P	E 1.650	11/32	5.058	.250	12° Super Flo-351C/429/460
FVF1400P	E 1.655	11/32	5.165	.250	14° Super Flo.
FVF1440P	E 1.710	11/32	5.058	.250	14° Super Flo.
FVF1171P	E 1.880	11/32	5.058	.250	14° Super Flo-Bluethunder Head
FVF1212P	I 2.250	11/32	5.300	.250	12° SupFlo-351C/429CJ-Bluethu Head

ACURA INTEGRA GSR 1.7L - DOHC V-TEC 16 VALVE (B17A1) - 1992-1993					
ACURA INTEGRA GSR 1.8L - DOHC V-TEC 16 VALVE (B18C1-C3) - 1994-2000					
FVF1449P	E 28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E 28.5	5.45	102.5	2.5	25° Flo - .5mm oversize.
FVF1445P	E 29	5.45	102.5	2.5	25° Flo - 1 mm oversize.
FVF1448P	I 33	5.47	102.35	2.5	25° Super Flo. Stock size
FVF1446P	I 33.5	5.47	102.35	2.5	25° Super Flo - .5mm oversize
FVF1444P	I 34	5.47	102.35	2.5	25° Super Flo 1mm oversize

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000					
FVF1821P	E 26	5.46	115.95	1.9	22° Flo. Stock size.
FVF1495P	E 27	5.46	115.95	1.9	22° Flo. 1 mm oversize.
FVF1494P	I 31	5.48	118.6	1.9	20° Super Flo. 1 mm oversize

HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997					
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000					
FVF1449P	E 28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E 28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E 29	5.45	102.5	2.5	25° Flo - 1 mm oversize.
FVF1448P	I 33	5.47	102.35	2.5	25° Super Flo. Stock size
FVF1446P	I 33.5	5.47	102.35	2.5	25° Super Flo - .5 mm oversize
FVF1444P	I 34	5.47	102.35	2.5	25° Super Flo - 1 mm oversize

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000					
FVF1821P	E 26	5.46	115.95	1.9	22° Flo. Stock size.
FVF1495P	E 27	5.46	115.95	1.9	22° Flo. 1 mm oversize.
FVF1494P	I 31	5.48	118.6	1.9	20° Super Flo. 1 mm oversize

HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997					
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000					
FVF1449P	E 28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E 28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E 29	5.45	102.5	2.5	25° Flo - 1 mm oversize.
FVF1448P	I 33	5.47	102.35	2.5	25° Super Flo. Stock size
FVF1446P	I 33.5	5.47	102.35	2.5	25° Super Flo - .5 mm oversize
FVF1444P	I 34	5.47	102.35	2.5	25° Super Flo - 1 mm oversize

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000					
FVF1821P	E 26	5.46	115.95	1.9	22° Flo. Stock size.
FVF1495P	E 27	5.46	115.95	1.9	22° Flo. 1 mm oversize.
FVF1494P	I 31	5.48	118.6	1.9	20° Super Flo. 1 mm oversize

HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997					
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000					
FVF1449P	E 28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E 28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E 29	5.45	102.5	2.5	25° Flo - 1 mm oversize.
FVF1448P	I 33	5.47	102.35	2.5	25° Super Flo. Stock size
FVF1446P	I 33.5	5.47	102.35	2.5	25° Super Flo - .5 mm oversize
FVF1444P	I 34	5.47	102.35	2.5	25° Super Flo - 1 mm oversize

Part №	Head Type Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
HONDA PRELUDE 2.2L - DOHC V-TEC 16 VALVE (H22A1-A4) - 1993-2000					
FVF1823P	E 30	5.48	107.1	1.9	22° Flo. Stock size.
FVF1958P	E 30.5	5.48	107.1	1.9	22° Flo - .5mm oversize.
FVF1458P	E 31	5.48	107.1	1.9	22° Flo 1 mm oversize.
FVF1824P	I 35	5.48	106.85	1.9	20° Super Flo. Stock size
FVF1456P	I 36	5.48	106.85	1.9	20° Super Flo. 1 mm oversize

HONDA S 2000 - 2000-2002					
FVF1953P	E 32	5.46	109.25	1.9	22° Flo. +1mm o/size
FVF1955P	I 37	5.48	110	1.9	20° Super Flo. +1mm o/size

MINISUBISHI ECLIPSE GS-GST 2.0L - DOHC 16 VALVE (4G63-4G63T) - 1990-2000					
FVF1825P	E 30.5	6.55	109.7	3.8	22° Flo. Stock size.
FVF1454P	E 31.5	6.55	109.7	3.8	22° Flo. 1 mm oversize.
FVF1826P	I 34	6.57	109.7	3.8	20° Super Flo. Stock size
FVF1452P	I 35	6.57	109.7	3.8	20° Super Flo. 1 mm oversize

MINISUBISHI LANCER EVOLUTION 2L - DOHC 16 VALVE (TURBO 4G63T) - 2003					
FVF1825P	E 30.5	6.55	109.7	3.8	22° Flo. Stock size
FVF1454P	E 31.5	6.55	109.7	3.8	22° Flo. + 1 mm oversize
FVF1826P	I 34	6.57	109.7	3.8	20° Super Flo. Stock size
FVF1452P	I 35	6.57	109.7	3.8	20° Super Flo. + 1 mm oversize

NISSAN 300 ZX 3.0L - DOHC 24 VALVE (VG30D-TURBO VG30DTT) - 1990-1996					
FVF1850P	E 30.5	6	103.65	3.5	25° Flo. 1 mm oversize.
FVF1848P	I 35	6	103.13	3.5	25° Super Flo. 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DE) - 1991-1998					
FVF1870P	E 31.15	5.94	102.4	3.5	22° Flo. 1 mm oversize.
FVF1867P	I 34.15	5.96	101.4	3.5	20° Super Flo. Stock size
FVF1868P	I 35.15	5.96	101.4	3.5	20° Super Flo. 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DET) 1991-1998					
FVF2129P	E 30.15	6.95	102.4	3.5	22° Flo.Radial Groove. Stock.Super Alloy.Turbo appl.
FVF2130P	E 31.15	6.95	102.4	3.5	22° Flo.Radial Groove+1mm o/size.Super Alloy.Turbo appl.
FVF1867P	I 34.15	5.96	101.4	3.5	20° Super Flo. Radial Gro. Stock Size
FVF1868P	I 35.15	5.96	101.4	3.5	20° Super Flo. Radial Gro.+ 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DE) - 1991-1998					
FVF1870P	E 31.15	5.94	102.4	3.5	22° Flo. 1 mm oversize.
FVF1867P	I 34.15	5.96	101.4	3.5	20° Super Flo. Stock size
FVF1868P	I 35.15	5.96	101.4	3.5	20° Super Flo. 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DET) 1991-1998					
FVF2129P	E 30.15	6.95	102.4	3.5	22° Flo.Radial Groove. Stock.Super Alloy.Turbo appl.
FVF2130P	E 31.15	6.95	102.4	3.5	22° Flo.Radial Groove+1mm o/size.Super Alloy.Turbo appl.
FVF1867P	I 34.15	5.96	101.4	3.5	20° Super Flo. Radial Gro. Stock Size
FVF1868P	I 35.15	5.96	101.4	3.5	20° Super Flo. Radial Gro.+ 1 mm oversize

NISSAN SKYLINE 6 CYL IN LINE 24 VALVE - (RB26) - 1992-2001					
FVF2131P	E 30.15	6.9	101.52	3.5	22° Flo. Radial Gro. Stock. Super Alloy Turbo appl.
FVF2132P	E 31.15	6.9	101.52	3.5	22° Flo. Radial Gro. + 1mm o/size.Super Alloy Turbo appl.
FVF2133P	I 34.6	5.98	102.33	3.5	20° Super Flo. Radial Groove. Stock. Special Alloy
F2134P	I 35.6	5.98	102.33	3.5	20° Super Flo. Radial Gro. + 1mm o/size. Special Alloy

NISSAN SKYLINE 6 CYL IN LINE - 24 VALVE - (RB25) - 2002					
FVF1935P	E 29.65	5.96	97.95	3.7	22° Flo. Stock size.
FVF1936P	E 30.65	5.96	97.95	3.7	22° Flo. + 1 mm oversize.
FVF1933P	I 34.15	5.98	104.2	6.25	20° Super Flo. Stock size.
FVF1934P	I 35.15	5.98	104.2	6.25	20° Super Flo. + 1 mm oversize.

SUBARU WRX - EJ20 - 2000-2003					
FVF1968P	E 32	5.96	104.75	3.5	25° Flo. Stock size.
FVF1966P	E 33	5.96	104.75	3.5	25° Flo. + 1 mm oversize.
FVF1965P	I 37	5.97	104.6	3.5	19° Super Flo. + 1 mm oversize.

SUBARU WRX - STI - 2004					
FVF1519P	E 33	5.96	104.75	3.5	25° Flo. + 1 mm oversize.
FVF1520P	I 36	5.97	104.6	3.5	19° Super Flo. Stock size.
FVF1524P	I 37	5.97	104.6	3.5	19° Super Flo. + 1 mm oversize.

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Part Nº	Head Type	Head Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
CHRYSLER 318-340-360 (3/8)						
FVF6243	E	1.500	3/8	4.970	.225	15° Super Flo.
FVF6244	E	1.600	3/8	4.970	.225	15° Super Flo.
FVF6246	I	1.780	3/8	4.980	.225	12° Super Flo.
FVF6248	I	1.920	3/8	4.980	.225	12° Super Flo.
FVF6249	I	2.020	3/8	4.980	.225	12° Super Flo.

CHRYSLER 440 CID (11/32) (INDY CYLINDER HEAD)						
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo
FVF6190	I	2.250	11/32	5.344	.250	12° Super Flo

FORD 302 / 351 C (2V)						
FVF6179	E	1.650	11/32	5.060	.250	12° Super Flo. Stk
FVF6132	I	2.070	11/32	5.275	.250	12° Super Flo. Stk/+.050
FVF6155	I	2.100	11/32	5.275	.250	12° Super Flo-SVO-Yates

FORD 351 CLEVELAND 4V						
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo
FVF6139	I	2.190	11/32	5.275	.250	12° Super Flo
FVF6124	E	1.710	11/32	5.060	.250	12° Super Flo

FORD 351 N (SPORTSMAN HEAD)						
FVF6147	E	1.600	11/32	5.160	.250	12° Super Flo
FVF6206	I	2.020	11/32	5.160	.250	12° Super Flo

FORD 4.6L & 5.4L - 32 VALVES						
FVF6278	E	30	7	117.1	10.65	25° Super Flo. 3 Radial Grooves. Stock
FVF6277	I	37	7	135.9	15.7	20° Super Flo. 3 Radial Grooves. Stock

FORD 429 - 460 W/AFTERMARKET HEADS						
FVF6180	E	1.940	11/32	5.700	.250	15° Super Flo-SVO/TFS
FVF6168	I	2.350	11/32	5.755	.250	12° Super Flo-SVO/TFS

FORD BOSS 302 - 351 C - 429 - 460						
FVF6124	E	1.710	11/32	5.060	.250	12° Super Flo-351C/429/ 460
FVF6258	E	1.760	11/32	5.060	.250	14° Super Flo
FVF6139	I	2.190	11/32	5.275	.250	12° Super Flo-429/460. Stk/+.050
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo-429/460. +.100
FVF6129	I	2.250	11/32	5.271	.250	12° Super Flo-351C/429CJ. Stk/+.050
FVF6190	I	2.250	11/32	5.344	.250	12° Super Flo-351C/429CJ. +.100

FORD WINDSOR 302 - 351						
FVF6100	E	1.600	11/32	4.960	.250	12° Super Flo. Stk/+.050. Edelbrock Head
FVF6218	I	1.900	11/32	4.960	.250	12° Super Flo-Edelbrock Head
FVF6193	I	1.900	11/32	5.030	.325	12° Super Flo-Edelbrock Head

HOLDEN 253-304-308 V8 (11/32")						
FVF6147	E	1.600	11/32	5.160	.250	12° Super Flo, use with .060" lash cap
FVF6206	I	2.020	11/32	5.160	.250	12° Super Flo, use with .060" lash cap
FVF6263	I	2.080	11/32	5.300	.250	12° Super Flo, +.070"

FORD BA FALCON XR-6 & TURBO						
FVF6652	I	35.05mm	6mm		122.9mm	
FVF6653	E	32.25mm	6mm		106.16mm	

5000 SERIES:

Hi-Performance stainless steel one piece forged valves, fully machined, hard chrome, and hard tip. These valves are excellent for Hi-performance Street, mildly modified Drag Racing, and Oval Track applications.

CHEVROLET BIG BLOCK (11/32)						
FVF5035	E	1.880	11/32	5.425	.250	12° Under Cut-Dish Head. +.100
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head. Stk/+.100
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head. Stk/+.050

CHEVROLET BIG BLOCK (3/8)						
FVF5010	E	1.725	3/8	5.350	.225	12° Under Cut-Dish Head. Stk
FVF5011	E	1.880	3/8	5.350	.225	12° Under Cut-Dish Head. Stk
FVF5007	I	2.065	3/8	5.221	.225	10° Under Cut-Dish Head. Stk
FVF5008	I	2.190	3/8	5.221	.225	10° Under Cut-Dish Head. Stk
FVF5108	I	2.190	3/8	5.246	.225	9° Flo-Flat Head. Stk
FVF5009	I	2.250	3/8	5.271	.225	10° Under Cut-Dish Head. Stk

CHEVROLET SMALL BLOCK (11/32)						
FVF5004	E	1.500	11/32	4.910	.256	12° Under Cut-Dish Head. Stk
FVF5104	E	1.500	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5005	E	1.600	11/32	4.910	.256	12° Under Cut-Dish Head. Stk
FVF5105	E	1.600	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5025	E	1.600	11/32	5.010	.256	12° Under Cut-Dish Head. +.100
FVF5006	E	1.625	11/32	5.010	.256	12° Under Cut-Dish Head. +.100
FVF5040	E	1.650	11/32	5.060	.250	12° Under Cut-Dish Head. +.150
FVF5001	I	1.940	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5101	I	1.940	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5048	I	1.940	11/32	5.010	.256	10° Under Cut. +.100

Part Nº	Head Type	Head Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
FVF5002						
FVF5027	I	2.020	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5003	I	2.055	11/32	4.910	.256	10° Under Cut-Dish Head. +.100
FVF5022	I	2.055	11/32	5.010	.256	10° Under Cut-Dish Head. +.100
FVF5021	I	2.080	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5023	I	2.080	11/32	5.010	.256	10° Under Cut-Dish Head. +.100

CHRYSLER 340 (3/8)						
FVF5051	E	1.600	3/8	5.075	.225	14° Super Flo
FVF5050	I	2.020	3/8	5.050	.225	12° Super Flo

CHRYSLER 440 CID (3/8)						
FVF5055	E	1.740	3/8	4.910	.290	14° Super Flo
FVF5054	I	2.080	3/8	4.875	.290	12° Super Flo
FVF5052	I	2.140	3/8	4.875	.290	12° Super Flo

FORD 302 - 351 C (2V)						
FVF5040	E	1.650	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5026	I	2.070	11/32	5.275	.250	10° Under Cut-Dish Head

FORD 351 CLEVELAND 4V						
FVF5045	E	1.710	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head

FORD 351 W & GT40 HEAD						
FVF5058	E	1.600	11/32	5.075	.395	12° Under Cut-Dish Head
FVF5059	I	1.940	11/32	5.075	.395	10° Under Cut-Dish Head

FORD BOSS 302 - 351 C - 429 - 460						
FVF5045	E	1.710	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head

FORD WINDSOR 289 - 302 - 351						
FVF5015	E	1.600	11/32	5.030	.325	12° Under Cut-Dish Head
FVF5056	I	1.900	11/32	5.030	.325	10° Under Cut-Dish Head
FVF5018	I	1.940	11/32	5.030	.325	10° Under Cut-Dish Head

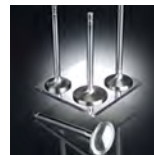
PONTIAC 400 - 428 - 455						
FVF5144	E	1.770	11/32	5.110	.250	9° Flo-Dish Head
FVF5143	I	2.110	11/32	5.095	.250	9° Flo-Dish Head-30° Seat



Speed-Pro Stainless Steel Valves

Speed-Pro Power Forged Competition Series Valves are one piece stainless steel forgings and are suitable for performance street and race engines.

Application	Head	Length	Part No.
Chev Small Block - Intake	2.020"	4.987"	SPV2054R
Chev Small Block - Exhaust	1.600"	4.905"	SPV2051R
Chev Big Block - Intake	2.300"	5.255"	SPV2053R
Chev Big Block - Exhaust	1.875"	5.352"	SPV2056R
Chrysler Small Block - Intake	2.020"	5.000"	SPV2486R
Chrysler Small Block - Exhaust	1.600"	5.025	SPV2487R
Ford 302-351 Windsor - Intake	1.940"	5.075"	SPV8019R
Ford 302-351 Windsor - Exhaust	1.600"	5.080"	SPV8016R
Ford 351 Cleveland 4V - Intake	2.190"	5.000"	SPV8021R
Ford 351 Cleveland 4V - Exhaust	1.710"	5.025"	SPV8020R



ROCKERS - STANDARD & ROLLER



Heavy-Duty Extruded Aluminium Roller-Rocker Arms

Designed for up to 10,000 RPM. This heavy duty design features an oversized body and fulcrum with a triangulated profile for additional rigidity and strength. Accommodates most oversized valve springs. American-made roller bearings are in self-contained bearing-cups for extra low friction wear. Each set includes 16 extruded aluminium roller rockers and 16 poly locks. If you would like to order a single roller rocker, please use your applicable part number and add a "P" at the end (ie "67708P").

Fits Chevy™ small block engines.
PR66930 1.5 Ratio, 7/16" Stud

Extruded Aluminium Roller-Rocker Arms

Rid your engine of internal friction with roller-tipped rocker arms. The race-proven full needle bearing, fulcrum and roller tip not only unleash horsepower, they also lengthen valve train component life and reduce wear and tear on valve stem tips. Precision machined to insure consistency and ratio accuracy.

16 extruded aluminium roller rockers and 16 poly locks.
Fits Chevy small block engines.
PR66907 1.5 Ratio 3/8" Stud
PR66908 1.6 Ratio 3/8" Stud
PR66909 1.5 Ratio 7/16" Stud
PR66910 1.6 Ratio 7/16" Stud

Fits Chevy S/B engines w/ center hold-down valve covers.

PR66914 1.5 Ratio 3/8" Stud, Self Aligning
PR66915 1.6 Ratio 3/8" Stud, Self Aligning

Fits Ford small block engines.

PR66911 1.6 Ratio 3/8" Stud
PR66912 1.6 Ratio 7/16" Stud

Fits Ford 302 Boss 351C, 429-460.

PR66861C 1.73 Ratio 7/16" Stud
Fits Chrysler. Supplied with hardened shaft and hardware.
PR66869 1.5 Ratio for S/B
PR66868 1.5 Ratio for B/B

Fits Holden & Pontiac.

PR67482 1.65 Ratio 7/16" Stud

Stamped Roller-Tip Rocker Arms

The super affordable way to reduce internal valve train friction and valve stem wear. Extra long slot eliminates rocker to stud interference when using high lift cams. 16 rockers, anti-gall grooved balls and nuts per package.

Fits Chevy small block engines.
PR66906B 1.5 Ratio 3/8" Stud

JESEL
VALVETRAIN INNOVATION

JESEL ROCKER SYSTEMS SPORTSMAN SERIES

Jesel's affordable SS shaft rockers are designed to fill the needs of sportsman Rocker arms are CNC profile-machined out of 2024 alloy aluminium and fitted with full compliment shaft needle bearings, pressed-pin nose rollers and heat treated valve adjusters. These rockers have valve spring relief pockets and profiled tails to fit under most popular valve covers.

Application	Ratio	Part No
Chev Small Block V8 262-400	1.50	JEKSS-335050
Chev Small Block V8 262-400	1.60	JEKSS-336050
Chev LS1, LS6 & LS2	1.70	JEKSS-307070
Chev LS1, LS6 & LS2	1.80	JEKSS-308080
Chev Big Block V8 396-454	1.70	JEKSS-017070
Ford 289-351 Windsor V8	1.50	JEKSS-505050
Ford 289-351 Windsor V8	1.60	JEKSS-506060
Ford 289-351 Windsor V8	1.70	JEKSS-507070

J2K Series

JESEL J2K Shaft Rocker Systems are the valve train of choice in Nextel Cup, Busch and Craftsman Truck racing where second best just isn't good enough. JESEL innovations such as small shafts and ball adjusters, plus the Mohawk rocker profile provide the ultimate balance of mass, stiffness and strength.

Application	Ratios	Part No
Chev LS1, LS6 & LS2 Hydraulic Roller	1.60 - 1.80	JEK2A-2004409
Chev LS1, LS6 & LS2 Solid Roller	1.60 - 1.80	JEK2A-2004409T
Chev LS1, LS6 & LS2 Hydraulic Roller	1.80 - 1.95	JEK2A-2014409
Chev LS1, LS6 & LS2 Solid Roller	1.80 - 1.95	JEK2A-2014409T
Holden V8 Supercar, Splayed Valve	1.60 - 1.70	JEK2A-2732111

PARTS FOR JESEL ROCKERS

Replacement shims, bearings and adjusters for Jesel rocker arms.

Description	Part No.
Rocker Stand Shim Kit, SB	JEKRS-28100
Rocker Stand Shim Kit, BB	JEKRS-28150
Rocker Stand Shim Kit, 14° Olds	JEKRS-28200
Rocker Stand Shim Kit, 18° Big Chief	JEKRS-28250
Lash Adjuster, 3/8-24 x 5/16 Cup, 5/32 Hex	JEADJ-20460
Lash Adjuster, 3/8-24 x 9/32 Ball End, No Oil Hole	JEADJ-20465
Lash Adjuster, 5/16-24 x 9/32 Ball End	JEADJ-20475
Lash Adjuster, 3/8-24 x 9/32 Ball End w/Oil Hole	JEADJ-20480
Shaft Bearing, 3/4 OD x 9/16 ID x 3/4 Long	JEBRG-20610
Shaft Bearing, 3/4 OD x 9/16 ID x 1/2 Long (Y-98)	JEBRG-20620
Shaft Bearing, 3/4 OD x 9/16 ID x 3/8 Long (Y-96)	JEBRG-20630
Shaft Bearing, 9/16 OD x 3/8 ID x 1/2" Long (B-68)	JEBRG-20635
Shaft Bearing, 9/16 OD x 3/8 ID x 5/8 Long (B-610)	JEBRG-20645
Shaft Bearing, 9/16" x 3/8" ID x 3/4" Long (Y-612)	JEBRG-20670
Shaft Bearing, 3/4 OD x 9/16 ID x 5/8 Long (Y-910)	JEBRG-20675
Rocker Arm Thrust Bearing	JEBRG-20700
Shaft Bearing, 3/4 OD x 9/16 ID x 1/2 Long (MECH)	JEBRG-20625
Bolt Shaft to Shaft Standard 5/16-18 x 1.250	JEHLT-21750
Bolt Shaft to Shaft Standard 5/16-18 x 1.250 12pt Head	JEHLT-21752
Bolt Head to Shaft Standard 7/16-14 x 1.000	JEHLT-21820
Cam Bearing 60mm Babbit	JEBRG-60040
Cam Bearing 55mm Babbit	JEBRG-60115

JESEL

VALVETRAIN INNOVATION



SPORTSMAN SERIES

BB Chev	AFR	265/345 cc	Magnum	JEKSS-187575
SB Chev	AFR	210/220 cc	Eliminator	JEKSS-406060
SB Chev	AFR	227/235 cc	Eliminator	JEKSS-416060
SB Ford	AFR	165/225 cc	Outlaw	JEKSS-517070



STREET TERRA ROLLER ROCKER SETS

The Street Terra series are the entry level rockers that give you the performance benefits of the famous premium Yella Terra Roller rockers used by racers worldwide for over two decades, for a fraction of the cost. Street Terra rockers feature high density cast alloy arms and are recommended for engines with maximum spring pressures up to 400lbs.

Description	Ratio	Part No.
Chev Small Block, 3/8" Stud Mount	1.50	YTST2000
Chev Small Block, 3/8" Stud Mount	1.60	YTST2004
Chev Small Block, 7/16" Stud Mount	1.50	YTST2001
Chev Small Block, 7/16" Stud Mount	1.60	YTST2005
Chev Big Block, 7/16" Stud Mount	1.70	YTST2003
Chrysler Hemi 6-Cyl, 7/16" Stud Mount	1.70	YTST2036
Ford 289-302W, 3/8" Stud Mount	1.60	YTST2004
Ford 289-302W, 7/16" Stud Mount	1.60	YTST2005
Ford 289-302W, 3/8" Shaft Mount	1.60	YTST2044
Ford 289-302W, 3/8" x 5/16" Shaft Mount	1.60	YTST2045
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Hyd	1.60	YTST2046
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Adj	1.60	YTST2047
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Hyd	1.72	YTST2027
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Adj	1.72	YTST2028
Ford 302-351C, 5/16" Pedestal, Hyd	1.72	YTST2035
Ford 302-351C, 5/16" Pedestal, Adj	1.72	YTST2015
Ford 302-351C, 7/16" Stud Mount	1.72	YTST2003
Ford 429-460, 5/16" Pedestal, Hyd	1.72	YTST2035
Ford 429-460, 5/16" Pedestal, Adj	1.72	YTST2015
Ford 429-460, 7/16" Stud Mount	1.72	YTST2003
Ford X-Flow 6-Cyl, 5/16" Pedestal, Hyd	1.72	YTST2034
Ford X-Flow 6-Cyl, 5/16" Pedestal, Adj	1.72	YTST2018
Holden 6-Cyl Red, 3/8" Stud Mount	1.50	YTST2007
Holden 6-Cyl Red, 7/16" Stud Mount	1.50	YTST2008
Holden 6-Cyl Red, 3/8" Stud Mount	1.60	YTST2012
Holden 6-Cyl Red/Blue, 5/16" Shaft, Hyd	1.50	YTST2030
Holden 6-Cyl Red/Blue, 5/16" Shaft, Adj	1.50	YTST2031
Holden V8 253-308, 3/8" Stud Mount	1.65	YTST2009
Holden V8 253-308, 7/16" Stud Mount	1.65	YTST2010
Holden V8 253-308, 5/16" Shaft Type, Hyd	1.65	YTST2032
Holden V8 253-308, 5/16" Shaft Type, Adj	1.65	YTST2033

YELLA TERRA ROLLER ROCKER SETS

Yella Terra Roller Rockers have proven to be so reliable and durable since 1983, with the ultimate in design and proven by racing teams to give more power and reliability than other products. The strongest aluminium roller arms in the world with deflection and bend tests proving their aircraft grade extruded aluminium arms superior to rival aluminium and stainless steel arms. They are the ultimate roller arm for use in high revving street engines and most race applications.

Description	Ratio	Part No.
AMC V8, 7/16" Stud Mount	1.65	YT5010
Chev Small Block, 3/8" Stud Mount	1.50	YT5000
Chev Small Block, 3/8" Stud Mount	1.60	YT5019
Chev Small Block, 7/16" Stud Mount	1.50	YT5001
Chev Small Block, 7/16" Stud Mount	1.60	YT5002
Chev LS1, LS2, LS6, Shaft Type, Hyd	1.70	YT6645
Chev LS1, LS2, LS6, Shaft Type, Hyd	1.80	YT6646
Chev LS1, LS2, LS6, Shaft Type, Adj	1.70	YT6638
Chev LS1, LS2, LS6, Shaft Type, Adj	1.80	YT6639
Chev 6.0L L76, L98, Shaft Type, Hyd	1.70	YT6667
Chev 6.0L L76, L98, Shaft Type, Hyd	1.80	YT6668
Chev 6.0L L76, L98, Shaft Type, Adj	1.70	YT6653
Chev 6.0L L76, L98, Shaft Type, Adj	1.80	YT6654
Chev Big Block, 7/16" Stud Mount	1.70	YT5003
Chrysler Small Block 273-360, Shaft Type	1.50	YT6011
Ford 289-351W -		
AFR Alloy, Edelbrock Perf & Victor Jr,	1.65	YT6611
Ford 302-351C, 5/16" Pedestal, Adj	1.73	YT6015
Ford 302-351C, 7/16" Stud Mount	1.73	YT5006
Ford 429-460, 5/16" Pedestal, Adj	1.73	YT6015
Ford 429-460, 7/16" Stud Mount	1.73	YT5006
Ford Capri 3.0L V6, 3/8" Stud Mount	1.55	YT5016
Holden 6-Cyl Red, 3/8" Stud Mount	1.50	YT5007
Holden 6-Cyl Red, 7/16" Stud Mount	1.50	YT5008
Holden V6 S1, 3/8" Pedestal Mount, Hyd	1.70	YT6656
Holden V6 S1, 3/8" Pedestal Mount, Hyd	1.80	YT6657
Holden V6 S1, 5/16" Pedestal Mount, Hyd	1.70	YT6658
Holden V6 S1, 5/16" Pedestal Mount, Hyd	1.80	YT6659
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.60	YT6669
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.70	YT6649
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.80	YT6650
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.90	YT6651
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.95	YT6662
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.95/1.90	YT6666
Holden V8 253-308, 7/16" Stud Mount	1.65	YT5010
Holden V8 253-308, 5/16" Shaft Type, Hyd	1.65	YT5032
Holden V8 253-308, 5/16" Shaft Type, Adj	1.65	YT5033
Holden V8, VN-On, 5/16" Shaft Type, Adj	1.65	YT6309
Nissan A-Series 4-Cyl, Shaft Type	1.55	YT6023

PLATINUM SERIES ROLLER ROCKER SETS

The Platinum Race rockers are designed for the most severe race applications and have the feature of wide body arms for even greater strength and resistance to deflection. All Platinum rockers feature a heavy duty 7/16" mountings for unsurpassed rocker stability. The Platinum rockers are available in twin shaft versions for parallel valve applications and unique single shaft designs for canted valve small block and big block engines.

Description	Ratio	Part No.
Chev SB, 7/16" Twin Shaft	1.55	YT6008
Chev SB, 7/16" Twin Shaft	1.60	YT6009
Chev SB, 7/16" Twin Shaft, .150" O/set	1.65/1.55	YT6341
Chev SB, 7/16" Twin Shaft, .265" O/set	1.60/1.50	YT6327
Chev SB, 7/16" Twin Shaft, AFR 227	1.50	YT6615
Chev SB, 7/16" Single Shaft	1.50	YT6355
Chev SB, 7/16" Single Shaft	1.60	YT6356
Chev SB, 7/16" Single Shaft,	1.60/1.50	YT6357
Chev SB, 7/16" Twin Shaft for AFR 227	1.60/1.50	YT6616
Chev SB 7/16" Twin Shaft for AFR 227-235	1.50	YT6703
Chev SB 7/16" Twin Shaft for AFR 227-235	1.60	YT6704
Chev LS1, LS2, LS6, Shaft Type, Adj	1.70	YT6640
Chev BB, 7/16" Single Shaft	1.70	YT6617
Chev BB, 7/16" Single Shaft, + .150" Valve	1.70	YT6603
Ford 289-351W, 7/16" Twin Shaft	1.65	YT6314
Ford 289-351W, AFR, 7/16" Twin Shaft	1.60	YT6610
Ford 289-351W, Dart, 7/16" Twin Shaft	1.60	YT6323
Ford 302-351C, 7/16" Single Shaft	1.73	YT6321
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.50	YT5029
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.60	YT6312
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.65	YT6332
Holden V6 Ecotec, 7/16" Twin Shaft	1.70	YT6333
Holden V8, VN-On, 7/16" Twin Shaft	1.65	YT6030
Holden V8, YT -3 Alloy, 7/16" Twin Shaft	1.65	YT5020
Holden V8, YT -9 Alloy, 7/16" Twin Shaft	1.65	YT6313
Holden V8, VN-On, 7/16" Twin Shaft (Pair)	1.65	YT6030-2

SPARE PARTS FOR YELLA TERRA ROCKERS

Yella Terra roller rockers are fully rebuildable and all parts are available separately. The most common replacement parts are listed here.

Description	Part No.
3/8" Posi-Locks for Stud Mount Rockers (16-Pack)	YT1858
3/8" Posi-Lock for Stud Mount Rockers (Each)	YT5106
7/16" Posi-Locks for Stud Mount Rockers (16-Pack)	YT1860
7/16" Posi-Lock for Stud Mount Rockers (Each)	YT5107
Adjuster & Lock Nut for Street Terra Bolt On Rockers	YT5117
26mm Adjuster & Lock Nut for YT Bolt On Rockers	YT5119
24mm Adjusting Screw (Through Hole)	YT18021
24mm Adjusting Screw (Cross Hole)	YT6161
29mm Adjusting Screw (Through Hole)	YT6061
3/8" UNF Single Hex Lock Nut, 6.0mm High	YT6163
3/8" UNF 12-Point Lock Nut, 6.0mm High	YT6194
5/16" x 15mm Spacer for Holden Bolt On Rockers	YT18375
Trunnion Bearing for All ST & YT Rockers	YT5060
Roller, Pin & Circlip for All ST & YT Rockers	YT5099
Trunnion & Bearing for 3/8" Stud Mount Rockers	YT5097
Trunnion & Bearing for 7/16" Stud Mount Rockers	YT5098
Rocker Shaft & Bearings Holden VN V8 7/16 (Pair)	YT18404



STAMPED STEEL ROCKER ARMS

These rockers are similar in design to those originally used on most engines, but incorporate features which make them a useful upgrade for the budget conscious engine builder. Careful attention to detail ensures accurate ratios and hardened steel alloys deliver long life at the critical fulcrum, valve and pushrod seat areas.

Description	Part No.
CHEV SMALL BLOCK	SPR826
CHEV SMALL BLOCK LONG SLOT	SPR865R
CHEV SMALL BLOCK 87-ON 1.5:1 RATIO	SPR1022R
CHEV SMALL BLOCK 87-ON 1.6:1 RATIO	SPR1023R
CHEV BIG BLOCK	SPR851
CHEV BIG BLOCK LONG SLOT	SPR866R
CHRYSLER SMALL BLOCK L/H	SPR861
CHRYSLER SMALL BLOCK R/H	SPR862
CHRYSLER BIG BLOCK L/H	SPR828
CHRYSLER BIG BLOCK R/H	SPR829
FORD 289-351 WINDSOR W/O RAILS	SPR836
FORD 289-351 WINDSOR RAIL TYPE	SPR847
FORD 302-351 CLEVELAND	SPR855
FORD 429-460 BIG BLOCK	SPR855



GM LS UPGRADED OEM ROCKER ARMS

Stock LS rocker arms can experience cageless needle bearing failure when loads are increased. COMP CAMS® engineers have solved this problem with upgraded rockers featuring a stronger and more durable trunnion and captured bearing design. These upgraded versions increase each rocker's lift capacity and utilize caged roller bearings to improve valve train durability. The trunnions are secured by snap rings. The rockers feature a black-oxide finish and are available for LS1, LS3 and LS7 valve train geometries. A DIY upgrade kit is also available for users with stock rockers. It features a magnetic installation tool, and its cylindrical construction is perfect for use in an arbor press, bench vice or c-clamp.

Description	Part No.
GM LS Upgraded OEM Rocker Arms (LS1) 1.7	C01477-16
GM LS Upgraded OEM Rocker Arms (LS3) 1.7	C01478-16
GM LS Upgraded OEM Rocker Arms (LS7) 1.8	C01479-16



COMP Cams

High Energy die cast aluminium rocker arms

Finally, high performance without a high price--COMP Cams High Energy die cast aluminium rocker arms. Comp Cams, a leader in valvetrain technology, has developed these High Energy rockers to provide superior strength to weight ratio to withstand the hardships of your street performance and mild race engines while adding valve lift. These die cast aluminium, larger-than-stock rocker bodies are designed to be stiffer and more durable. They feature needle bearing fulcrums and roller tips to reduce friction and lower oil temp for even more horsepower potential. Maybe you're on a budget or maybe you just appreciate getting the most for your coin; make an affordable choice without sacrificing performance--COMP Cams High Energy die cast aluminium rocker arms.

Application	Stud	Ratio	Part No.
Chevy Small Block 265-400	3/8"	1.50	C017001-16
Chevy Small Block 265-400	3/8"	1.60	C017002-16
Chevy Small Block 265-400	7/16"	1.6	C017005-16
Chevy Big Block 396-454	7/16"	1.70	C017021-16
Ford 289-351 Windsor	3/8"	1.60	C017043-16
Ford 289-351 Windsor	7/16"	1.6	C017044-16
Ford 302-351 Cleveland	7/16"	1.73	C017045-16

COMP Ultra-Gold Aluminium Rocker Arms

COMP Cams proudly introduces the new Gold Standard in stud-mount, aluminium roller rocker arms -- the Ultra-Gold. Designed specifically for high performance street and race engines, the Ultra-Gold Aluminium Rocker Arms are precision CNC-machined to strict tolerances. Developed to meet the demands of professional engine builders, these rockers are proven to withstand extremely aggressive spring pressure and valve lift and feature clearance for 1.650" O.D. valve springs.

Application	Stud	Ratio	Part No.
Chev LS-based engines	8mm	1.72	C019024-16
Chev LS-based engines	8mm	1.82	C019025-16
Chev Small Block 265-400	3/8"	1.50	C019001-16
Chev Small Block 265-400	7/16"	1.50	C019004-16
Chev Small Block 265-400	7/16"	1.60	C019005-16
Chev Big Block 396-454	7/16"	1.70	C019021-16
Holden 253-308	7/16"	1.65	C019061-16
Ford 289-351 Windsor	3/8"	1.60	C019043-16
Ford 289-351 Windsor	7/16"	1.60	C019044-16
Ford 302-351 Cleveland	7/16"	1.72	C019045-16

Magnum Rocker Arms



COMP Cams Magnum Roller Rockers are the ultimate street rocker. That's because they were designed with the serious performance enthusiast in mind. They will help your engine make more power and last longer. Magnum Roller Rocker Arms are made from 8620 chromomoly steel. This makes them stronger than die-cast aluminium or stamped steel rockers. This superior material, along with the Magnum's super stiff design, assures maximum lift because this rocker arm will not flex.

Application	Stud	Ratio	Part No.
Chev Small Block 265-400	3/8"	1.52	C01412-16
Chev Big Block 396-454	7/16"	1.72	C01411-16
Ford 302-351 Cleveland	7/16"	1.72	C01411-16
Ford Big Block 429-460	7/16"	1.72	C01411-16
Ford 289-351W (Rail Type)	3/8"	1.60	C01431-16
Ford 289-351W (Non Rail)	3/8"	1.60	C01442-16



Ford FE 390-428 Ultra-Gold Shaft Roller Rocker Kit

1.76 Ratio

The new Ultra-Gold ARC Series Shaft-Mount Aluminium Rocker System from COMP Cams provides a high-quality, fully adjustable valve train for Ford FE engines. Featuring high-lift capabilities in a lightweight design, the system is designed exclusively for use in high-performance street and race engines. Steel stands offer extra shaft support for strength and rigidity, while shims are adjustable left and right for intake runner clearance. The rockers feature a 1.76 ratio.

- Side-shim adjustable for runner clearance
 - Steel stands provide additional shaft support for strength and rigidity
 - Designed exclusively for use in high performance street & race engines
- C019046**

Pro Magnum LS1-LS2-LS6 Rocker Arm Kits

COMP Cams offers four GM

Gen III/LS1/LS2/LS6

bolt-on rocker arm kits

all of which include Pro

Magnum Rocker

Arms (1.75:1 or

1.85:1), guide

plates (5/16"

or 3/8"),

rocker studs, adjusting nuts and set screws. Designed to fit under the stock valve covers without machining, COMP Cams Pro Magnum Rocker Arm Kits are the simple solution for upgrading the valve train components in your GM Gen III/LS1/LS2/LS6 engine.

Description

Rocker Arm Kit, 1.75:1 Ratio, 5/16" Guide Plates

Rocker Arm Kit, 1.85:1 Ratio, 5/16" Guide Plates

Part No.

C013755-KIT

C013705-KIT

Ultra Pro Magnum Rocker Arms

The new Ultra Pro Magnum Rocker Arms

take stud mount rocker

performance, stability

and value to a whole

new level.

The investment cast

8650 chromemoly body

& arched, web-like

design delivers increased

strength & rigidity while

reducing moment

of inertia and the unique black oxide exterior finish helps prevent

corrosion. Ultra Pro Magnum Rocker Arms feature increased

retainer & valve spring clearances, oversized trunnions, precision-

sorted needle bearings, hardened roller tips, rebuildable design &

a lifetime guarantee on the rocker body.

Application	Stud	Ratio	Part No.
LS3 Factory Offset	Pedestal Mount	1.80	C01678-16
Chev Small Block 265-400	3/8"	1.52	C01601-16
Chev Small Block 265-400	7/16"	1.52	C01604-16
Chev Small Block 265-400	7/16"	1.60	C01605-16
Chev Big Block 396-454	7/16"	1.70	C01620-16
Ford 289-351 Windsor	3/8"	1.60	C01631-16
Ford 289-351 Windsor	7/16"	1.60	C01632-16
Ford 302-351 Cleveland	7/16"	1.70	C01630-16
Ford Big Block 429-460	7/16"	1.70	C01630-16
Chrysler Big Block B/RB 383-400	Shaft	1.5	C01621-16
Chrysler Mopar Small Block 318-360	Shaft	1.5	C01622-16

Ultra Pro Magnum XD Rocker Arms

The next design evolution of the

Hi-Tech™ Stainless Steel Roller

Rocker Arms are built to outlast

and outperform in accuracy and

strength. The Ultra Pro Magnum™

XD Rocker Arms are engineered from

durable 8650 steel and include a machined billet

push-rod seat insert for a wide range of super

accurate ratios. A unique and wide ratio range to fit almost any

popular application from 1.5 to 1.73 in .5 increments for Chevy

and 1.6 to 1.73 for various Ford applications is available. These

XD rockers are fully rebuildable and boast precision-sorted

needle bearings and hardened roller tips. And, they work with

most diameter springs and retainers. The new XD design utilizes

advanced FEA and CAD design and development to improve

strength, stiffness and MOI optimization for drag and circle track

applications.

Application	Stud	Ratio	Part No.
Chev Small Block 265-400	7/16"	1.50	C01804-16
Chev Big Block 396-454	7/16"	1.70	C01820-16
Ford 289-351 Windsor	7/16"	1.70	C01834-16
Ford 302-351 Cleveland	7/16"	1.73	C01830-16
Ford 302-351 Cleveland	7/16"	1.80	C01838-16

COMP Cams shaft mount aluminium rocker arms

Using COMP Shaft Mount Rocker Systems is one of the most

effective ways to increase horsepower. These systems transfer

power from the camshaft to the valve by properly positioning

the rocker over the valve. Rather than being mounted on a stud,

a horizontal shaft works as the fulcrum, which significantly

increases mounting stiffness and valve train stability. Constructed

from high strength 2024 aluminium and using an 8620 hardened

steel shaft, COMP shaft rockers are designed using the latest in

computer technology and are field tested by experts in every type

of racing.

Off-Set 1.7 Shaft Rockers for GM LS3/L92 Engines C01521

COMP Cams Rocker Arm Adjusting Nuts

All COMP Cams rocker arm adjusting

nuts are designed for the ultimate in

strength and locking force. They are precision-ground for

minimum runout and are tapered for extra strength in the locking

area. The special alloys in the polylocks ensure a quality and

strength not found in any other competitive products.

7/16 Posi locks .550 O.D C04600-16

3/8 Posi locks .550 O.D C04601-16

Small Block Ford With

Non Adjusting Rockers

5/16" Stud

On the 302-351W Fords, simply remove the standard adjusting nut, slip the spacer over the stuff, install the new nut and adjust the valves as necessary. Replace the screw-in studs with those provided, slip the spacer insert through the rocker arm ball, and adjust with the new adjusting nut. These kits are a simple and inexpensive alternative to give the flexibility of an adjustable valve train

SBF 5/16" Stud Non Adjusting Rockers Nuts C04610-16

Rocker Trunnion Upgrade Kit

Kit includes: rocker arm trunnion, rocker arm bearing & rocker

arm retaining ring

• Converts a stock LS series rocker arm into a captured roller

trunnion for race applications

• Increases stability and stiffness

• NASCAR spec LS engine proven

C013702-KIT



Endurance Series Rocker Arms

Scorpion Endurance Series roller rocker arms

feature a lightweight, low profile design with

shorter polylocks for extra valve cover

clearance and easily handles .950" lift and

950 lbs open spring pressure.

Application	Ratio	Part No
Chev & Holden LS3/L98 - Bolt On	1.7	SCP1062
Chev & Holden LS3/L98 - Bolt On	1.8	SCP1063
Chev Small Block - 3/8" Stud	1.5	SCP1073BL
Chev Small Block - 3/8" Stud	1.5	SCP3000
Chev Small Block - 3/8" Stud	1.6	SCP3002
Chev Small Block - 3/8" Stud	1.5/1.6	SCP3027
Chev Small Block - 7/16" Stud	1.5	SCP3001
Chev Small Block - 7/16" Stud	1.6	SCP3003
Chev Small Block - 7/16" Stud	1.7	SCP3026
Chev Small Block - 7/16" Stud	1.5/1.6	SCP3028
Chev Small Block - 7/16" Stud	1.6/1.65	SCP3046
Chev Big Block - 7/16" Stud	1.7	SCP3014
Chev Big Block - 7/16" Stud	1.75	SCP3015
Chev Big Block - 7/16" Stud	1.8	SCP3016
Chev Big Block - 7/16" Stud	1.5/1.55	SCP3068
Chev Big Block - 7/16" Stud	1.7/1.75	SCP3045
Chev Big Block - 7/16" Stud	1.7/1.8	SCP3040
Chev Big Block - 7/16" Stud	1.75/1.8	SCP3064
Ford Windsor - 3/8" Stud	1.6	SCP3017
Ford Windsor - 3/8" Stud	1.72	SCP3019
Ford Windsor - 7/16" Stud	1.5	SCP3080
Ford Windsor - 7/16" Stud	1.6	SCP3018
Ford Windsor - 7/16" Stud	1.65	SCP3067
Ford Windsor - 7/16" Stud	1.72	SCP3020
Ford Windsor - Pedestal (Non Adjustable)	1.6	SCP3021
Ford Windsor - Pedestal (Non Adjustable)	1.72	SCP3022
Ford Cleveland - 7/16" Stud	1.73	SCP3023
Ford 429-460 - 7/16" Stud	1.73	SCP3023
Holden V8 253-308 - 7/16" Stud	1.65	SCP3053
Pontiac V8 350-455 - 7/16" Stud	1.65	SCP3053

Race Series Rocker Arms

Scorpion Race Series roller

rocker arms feature a full body

design that clears valve springs

up to 1.625" diameter and easily

handles .950" lift and 950 lbs

open spring pressure.

Application	Ratio	Part No
Chev Small Block - 3/8" Stud	1.5	SCP1000BL
Chev Small Block - 3/8" Stud	1.55	SCP1006BL
Chev Small Block - 3/8" Stud	1.6	SCP1002BL
Chev Small Block - 3/8" Stud, Self Aligning	1.5	SCP1035BL
Chev Small Block - 3/8" Stud, Self Aligning	1.6	SCP1036BL
Chev Small Block - 3/8" Stud, Narrow Body	1.5	SCP1037BL
Chev Small Block - 3/8" Stud, Narrow Body	1.6	SCP1038BL
Chev Small Block - 7/16" Stud	1.5	SCP1001BL
Chev Small Block - 7/16" Stud	1.55	SCP1007BL
Chev Small Block - 7/16" Stud	1.6	SCP1003BL
Chev Small Block - 7/16" Stud	1.65	SCP1009BL
Chev Small Block - 7/16" Stud	1.7	SCP1026BL
Chev Small Block - 7/16" Stud	1.5/1.6	SCP1028BL
Chev Small Block - 7/16" Stud	1.6/1.65	SCP1046BL
Chev Small Block - 7/16" Stud, .150" Offset	1.6	SCP1013BL
Chev & Holden LS1/LS6 - Bolt On	1.7	SCP1098BL
Chev & Holden LS1/LS6 - Bolt On	1.8	SCP1099BL
Chev Big Block - 7/16" Stud	1.7	SCP1014BL
Chev Big Block - 7/16" Stud	1.8	SCP1016BL
Chev Big Block - 7/16" Stud	1.7/1.75	SCP1045BL
Ford Windsor - 3/8" Stud	1.6	SCP1017BL
Ford Windsor - 7/16" Stud	1.6	SCP1018BL
Ford Windsor - 7/16" Stud	1.65	SCP1067BL
Ford Windsor - 7/16" Stud	1.72	SCP1020BL
Ford Windsor - Pedestal Mount	1.6	SCP1021BL
Ford Cleveland - 7/16" Stud	1.73	SCP1023BL
Ford Cleveland - 5/16" Pedestal Mount	1.73	SCP1024BL
Ford 429-460 - 7/16" Stud	1.73	SCP1023BL
Ford 429-460 - 5/16" Pedestal Mount	1.73	SCP1024BL
Holden V8 253-308 - 7/16" Stud	1.65	SCP1053BL
Pontiac V8 350-455 - 7/16" Stud	1.65	SCP1053BL

ENDURANCE SERIES

Endurance Series rockers have all Race Series features PLUS:

•Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms

•Lower profile than Race Series rocker arms for better fitment under most stock valve covers

•Shorter polylocks than Race Series polylocks for better valve cover clearance

•NEW - Adjustable pedestal mount rockers

Application	Ratio	Part No
Chev Small Block - 3/8" Stud	1.5	SCP3000
Chev Small Block - 7/16" Stud	1.5	SCP3001
Chev Small Block - 7/16" Stud	1.6	SCP3003
Chev Big Block - 7/16" Stud	1.7	SCP3014
Chev Small Block - 3/8" Stud	1.6/1.5	SCP3003

SCORPION ROLLER ROCKERS REPLACEMENT PARTS

Scorpion 3/8 Narrow Posi Lock	SCPSAPLY
Scorpion 3/8 Posi Lock	SCPP3/8
Scorpion 7/16 Posi Lock	SCPP7/16
U-Channel Rocker Arm Replacement (mount under the pedestal of the rocker arms)	SCPUCHANNEL

SCORPION Rocker Arm Polylocks

Description	Part No.
3/8" Polylock (each)	SCPP3/8
7/16" Polylock (each)	SCPP7/16
3/8" Polylock for Narrow Body & Self Aligning (each)	SCPSAPLY

PUSHRODS



SPEED-PRO PUSHROD SETS

Speed-Pro's line of performance pushrod sets are ideal for the budget conscious performance enthusiast. They have many features

normally found in more expensive pushrods, and are sold in

economically priced sets to complete a professional engine rebuild.

These pushrods are made in the USA, from high quality 1010 steel.

They are hardened to make them guide plate compatible, tumble

polished to remove surface imperfections, and black oxide coated

for corrosion protection and professional appearance. Part numbers

are laser etched on each pushrod for positive identification.

Standard Pushrods

Application	Description	Length	Diam.	Part No.
CHEV SB 262-400	Std Replacement	7.790"	5/16"	SPRP3093
CHEV SB LT-1	Std Replacement	7.190"	5/16"	SPRP3262
Chev/holden ls-1	Std Replacement	7.318"	5/16"	SPRP3349
CHEV BB 396-454	Std Exhaust	9.256"	3/8"	SPRP3103
CHEV BB 396-454	Std Intake	8.256"	3/8"	SPRP3104
CHEV BB 396-454	STD EXHAUST	9.252"	5/16"	SPRP3181
CHEV BB 396-454	Std Intake	8.280"	5/16"	SPRP3182
CHRYSL 318-360	Std Replacement	7.500"	5/16"	SPRP3194
FORD 289-302W	Non Rail Type	6.809"	5/16"	SPRP3165
FORD 289-302W	Rail Type	6.876"	5/16"	SPRP3167
FORD 302-351C	Hardened HYD	8.383"	5/16"	SPRP3170
FORD 302-351C	Replace HYD	8.408"	5/16"	SPRP3184
FORD 302-351C	Replace MECH	8.492"	5/16"	SPRP3169
FORD 351W	Replace HYD	8.152"	5/16"	SPRP3166
FORD 351W late	Replace HYD	8.182"	5/16"	SPRP3209
FORD 429-460	Replace HYD	8.550"	5/16"	SPRP3160
HOLDEN 253-308	Replace HYD	8.693"	5/16"	SPRP3164

Chrome Moly Pushrods

Manufactured from genuine 4140 Chrome moly tubing, these

pushrods are ideal for most high performance street and moderate

racing applications. Pushrods are available for a vast array of

applications, using one and three piece designs to meet the

needs of each engine. Each pushrod is centreless ground, surface

hardened where necessary for guide plate compatibility and final

checked for correct overall length. These are true race quality

features at a reasonable price, and are an excellent value for the

engine builder looking for insurance against potential problems.

Application	Description	Length	Diam.	Part No.
Chev sb 262-400	Standard Length	7.790"	5/16"	SPRP3212R
Chev sb 262-400	+100"	7.890"	5/16"	SPRP3212R100
Chev sb 262-400	+150"	7.940"	5/16"	SPRP3212R150
Chev sb 262-400	+200"	7.990"	5/16"	SPRP3212R200
Chev SB 262-400	ONE PIECE	7.796"	5/16"	SPRP7500R
Chev SB 262-400	+100" ONE PIECE	7.896"	5/16"	SPRP7500R100
Chev sb lt-1	hyd. Roller	7.290"	5/16"	SPRP3264R
Chev/holden ls-1	hyd. Roller	7.318"	5/16"	SPRP3349R
Chev bb 396-454	exhaust	9.252"	3/8"	SPRP3215R
Chev bb 396-454	intake	8.280"	3/8"	SPRP3216R
Chev BB tall deck	exhaust	9.650"	3/8"	SPRP7002R400
Chev BB tall deck	intake	8.680"	3/8"	SPRP7003R400
Chev bb 396-454	exhaust	9.252"	7/16"	SPRP3217R
Chev bb 396-454	intake	8.280"	7/16"	SPRP3218R
Ford 289-302w	non rail type	6.775"	5/16"	SPRP3222R
Ford 289-302w	rail type moly	6.885"	5/16"	SPRP3223R
Ford 302 boss	standard length	7.645"	5/16"	SPRP3224R
Ford 5.0L 94 0n	hyd. Roller	6.250"	5/16"	SPRP3329R
Ford 351w	standard length	8.144"	5/16"	SPRP3225R</



TREND 210° RADIUS PUSHRODS

These one-piece, precision formed pushrods are constructed from SAE 4130 chrome-moly tubing, centerless round to exacting tolerances, and case hardened to Rc 60, making them guide-plate compatible. They are then laser etched with a length and a part number. The 210° radius makes them suitable for extreme high lift camshafts.

Length	5/16" Diameter	3/8" Diameter
6.000"	TRE210-516-6000	TRE210-38-6000
6.050"	TRE210-516-6050	TRE210-38-6050
6.100"	TRE210-516-6100	TRE210-38-6100
6.150"	TRE210-516-6150	TRE210-38-6150
6.200"	TRE210-516-6200	TRE210-38-6200
6.250"	TRE210-516-6250	TRE210-38-6250
6.300"	TRE210-516-6300	TRE210-38-6300
6.350"	TRE210-516-6350	TRE210-38-6350
6.400"	TRE210-516-6400	TRE210-38-6400
6.450"	TRE210-516-6450	TRE210-38-6450
6.500"	TRE210-516-6500	TRE210-38-6500
6.550"	TRE210-516-6550	TRE210-38-6550
6.600"	TRE210-516-6600	TRE210-38-6600
6.650"	TRE210-516-6650	TRE210-38-6650
6.700"	TRE210-516-6700	TRE210-38-6700
6.750"	TRE210-516-6750	TRE210-38-6750
6.800"	TRE210-516-6800	TRE210-38-6800
6.850"	TRE210-516-6850	TRE210-38-6850
6.900"	TRE210-516-6900	TRE210-38-6900
6.950"	TRE210-516-6950	TRE210-38-6950
7.000"	TRE210-516-7000	TRE210-38-7000
7.050"	TRE210-516-7050	TRE210-38-7050
7.100"	TRE210-516-7100	TRE210-38-7100
7.150"	TRE210-516-7150	TRE210-38-7150
7.200"	TRE210-516-7200	TRE210-38-7200
7.250"	TRE210-516-7250	TRE210-38-7250
7.300"	TRE210-516-7300	TRE210-38-7300
7.350"	TRE210-516-7350	TRE210-38-7350
7.400"	TRE210-516-7400	TRE210-38-7400
7.450"	TRE210-516-7450	TRE210-38-7450
7.500"	TRE210-516-7500	TRE210-38-7500
7.550"	TRE210-516-7550	TRE210-38-7550
7.600"	TRE210-516-7600	TRE210-38-7600
7.650"	TRE210-516-7650	TRE210-38-7650
7.700"	TRE210-516-7700	TRE210-38-7700
7.750"	TRE210-516-7750	TRE210-38-7750
7.800"	TRE210-516-7800	TRE210-38-7800
7.850"	TRE210-516-7850	TRE210-38-7850
7.900"	TRE210-516-7900	TRE210-38-7900
7.950"	TRE210-516-7950	TRE210-38-7950
8.000"	TRE210-516-8000	TRE210-38-8000
8.050"	TRE210-516-8050	TRE210-38-8050
8.100"	TRE210-516-8100	TRE210-38-8100
8.150"	TRE210-516-8150	TRE210-38-8150
8.200"	TRE210-516-8200	TRE210-38-8200
8.250"	TRE210-516-8250	TRE210-38-8250
8.300"	TRE210-516-8300	TRE210-38-8300
8.350"	TRE210-516-8350	TRE210-38-8350
8.400"	TRE210-516-8400	TRE210-38-8400
8.450"	TRE210-516-8450	TRE210-38-8450
8.500"	TRE210-516-8500	TRE210-38-8500
8.550"	TRE210-516-8550	TRE210-38-8550
8.600"	TRE210-516-8600	TRE210-38-8600
8.650"	TRE210-516-8650	TRE210-38-8650
8.700"	TRE210-516-8700	TRE210-38-8700
8.750"	TRE210-516-8750	TRE210-38-8750
8.800"	TRE210-516-8800	TRE210-38-8800
8.850"	TRE210-516-8850	TRE210-38-8850
8.900"	TRE210-516-8900	TRE210-38-8900
8.950"	TRE210-516-8950	TRE210-38-8950
9.000"	TRE210-516-9000	TRE210-38-9000
9.050"	TRE210-516-9050	TRE210-38-9050
9.100"	TRE210-516-9100	TRE210-38-9100
9.200"	TRE210-516-9200	TRE210-38-9200
9.250"	TRE210-516-9250	TRE210-38-9250
9.400"	TRE210-516-9400	TRE210-38-9400
9.300"	TRE210-516-9300	TRE210-38-9300
9.350"	TRE210-516-9350	TRE210-38-9350
9.450"	TRE210-516-9450	TRE210-38-9450
9.500"	TRE210-516-9500	TRE210-38-9500
9.550"	TRE210-516-9550	TRE210-38-9550
9.750"	TRE210-516-9750	TRE210-38-9750
9.850"	TRE210-516-9850	TRE210-38-9850
9.950"	TRE210-516-9950	TRE210-38-9950

3/8" x .135" WALL 210° RADIUS PUSHRODS

Length	3/8" Diameter
8.400"	TRE2-135-38-8400
8.450"	TRE2-135-38-8450
8.750"	TRE2-135-38-8750
8.900"	TRE2-135-38-8900
8.950"	TRE2-135-38-8950
8.400"	TRE2-135-38-8400

TREND LENGTH CHECKING PUSHRODS

Our pushrod length checkers are marked with a standard length which is laser etched into them. This number represents the gauge length of the pushrod with the two halves tightly screwed together. Extending the checker one rotation lengthens the gauge length 0.050. For example, a pushrod etched 7.800 screwed apart one rotation would be: 7.800 + 0.050 = 7.850 gauge length.

Description	Part Number
Pushrod Length Checker 5.800"-6.800"	TRE5800-6800
Pushrod Length Checker 6.800"-7.800"	TRE6800-7800
Pushrod Length Checker 7.800"-8.800"	TRE7800-8800
Pushrod Length Checker 8.800"-9.800"	TRE8800-9800

COMP Cams Magnum Pushrods

COMP Cams Magnum pushrods are the perfect complement to your Hot Street, bracket, oval track, or any other high performance engine. These one-piece Magnum pushrods are made of C1020 high-carbon, .080 in. wall chrome moly steel and are heat-treated for use with guideplates. They're an affordable way to combat higher spring pressures and the other stresses associated with high performance engines.

Magnum Pushrods Kits

LENGTH	PART No
6.886"	C07631-16 (ford 302w kit)
8.408"	C07520-16 (ford 351c kit)
9.157"	C07530-16 (ford bbf FE kit)

3/8" Diameter

7.750"	C07164-1
8.280"	C07131-1
9.250"	C07141-1

5/16" Diameter

6.800"	C07632-1
6.900"	C07631-1
7.200"	C07608-1
7.300"	C07609-1
7.800"	C07372-1
7.900"	C07693-1
8.150"	C07472-1
8.400"	C07502-1
11/32" Diameter (ball & cup)	
9.157"	C07530-1

COMP Cams Hi-Tech Pushrods

As cam profiles get more aggressive and valve spring pressures increase, it is even more critical to select the right pushrod for your application. COMP Cams Hi-Tech pushrods are designed using high-quality premium steel alloy for a lifetime of strength and durability. Hi-Tech pushrods from COMP Cams' advanced technology keep you competitive in a high-tech world.

3/8" Diameter

Length	Part No
7.500"	C08900-1
7.550"	C08901-1
7.850"	C07980-1
7.900"	C07984-1
8.000"	C07983-1
8.050"	C07985-1
8.200"	C07989-1
8.250"	C07742-1
8.350"	C07743-1
8.300"	C07990-1
8.400"	C07991-1
8.450"	C07992-1
8.500"	C07932-1
8.550"	C07934-1
8.600"	C07906-1
8.650"	C07912-1
8.700"	C07907-1
8.800"	C07908-1
8.850"	C07910-1
8.900"	C07927-1
8.950"	C07928-1
9.000"	C07918-1
9.150"	C07920-1
9.200"	C07922-1
9.250"	C07941-1
9.300"	C07923-1
9.350"	C07979-1
9.400"	C07755-1
9.500"	C07757-1

5/16" Diameter

6.200"	C07751-1
6.250"	C07917-1
6.300"	C07752-1
6.400"	C07754-1
6.450"	C07766-1
6.500"	C07767-1
8.650"	C07775-1
6.900"	C07933-1
6.950"	C07935-1
7.150"	C07939-1
7.200"	C07940-1
7.250"	C07944-1
7.300"	C07949-1
7.350"	C07950-1
7.400"	C07955-1
7.450"	C07956-1
7.500"	C07957-1
7.600"	C07959-1
7.700"	C07963-1
7.750"	C07970-1
7.800"	C07972-1
7.850"	C07974-1
7.900"	C07993-1
7.950"	C07994-1
8.000"	C07995-1
8.050"	C07996-1
8.100"	C07997-1
8.200"	C07966-1
8.250"	C07967-1
8.300"	C07971-1
8.350"	C07973-1
8.400"	C07945-1
8.450"	C07975-1
8.500"	C07976-1
8.600"	C07977-1
8.700"	C07776-1
8.750"	C07778-1
8.800"	C07779-1
8.850"	C07780-1
8.900"	C07781-1
8.950"	C07782-1
9.000"	C07783-1
9.050"	C07784-1
9.100"	C07785-1
9.200"	C07787-1
9.300"	C07789-1

COMP CAMS HIGH ENERGY PUSHRODS

High Energy Pushrods from COMP Cams are an affordable, high quality solution when building street rods, RVs and daily drivers. High Energy Pushrods have a durable one-piece construction that meets or exceeds all OE pushrod specifications and fit perfectly with High Energy and Magnum Rocker Arms.

- Best choice when building street rods, RVs or daily drivers
- Meet or exceed all OE pushrod specifications
- Mate perfectly with High Energy & Magnum Rockers
- Durable one-piece construction

Application	O.D	Length	Part No
SB Chev	5/16"	7.790"	C07812-1
SB Ford 289-302	5/16"	6.881"	C07831-1
Cleveland 302-351	5/16"	8.412"	C07832-1
Cleveland 302-351	5/16"	8.500"	C07833-1
BB Ford 429-460	5/16"	8.500"	C07833-1

GUIDE PLATES



CROW CAMS
GUIDE PLATES

CCGP-186	HOLDEN 179-202 6 CYL. 5/16"
CCGP-308	HOLDEN 253-308 V8 5/16"
CCGP304-1	HOLDEN 304 V8 5/16"



PUSHROD GUIDE PLATES

Crower's pushrod guide plates are specially hardened for added strength and durability. They are positioned on the rocker arm studs to guarantee proper pushrod alignment. Crower's unique guide plate design reduces the flex and rocker arm slop found in other brands, providing more pushrod stability and added strength. Adjustable guide plates are also available. Please specify when ordering.

Description	Pushrod Dia.	Part No.
CHEVROLET 262-400 V8	5/16"	C70502-8
CHEVROLET 262-400 V8	3/8"	C70500-8
CHEVROLET 396-454 V8	3/8"	C70506-8
CHEVROLET 396-454 V8	7/16"	C70503-8
FORD 351C-400 V8	3/8"	C70501-8
FORD 351C	5/16"	C70512-8
FORD 429-460 V8	3/8"	C70507-8



ISKY ADJUSTABLE GUIDE PLATES

Isky's adjustable guide plates are made simple to minimize modifications associated with high performance cylinder heads where intake ports have been relocated from their original factory position. These fully adjustable guide plates come with two pieces. One male and one female and are supplied as a full set of 8 pairs.

- Grind centers for a closer setting.
- Can easily be adjusted inward or outwards.
- For more stability, guide plates can be welded once final adjustments are made.

Description	Part No.
Chev Small Block, 5/16" Pushrods	ISK200-AGP
Chev Small Block, 3/8" Pushrods	ISK300-AGP



Guide Plates

Guide plates are a must for the high lift/spring pressure environments of today's performance engines.

Each one is designed using stereo lithography design techniques for the ultimate accurate fit. COMP Cams Guide Plates are hardened and black oxide finished. They come in many different configurations to fit your specific needs. Exact stud placement and rounded contact points are two additional outstanding features.

Description	Pushrods	Part No.
Chev Small Block - Raised	5/16"	C04800-8
Chev Small Block - Raised	3/8"	C04802-8
Chev Small Block - Flat	5/16"	C04808-8
Chev Small Block - Flat	3/8"	C04810-8
Chev GM Gen III, LS1/LS6 Flat	5/16"	C04854-8
Chev Big Block - Raised	3/8"	C04806-8
Chev Big Block - Raised	7/16"	C04820-8
Ford Cleveland - Raised	5/16"	C04803-8
Ford Cleveland - Raised	3/8"	C04804-8
Ford 289-351W - Flat	5/16"	C04816-8
Ford 289-351W - Flat	3/8"	C04818-8
Ford 429-460 - Raised	5/16"	C04834-8
Ford 429-460 - Raised	3/8"	C04838-8

2-Piece Adjustable

Guide Plates

- Available for Small and Big Block Chevy and Small Block Ford applications
- Designed for use on cylinder heads with relocated intake ports
- Big Block Chevy application designed for use with RHS® or other aftermarket heads with relocated intake ports
- Able to be welded after final adjustment (SBC and SBF only); BBC is bolt-together design
- Contoured & clearance for head bolts

SB Chev Flat With 5/16" Pushrod C04835-8

SB Chev Flat With 3/8" Pushrod C04839-8

BB Chev Raised With 3/8" Pushrod C04811-8

SB Ford Flat With 5/16" Pushrod C04835-8

SB Ford Flat With 3/8 Pushrod C04838-8

STUD GIRDLES



Ultra-Gold Stud

Girdles Solid Bar Design

COMP Cams® offers the finest stud girdles on the market today. Our stud girdles are made of 6061-T6 aluminum for light weight and anodized for durability. They are a one-piece, solid bar design to tie the studs together as well as properly locate them. Ford 289-302-351W Solid Bar Design 7/16" C04024



Aluminum Stud Girdles

Stud Girdles reduce flex and part breakage. Increased valvetrain rigidity helps minimize energy loss. Each set comes with aluminum stabilizers and poly locks. Two pieces per set.

Fits Chev small block.

PR66950 For use with 3/8" stud

PR66951 For use with 7/16" stud

Fits Chev big block.

PR66981 For use with 7/16" stud



AFR ROCKER STUD GIRDLES

These AFR stud girdles are designed to eliminate the rocker stud flexing and associated horsepower loss that comes with today's high-lift cams and high-pressure valve springs. They are manufactured from sturdy anodized aluminum to keep your valvetrain rigid for maximum engine performance. Available Chevy and Ford AFR heads, the AFR stud girdles will maintain valvetrain longevity throughout the engine's entire rpm range. Adjusting nuts sold separately.

DESCRIPTION

DESCRIPTION	PART NO.
SBC AFR Stud Girdle, Offset	AFR6208
SBC AFR Stud Girdle, Standard	AFR6200
BBC AFR Stud Girdle, 2006-2012	AFR6210
BBC AFR Stud Girdle, 2013-On	AFR6202
SBF AFR Stud Girdle, 289-302-351W	AFR6207
BBF AFR Stud Girdle, 429-460	AFR6209
SBC/SBF 3/8" Adjusting Nut (1)	AFR6216
SBC/SBF 7/16" Adjusting Nut (1)	AFR6214
BBC 7/16" Adjusting Nut, Intake, 2.60" OAL (1)	AFR6215
BBC 7/16" Adjusting Nut, Exhaust, 2.00" OAL (1)	AFR6214
BBF 7/16" Adjusting Nuts, 2.20" OAL (8)	AFR6213

Rocker Stud Girdles

COMP Cams stud girdles are made of 6061-T6 aluminum for light weight and red anodized for durability. They are a one-piece, solid bar design to tie the studs together as well as properly locate them. Conventional two-piece, spring loaded designs are also available for Small Block Chevrolets. Kits are complete with hex head adjusting nuts, interlocking set screws and all hardware.

Description	Stud Diam.	Part No.
Chevrolet 265-400 Solid Bar Design	3/8"	C04007
Chevrolet 265-400 Solid Bar Design	7/16"	C04009
Chevrolet 265-400 Spring Loaded	3/8"	C04001
Chevrolet 265-400 Spring Loaded	7/16"	C04004
Chevrolet 265-400 40/60 Spacing	7/16"	C04004
Chevrolet 396-454 Solid Bar Design	7/16"	C04021
Ford 289-302-351W Solid Bar Design	3/8"	C04013
Ford 289-302-351W Solid Bar Design	7/16"	C04014
Ford 289-302-351W Solid Bar Design (RHS, Pro Action, Motorsport)	7/16"	C04015
Ford 351c Solid Bar Design (Motorsport, Alloy Heads)	7/16"	C04016

Stud Girdle Rocker Arm Adjusting Nuts

All COMP Cams rocker arm adjusting nuts are designed for the ultimate in strength and locking force. They are precision-ground for minimum runout and are tapered for extra strength in the locking area. The special alloys in the polylocks ensure a quality and strength not found in any other competitive products

STUD GIRDLE ADJUST NUT 7/16"	C04508-1
STUD GIRDLE ADJ NUT 7/16" W/SNAP RING	C04508S-1

ROCKER COVER CONVERSIONS



Valve cover adapter (pair).

Allows centerbolt small block Chevy valve cover installation on early Chevy heads with flange bolt valve covers.

Includes hardware

TN8100



BILLET SPECIALTIES LS VALVE COVER ADAPTERS

Allows the use of standard small block Chevrolet valve covers on a LS motor for a classic look.

- Machined from 6061-T6 Aluminium
- Utilizes OEM LS valve cover gasket on bottom and cork gasket on the top
- Hardware included
- Requires coil re-location

BS95030



Small Block Chevy Valve Cover

Adapter Kit for LS Engines

This new Small Block Chevy billet aluminum adapter kit from Inglesse™ enables mounting traditional Gen I SBC valve covers on a Gen III/IV LS engine. Specifically, the adapters work with center bolt LS heads and perimeter bolt traditional SBC valve covers. Give your late-model engine the classy look of a traditional SBC, and further the retro look of transplanted LS engines in muscle cars. CNC-machined from billet aluminium, the SBC Valve Cover Adapter Kit features an o-ring channel for reuse of stock LS valve cover seals, as well as featuring the same oil-deflecting lip on the spacer. Compatible with all LS valve train components, rockers and springs. Kit includes all necessary hardware.

CO-NG4011

VALVE COVERS & ACCESSORIES



HOLLEY VINTAGE SERIES VALVE COVERS

Holley is pleased to offer their Vintage Series Valve Covers. These new products are the first of the Vintage Series family of die-cast aluminium dress up products featuring a classically inspired finned design and a retro-style Holley script brand mark.

- Die-cast aluminium construction ensures high detail and reduces the opportunity for warping of the valve cover flange and oil leaks
- 3-1/2" tall with pre-installed internal oil baffles (oil fill and PCV grommets also included)
- Available with and without emissions provisions for your custom application (emissions compliant model includes pre-installed internal oil baffles in both covers, as well as PCV and oil fill grommets)
- Available finishes offered are as cast, satin black with machined fins, and polished

Description	Part No
SB Chev Natural Finish	H0241-240
SB Chev Polished Finish	H0241-241
SB Chev Black Finish	H0241-242
SB Chev Black Finish - Center Bolt	H0241-247



Victor Jr. Racing Valve Covers

These lightweight, high-strength die-cast aluminium valve covers for small-block Chevy feature black powder-coating and a machined top with the distinctive Edelbrock Racing logo. They are tall enough to clear stud-mounted roller rocker arms, and have no breather holes for a clean appearance. There are provisions for breather baffles, so you can drill out the breather holes and install baffles if desired.

Victor Jr. Racing Valve Covers

For S/B Chevy (2.70" tall)

ED4149



Racing Valve Covers FOR SMALL-BLOCK CHEVY

Lightweight, high-strength die-cast aluminium valve covers provide ample clearance for all popular valvetrains on all cylinder heads. They include gasket retaining tabs for positive retention. They are available with or without oil breather tubes for custom plumbing. For circle track racing, valve covers with breathers have two tubes on one side and none on the other. Breather tubes include baffles. Edelbrock aluminium racing valve covers are available in three finishes - polished, black powder-coated or as-cast and with or without the Edelbrock logo

Racing Valve Covers without tubes

Without Edelbrock logo (3-3/4" tall)

Racing Valve Covers with tubes As-Cast Black

With Edelbrock logo (3-3/4" tall)

Polished

ED4154

ED4167



VICTOR SERIES VALVE COVERS

WITH BLACK POWDER COAT TEXTURE FINISH

Our Victor Series valve covers have a black powder coated finish that features a finely textured surface for a pleasing and unique appearance. This is the same finish you'll find on our top-of-the-line Edelbrock/Musi 555 Crate Engine. These valve covers are manufactured from die-cast aluminium and machined with 1-1/4" breather hole. Overall height is measured from base to top at the highest point.

Application	Overall Height	Part #
1959-86 Chevy 262-400 - (low)	2.50"	ED41713
1959-86 Chevy 262-400 - (tall)	3.75"	ED41733
1986-95 Chevy 262-400 with left breather hole - (centerbolt)	2.50"	ED41723
1965 & later Chevy 396-502 - (tall)	3.75"	ED41803
1965 & later Chevy 396-502 - (short)	2.75"	ED41813
Ford 289/302/351W (except Boss) - (low)	3.90"	ED41253
Ford 289/302/351W (except Boss) - (tall)	3.88"	ED41263



SIGNATURE SERIES VALVE COVERS

WITH BLACK POWDERCOATED FINISH

Dress your engine up with our new Signature Series Black powder coated finish, valve covers and breather for a distinctive modern look. These accessories are stamped from 18-gauge steel and feature a subtle textured black powder coated finish with a screen printed Edelbrock logo for great looks from the name you can count on - Edelbrock! Designed for function, these valve covers have stock style breather baffles that prevent oil passage to the PCV valve. These quality valve covers accept all emissions equipment, including PCV valve. Rubber grommets for the breather and PCV valve holes included. Matching breather sold separately.

Application	Overall Height	Part #
Chevrolet 262-400 1959-86 (low)	2.08	ED4443
Chevrolet 262-400 1959-86 (tall)	3.70"	ED4643
Chevrolet 396-502 V8 1965-On (low)	2.60"	ED4483
Chevrolet 396-502 V8 '65-On (tall)	3.80"	ED4683
Chrysler 318-340-360 V8 1965-91	3.20"	ED4473
Chrysler 361-440 V8 1958-79.	3.60"	ED4493
Ford 260-351 Windsor V8	3.70"	ED4603
Ford FE 332-428 V8 1958-76	3.90"	ED4623
Pontiac 301-455 V8 1962-79 (no baffle)	3.00"	ED4453

CHROME OIL FILL CAP

Designed to plug the oil fill hole on any of Edelbrock's Signature Series valve covers or any 1-1/4" diameter fill hole on similar designs.

Chrome Oil Fill Cap ED4415



BILLET ALUMINUM VALVE COVER BREATHERS

These push-in style valve cover breathers contain a foam filter element which allows the engine to properly breathe and traps oil vapor and prevents engine compartment contamination. Available polished or with a black powder coat finish to match Edelbrock valve covers. Fits any 1-1/4" diameter valve cover hole.

Billet Aluminum Breather with polished finish

Billet Aluminum Breather with black powder coat finish

ED4213

ED42133



**VALVE COVER BREATHERS
SIGNATURE SERIES**

Our push-on style valve cover breather contain an effective filter which traps oil vapor and prevents engine compartment contamination. Screen printed breather comes with rubber grommets and match our new valve covers and air cleaner. Fits any 1-1/4" diameter valve cover hole.

- ED4403** Signature Series Round Breather with black powder coat finish
- ED4413** Signature Series Round Breather with black powder coat finish Breather with 90deg nipple

**ELITE II SERIES VALVE COVERS**

Introducing the next generation of Elite Series accessories... Elite II. This new line of accessories features a design that is influenced by the original Elite Series originally released in 1985, but with a new modern take on this classic look. They're made from heavy-gauge, die-cast aluminum and are finished off with a show quality high luster polished finish. The raised fins are accented by a contrast gloss black finish between the fins for the definitive Elite Series look.

Our tall profile valve covers are 2" taller than stock, and clear most roller rockers and valve train components. Our low profile valve covers clear all air-conditioning, alternator brackets and aluminium rockers. Overall height is measured from gasket flange to top at the highest point. Elite II Series Valve Covers are available in Polished Finish ONLY!

Description	Height	Part No.
CHEV		
Chevy 262-400 V8 1959-86, Low Profile (B)	2.93"	ED4262
Chevy 262-400 V8 1959-86, Tall Profile (A,B)	4.40"	ED4263
Chevy Big-Block V8 1965 & Later	3.00"	ED4275
CHRYSLER		
Chrysler Big-Block 383/440	3.62"	ED4276
FORD		
Ford 289/302/351W (except Boss) Tall Profile (A,C)	3.70"	ED4264
Ford FE 1958-1976	3.55"	ED4277

- (A) Some tall profile valve covers will interfere with A/C compressors, EGR valves and power brake boosters.
- (B) Will not fit '86 & later Vette aluminium heads or 1987 & later Chevy cast iron heads. See centerbolt valve covers.
- (C) Will not fit '86 & 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI Manifolds.

**Elite Series Breathers**

Elite Series breathers are die-cast aluminum with a foam element. 3 styles are available: #4201 & #4211 bolt to the side, #4202 and #4212 bolt in the oil fill hole and #4204 and #4214 simply push into the oil fill hole. Breathers #4202 and #4212 will not fit Elite Series valve covers #4246, #4247 or #4248.

Polished w/Name	Polished w/No Name
Bolt-on style, side-mounting	ED4201
Bolt-on style, top-mounting (4" tall)	ED4202
Push-in style, top-mounting (2-1/2" tall)	ED4204*
Push-in style, top-mounting (2-1/2" tall) EnduraShine Finish	ED42044

Valve Cover Breathers

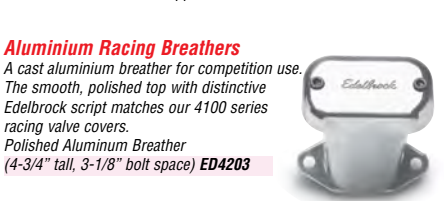
Our push-on style valve cover breathers contain an effective filter which traps oil vapor and prevents engine compartment contamination. Inscribed breathers come with rubber grommets and match our chrome valve covers. Fits any 1-1/4" diameter valve cover hole.

Round Breather **ED4405**

Square Breather without nipple **ED4408**

Square Breather with 45° nipple **ED4409**

Round Breather with 90° nipple **ED4410**

**Aluminium Racing Breathers**

A cast aluminium breather for competition use. The smooth, polished top with distinctive Edelbrock script matches our 4100 series racing valve covers.

Polished Aluminium Breather (4-3/4" tall, 3-1/8" bolt space) **ED4203**

**CLASSIC SERIES VALVE COVERS
WITH POLISHED FINISH**

Edelbrock first made these aluminium valve covers in the late '50s and they're still a classic. Made of heavy-gauge, sand-cast aluminum, they have enough height to clear roller rockers. Breathers #4201 or #4211 can be added, if desired. The figure in parentheses is the height of the cover from base to top at the highest point. Polished finish.

1959-86 Chevy 262-400 (3-1/2")	ED4145
1959-86 Chevy 262-400 (3-1/2") with oil fill hole	ED4144
1965 & later Big Block Chevy	ED4185
1960-95 Ford 260-351-W (3-3/4")	ED4160
1958-1976 Ford FE	ED4162
S/B Chrysler LA	ED4176
S/B Chrysler Magnum	ED4177
B/B Chrysler 383/440	ED4192

WITH BLACK POWDER COATED FINISH

Made of heavy-gauge sand-cast aluminum, our classic finned valve covers are now available with a durable black powder coated finish and polished fins and logo.

Chevrolet 348/409	ED41403
Small-block Chevy	ED41453
Small-block Chevy with Breather Hole and Oil Fill Cap	ED41443
Covers for Big-block Chevy	ED41853
Small-block Ford (221-351W)	ED41603
Ford FE	ED41623
Pontiac	ED41303
S/B Chrysler LA	ED41763
S/B Chrysler Magnum	ED41773
B/B Chrysler 383/440	ED41923

**CLASSIC SERIES 409 CHEVY VALVE COVERS
WITH POLISHED OR BLACK FINISH**

We've added the 348/409 W-series Chevy engine to our list of applications for our popular line of classic aluminum valve covers. Of course they're made of heavy-gauge, sand-cast aluminum with enough height to clear roller rockers.

Classic Series Valve Covers for 348/409 W-series Chevy, Polished	ED4140
Classic Series Valve Covers for 348/409 W-series Chevy, Black	ED41403

**OIL FILL TUBE AND BREATHER**

Oil Fill Tube and matching push-in Breather is an original style for vintage manifolds with a 1-1/4" oil breather hole. Included with manifolds ED2703, ED5408, ED5409, ED7158 and ED7159. Will also fit ED5419 and ED5425 Chevy intakes.

Chrome GM style Oil Fill Tube with Breather **ED4803**

Circle Track Breathers

Chromed and stamped with the Edelbrock name, these breathers are designed for high-rpm, highperformance applications. The oiled-cotton, gauze and screen element has very low restriction which is ideal for competition. Washable breather is available in a push-on or clamp-on style. Kits available with two clamp-on breathers, two tubes and two clamps or one of each item.

- Push-on style **ED4420**
- Clamp-on style (tube diameter 1-3/8") **ED4421**

**Hold-Down Tabs**

Universal valve cover hold-down kits may be used on all Edelbrock and similar design chrome valve covers. #4401 also works with our Elite Series low profile S/B Chevy valve covers and #4402 works with Elite Series tall profile S/B Chevy covers. All hold-down kits have 4 items per pack, except #4414.

1-piece race wing bolts (universal, 5" long)	ED4402
Hold-down tab kit (small-block Chevy, 4 pieces)	ED4404

**Signature Series Valve Covers**

Engineered for function and styled for good looks, triple chrome-plated Signature Series valve covers have stock-style breather baffles that prevent oil passage to the PCV valve. These quality valve covers accept all emissions equipment, including PCV valve. Rubber grommets for the breather and PCV valve holes included. Matching breathers sold separately.

NOTE: Tall Profile are 1-1/4" taller than stock, and clear most roller rockers and valvetrain components. Low Profile valve covers clear air-conditioning and alternator brackets. Tall profile valve covers will not clear stud girdles. Signature Series valve covers clear most aluminum rocker arms and moderate lift cams. Check clearance prior to purchase.

Overall Height	
AMC 290-304-343-360-390-401 V8 '67-91 (no baffle) 3.0"	ED4431
Chevrolet 262-400 '59-86 (low)	2.8" ED4449
Chevrolet 262-400 '59-86 (tall)	3.7" ED4649
Chevrolet 396-454 V8 '65 & later (low)	2.6" ED4480
Chevrolet 396-454 V8 '65 & later (tall)	3.8" ED4680
Chrysler 318-340-360 V8 '65-91	3.2" ED4495
Chrysler 361-383-400-413-426-440 V8 '58-79	3.6" ED4491
Ford 260-289-302 (not Boss) and 351-W V8	3.7" ED4460
Ford 352-360-390-406-410-427-428 V8 '58-76	3.9" ED4462
Ford 351M-400 and 351-C V8	2.9" ED4461
Ford 429/460 V8	3.6" ED4463
Oldsmobile 350-455 V8 (fits 5- and 10-hole heads) 2.9"	ED4485
Pontiac 301-326-350-389-400-421-455 V8 - '62-79 (no baffle) 3.0"	ED4456

**Edelbrock Coil-Covers for GM LS1 Engines**

Edelbrock's LS Series Coil Covers are a great way to dress up the LS1 in your Corvette, F-Body, street rod or muscle car. Their exclusive design is manufactured of cast aluminum and eliminates the stock mounting bracket by mounting the coils directly to the underside of cover, providing a clean, custom look. These Coil Covers are a center bolt style design and will fit 1999 and later LS1/LS6 centerbolt valve covers with GM coils #12558948 or aftermarket replacement equivalent.

Coil-Covers as-cast aluminum	ED4118
Coil-Covers Polished finish	ED41181
Coil-Covers Black powder coated with contrast machined logo and fins	ED41183

**EDELBRICK CAST ALUMINUM CLEVELAND VALVE COVERS**

Designed especially for the Glidden Victor SC-1 cylinder head, this heavy-duty sand cast aluminium valve cover will fit Edelbrock and factory Cleveland heads as well as aftermarket heads that use the Cleveland bolt pattern. Clearance has been designed in for the Edelbrock Victor SC-1 Pro-Port Raw head ED770769 when using the Jesel rocker arm set-up. No breather holes to allow for custom plumbing of crankcase ventilation system.

Aluminium Valve Covers for Ford Cleveland **ED4267**

**ATOMIC LS SERIES COIL COVERS**

If you desire a clean and customized look to your engine compartment, our new Atomic LS coil covers are designed to fit over the valve covers and coil assemblies to effectively hide the coil packs and wiring. The cast aluminium covers align with the Atomic Smart Fuel Rail assemblies and provide a completely smooth contoured finish to the edge of the valve cover. The Atomic Coil Covers will work with OEM coils as well as MSD's Multiple Sparking Coils.

Description	Part No
Atomic LS Coil Covers-LS2/3/7 Red	MSD2970
Atomic LS Coil Covers-LS1/6 Red	MSD29701
Atomic LS Coil Covers-LS2/3/7 Black	MSD2971
Atomic LS Coil Covers-LS1/6 Black	MSD29711



FABRICATED ROCKER COVERS

Aeroflow's Fabricated Rocker Covers are made completely from exceptional quality aluminium and are lightweight. They have a one-piece billet rail CNC machined from 6061-T6 aluminium to guarantee a precision flat surface for superior sealing. They come in either polished or black anodised finished. The covers come standard with a female -8 ORB (some are available with -12) for breather applications and a threaded o-ringed billet oil filler cap. All covers are tall enough to clear 99% of rocker combinations.



To Suit Small Block Chevy

AF77-5000	Polished	SBC Chevy early -8 breather ports
AF77-5000BLK	Black	SBC Chevy early -8 breather ports
AF77-5000-12	Polished	SBC Chevy early -12 breather ports
AF77-5000BLK-12	Black	SBC Chevy early -12 breather ports



To Suit Chevy LS Series (no coil mounts)

AF77-5003	Polished
AF77-5003BLK	Black



To Suit Ford 302 / 351 CLEVELAND

AF77-5001	Polished	8 breather ports
AF77-5001BLK	Black	-8 breather ports
AF77-5001-12	Polished	-12 breather ports
AF77-5001BLK-12	Black	-12 breather ports



To Suit Ford 289 / 351 Windsor

AF77-5002	Polished
AF77-5002BLK	Black



To Suit Holden V8 early

AF77-5004	Polished
AF77-5004BLK	Black



To Suit Holden V8 VN-VT

AF77-5005	Polished
AF77-5005BLK	Black



Replacement oil filler cap

AF59-5000	Polished
AF59-5000BLK	Black



Breather Adapters

Fabricated covers have an ORB port in the end of the covers for adapting breather hoses to catch cans. To run a filter in the top of the covers in a traditional style you can simply remove the filler cap and screw in a Aeroflow breather adapter. This will allow you to either use a push on or screw on breather.

ORB TO AN

SCREW ON

-16 to -10	AF920-10-16BLK	AF920-10-16S
-16 to -12	AF920-12-16BLK	AF920-12-16S
PUSH ON		
-16 to 34.92mm (1-3/8")	AF926-22-16BLK	AF926-22-16S



AF926-22-16S



AF920-12-16S

BLACK

SILVER



AF1859-1000

AF1859-1001

Valve Cover Grommet 1pc Suit Steel Covers

AF1859-1000	25.4mm (1") ID to suit 31.75mm (1-1/4") hole
AF1859-1001	19.05mm (3/4") ID to suit 31.75mm (1-1/4") hole

STAMPED STEEL ROCKER COVERS

Designed for function and fashioned for great looks, Aeroflow's Stamped Valve Covers have stock-style breather baffles that prevent oil passage to the PVC valve. Available in two great finishes; chrome plated and black electrolysis. Available with and without logo. Also comes with one 10.05mm (3/4") ID and one 25.4mm (1") ID rubber grommets.

NOTE: Aeroflow breathers see page 95, 96 & 97

With Stamped Aeroflow Logo



To Suit Small Block Chevy Early

AF1821-5000	Chrome
AF1822-5000	Black



To Suit Ford 302 / 351 Cleveland

AF1821-5001	Chrome
AF1822-5001	Black



To Suit Ford 289 / 351 Windsor

AF1821-5002	Chrome
AF1822-5002	Black



To Suit Holden (GM Australia) V8 early

AF1821-5004	Chrome
AF1822-5004	Black



To Suit Chrysler S/B

AF1821-5006	Chrome
AF1822-5006	Black



Plain (No Logo)



To Suit Small Block Chevy Early

AF1821-5050	Chrome
AF1822-5050	Black



To Suit Ford 302 / 351 Cleveland

AF1821-5051	Chrome
AF1822-5051	Black



To Suit Ford 289 / 351 Windsor

AF1821-5052	Chrome
AF1822-5052	Black



To Suit Holden (GM Australia) V8 early

AF1821-5054	Chrome
AF1822-5054	Black



To Suit Chrysler S/B

AF1821-5056	Chrome
AF1822-5056	Black



Suits standard
GM coils ONLY

BILLET LS SERIES RETRO COVERS

These Aeroflow billet valve covers are machined from a solid block of 6061-T6 aluminium and then hand polished for an amazing finish. They feature super flat gasket rails that ensure no leaks and offer a superior seal for supreme vacuum retention. These covers fit only LS2 & LS3, LS7 OEM style coils. Included in the covers is a female -6 ORB for custom plumbing options. Make a statement at your next car show with these awesome covers!

Part No	Colour	Description
AF64-4110	Polished	LS Series billet rocker covers
AF64-4110S	Silver	LS Series billet rocker covers
AF64-4110BLK	Black	LS Series billet rocker covers



LS CAST ALUMINIUM VALVE COVERS WITH COIL MOUNTING

Holley's cast aluminium valve covers for GM LS engines provide a fresh, refined look without the need to relocate the coils. There's no question the factory "coil on cover" design give the LS that signature high-tech look, but the factory brackets and coil location leave room for improvement. Clean up that signature look with Holley's LS Valve Covers! They incorporate a radiused shape, angled coil mounting, and a billet fill cap. Plus, the coils mount directly to the cover with no need for a bracket in-between. They fit most popular LS series engines and come in Black Crinkle, Satin, Natural Cast, and Polished. Or, paint to match your vehicle's theme!

- Angled coil mounts deliver a smooth clean look
- Retain the high-tech look and performance of "coil on cover"
- Eliminates unsightly OE style coil brackets
- Four finishes available (Natural Cast, Satin, Black Crinkle & Polished)
- Billet aluminium oil fill cap
- Reuses original gaskets and bolts
- Fits all LS engines using LS3 or similar coils with 72mm bolt spacing
- Clearance for .750" lift cam with stock style rocker arms
- Holley's LS covers utilize proven OE style baffles and vents.

Description	Part No
LS Cast Aluminium Covers With Coil Mounting – Polished	H0241-90
LS Cast Aluminium Covers With Coil Mounting – Black Crinkle	H0241-91



KC Holden Alloy Rocker Covers

Suitable for use with Roller Rockers

Holden/Commodore 6Cyl. 1964-85 Black	KC210B
Holden/Commodore 6Cyl. 1964-85 Polished	KC210P
Holden 6 Cylinder Side Plates Polished	KC171P
Holden 6 Cylinder Side Plates Black	KC171B
Holden/Commodore V8 253/308 1969-89 Black	KC208B
Holden/Commodore V8 253/308 1969-89 Polished	KC208P
Holden/Commodore V8 Non Vented 1969-89 Black	KC209B
Holden/Commodore V8 Non Vented 1969-89 Polished	KC209P
Holden VN V6 Polished	KC166P
Holden VP-VY V6 (Inc Ecotec) Natural Finish	KC168N
Holden VP-VY V6 (Inc Ecotec) Black Finish	KC168B
Holden VP - VS V6 Tall valve covers Polished	KC169P
Holden Cork Gaskets Suit KC166 & 169 Covers	KCGK166
Holden V8 VN-ON 5L Vented Polished	KC50GP
Holden V8 VN-ON 5L NON Vented Polished	KC50POP
Holden V8 VN-on Black w/booster cut away	KC50GB
Holden V8 VN-on Natural Finish w/booster cut away	KC50GN
Holden V8 VN-on Black w/no booster cut away	KC50PB



Dress-Up Kits

PR141-001 Kit with Timing Cover
For Chevrolet® Small-Block V8, 1958-86. Includes two short baffled Bow Tie™ valve covers, plus Bow Tie timing chain cover with GM production oil seal installed, two black/red Bow Tie 4-wire looms, one Bow Tie push-in air breather, oil dipstick, timing tab for 8" Balancer, and two grommets (air breather cap and PCV)

Street Performance Chrome Kit

Latest Look! For Chevrolet small-block, V8, 1958-86. This complete kit includes chrome air breather, plus two tall baffled valve covers, timing chain cover, 14-inch air cleaner, 8 wing nuts and 8 hold-downs bearing the popular Chevrolet and Bowtie Emblems in red/black.

PR141-900 Full Kit.

KIT INCLUDES:

- PR141-616** Chevy Bowtie push-in air breather cap
- PR141-902** Chevy Bowtie wing nuts, black & red Emblems
- PR141-903** Chevy Bowtie hold downs, black & red Emblems
- PR141-904** Chevy Bowtie timing chain cover, black & red Emblems
- PR141-905** Chevy Bowtie valve covers, tall, black & red Emblems
- PR141-906** Chevy Bowtie 14-inch air cleaner, black & red Emblems



VORTEC SLANT-EDGE VALVE COVERS

The center bolt family of valve covers now can enjoy the wildly popular Slant-Edge look that Gen 1 and LS enthusiasts have been enjoying. Generous internal clearance and raised/recessed emblems are the distinctive features of this new tall valve cover. Initially, seven choices will be released with raised or recessed Chevrolet and Bowtie Emblems, or no emblems at all for a completely customized look. Tall, with removable baffle. Grommets, and mounting bolts included. Sold in pairs.

PR141-840	Black Crinkle, Raised Emblem
PR141-841	Chevy Orange Crinkle, Raised Emblem
PR141-842	Cast Grey Crinkle, Raised Emblem
PR141-843	Polished, Recessed Red/Black Emblem
PR141-844	Chrome, Recessed Red/Black Emblem
PR141-845	Black Crinkle, Recessed Red Emblem
PR141-846	Polished, No Emblem



LSX SLANT EDGE ALUMINIUM VALVE COVERS

PR141-257 Chevy Orange Raised LSX Valve Covers



LS SLANT EDGE ALUMINIUM VALVE COVERS

Through innovative engineering, PROFORM has developed a valve cover that will take your generic looking stock LS engine, and give it a totally personalized look. These new valve covers are taller than stock valve covers, and can accommodate a wide variety of large valve train applications. These valve covers are available in 5 different styles, which include raised and recessed emblems. Unique mounting studs, and oil restricting baffles are included. Threaded mounting holes for Integrated Ignition Coil Bracket included. Sold in pairs.

With raised Chevrolet emblem.

PR141-261	Chevy Orange LS Valve Covers
PR141-262	Chevy Black Crinkle LS Valve Covers
PR141-263	Chevy Cast Grey LS Valve Covers
PR141-264	Chevy Polished LS Valve Covers
PR141-265	Chevy Chrome LS Valve Covers

LS Series Valve Cover Spacers

This cast aluminium valve cover spacer kit for LS1 and L98 engines raises the valve covers by 25mm for extra clearance when using roller rockers and high lift cams. Includes fasteners and coil offset bracket. Note: requires longer ignition leads.

YT5123 LS Series Valve Cover Spacer Kit

LS Series Extra Thick Valve Cover Seals

Extra thick rubber valve cover gaskets for LS1 style engines to raise the valve covers by 8mm for extra clearance when using roller rockers and high lift cams. Sold in pairs.

YT5132 LS Series Extra Thick Valve Cover Seals



Center hold-down. Tall.

Supplied with mounting bolts, stainless steel & rubber washers (also available separately below as PR141-133). All valve covers sold in pairs.

For Chevy small-block V8, 1987 - later.

PR141-130	Polished
PR141-131	Black Crinkle
PR141-132	Chrome Plated
Bolt & Washer Kit	
PR141-133	Bolt & Washer Kit (8)

"CHEVROLET & BOWTIE EMBLEM" Die-Cast Valve Covers with Slant-Edge



Recessed Emblem

Part No.	Description
PR141-923	Chevy S/B V8, 1958-1986, Metallic Gray.
PR141-927	Chevy S/B V8, 1958-1986, Polished.
PR141-928	Chevy S/B V8, 1958-1986, Black Crinkle.
PR141-930	Chevy S/B V8, 1958-1986, Chrome.



Raised Emblem

PR141-921	Chevy S/B V8, 1958-1986, Black Crinkle.
PR141-924	Chevy S/B V8, 1958-1986, Chevy® Orange.
PR141-925	Chevy S/B V8, 1958-1986, Metallic Gray.



Raised Emblem from Blockout

PR141-920	Chevy S/B V8, 1958-1986, Polished.
PR141-922	Chevy S/B V8, 1958-1986, Chrome.



PLAIN

PR141-926	S/B V8, 1958-1986, No Emblem, Polished.
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Standard Style Rocker Covers with Bowtie Logo

Aluminium Small Block Chevy Valve Covers. Black with raised Logo.

RPCR6336	Tall
RPCR6334	Short



SUPER-LIGHT, FABRICATED ALLOY VALVE COVERS

These precision welded fabricated aluminum valve covers are offered in two designs: For racing with no holes, and for street (where permitted) with the traditional 1.22" hole and GM designed baffle. Fits all small-block Chevrolet engines from 1958 through 1986 with flange mounting bolt holes. Two covers per box. They have recessed Bow Tie and CHEVROLET emblems, inlaid with classic Chevrolet red, billet mounting rails for maximum leak resistance, and weigh approximately 3 lbs (45%) less than stamped steel die-cast pairs!

PR141-800	SB CHEV Clear anodized, no baffle
PR141-802	SB CHEV Black, no baffle
PR141-801	SB Chev Clear anodized, no baffle.
PR141-805	BB CHEV Clear anodized, no baffle



Die Cast Valve Covers

These premium valve covers are die-cast aluminum, manufactured to GM specifications, equipped with internal oil drippers (small-block only) and GM-designed baffles. They have recessed Bow Tie and CHEVROLET emblems, inlaid with classic Chevrolet red. All valve covers sold in pairs.

For Chevy® small-block V8, 1958-86.

PR141-108	Polished
PR141-116	Black Crinkle
PR141-117	Chrome Plated
For Chevy big-block, 1965 - later, tall.	
PR141-142	Polished
PR141-141	Black Crinkle
PR141-140.	Chrome



Proform Stamped Valve Covers

These CHEVROLET Bow Tie valve covers are made of heavy gauge steel, 20% thicker than typical aftermarket valve covers. Stamped valve covers are offered in either tall or short. Oil restricting baffles are offered in many valve covers for those who wish to maintain the PCV hookup. All valve covers are sold in pairs, equipped with air breather and PCV grommets. Technical Note: Production height Chevy small-block valve covers and valve covers with baffles will not clear most stud girdle applications.



For Chevy small-block V8, 1958-86.

PR141-102	Short, with baffle, Chrome
PR141-103	Tall, with baffle, Chrome
PR141-101	Tall, no baffle, Chrome
PR141-750	Short, with baffle, Black Crinkle with Red Emblem
PR141-751	Tall, with baffle, Black Crinkle with Red Emblem

For Chevy small-block V8, 1987 - later.

PR141-107	Short, Centre Bolt with baffle, Chrome
PR141-905	Tall, with baffle, Chrome, With Red & Black Emblem.
PR141-907	Short, Centre Bolt with baffle, Black Crinkle
PR141-908	Short, Centre Bolt with baffle, Metallic Grey

For Chevy big-block, 1965 - later.

PR141-114	Short, with baffle, Chrome
PR141-115	Tall, with baffle, Chrome
PR141-810	Short, with baffle, Black Crinkle with Red Emblem
PR141-811	Tall, with baffle, Black Crinkle with Red Emblem
PR141-812	Short, with baffle, Chrome with Black & Red Emblem
PR141-813	Tall, with baffle, Chrome with Black & Red Emblem
PR141-814	Short, with baffle, Grey with Blue & Red Emblem
PR141-815	Tall, with baffle, Grey with Blue & Red Emblem

2-Piece Cast Aluminium Valve Covers

Now you can easily check your valve train while the engine is running.

The diagonal cut of the top section ensures no mess. Each valve cover features oversize bolts for fast removal, a top and bottom section, and a retained gasket for a tight seal. Tall style, will clear roller rockers and stud girdles and available in six choices. Comes with required Allen wrench. All valve covers come equipped with baffle and grommets. Technical Note: Will not fit cylinder heads with three rectangular raised internal sections near the valve cover mounting surface, unless such sections are milled off.

For Chevy small-block V8, 1958-86.

PR141-910	Polished with Recessed Black & Red Emblem
PR141-911	Black Crinkle with Recessed Red Emblem
PR141-912	Chrome with Recessed Black & Red Emblem
PR141-913	Polished with Raised Emblem
PR141-914	Black Crinkle with Raised Emblem
PR141-915	Polished with no Emblem
PR141-916	Replacement Gasket Set



Ford Racing WINDSOR Valve Covers

Die cast aluminum valve covers in Ford Racing Ford Cobra and Ford Mustang styles. These premium tall valve covers are designed to clear roller rockers and polylock nuts. They have recessed emblems with inlaid paint. All valve covers include baffles and grommets and are sold in pairs. Note: Not for use on engines with EFI manifolds.

For Ford 289-302-351 Windsor Engines

PR302-001	Ford Racing - Polished
PR302-002	Ford Racing - Chrome
PR302-003	Ford Racing - Black Crinkle
PR302-055	Ford Cobra - Polished
PR302-056	Ford Cobra - Black Crinkle
PR302-030	Ford Mustang - Polished
PR302-031	Ford Mustang - Black Crinkle

FORD RACING CLEVELAND VALVE COVERS

- Fits Ford 302-351 Cleveland
- Die-Cast aluminium with baffle
- Polished or Black finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (4" tall)
- Includes oil fill cap and grommets

Polished Aluminium	FMM-6582-2351
Black Aluminium	FMM-6582-2351B

ROCKER COVER BOLTS

T10 SUIT FORD

Chrome bolt kit to suits 302-351 Cleveland Ford Motorsport Covers (Cap Screw)



FORD MUSTANG

PR302-140 - Ford MUSTANG, Black Crinkle, Raised emblem.



Ford Slant Edge Aluminium Valve Covers

Fits 289-302-351W Engines. The time has come to update your Ford valve covers! These premium valve covers are "Tall", and designed to clear roller rockers and polylock nuts. They have raised and milled emblems. All valve covers include baffles, grommets, and a pair of unique bolts. Sold in pairs.

FORD RACING

PR302-135 - Ford RACING, Black Crinkle, Raised Emblem.
PR302-136 - Ford RACING, Ford Blue, Raised Emblem.
PR302-137 - Ford RACING, Cast Gray, Raised Emblem.
PR302-138 - Ford RACING, Polished, Recessed Black Emblem.
PR302-139 - Ford RACING, Chrome, Recessed Black Emblem.

Ford Fabricated Valve Covers

These precision-welded fabricated aluminium valve covers offer a head-turning look to your Ford engine. They have recessed emblems with inlaid paint, and billet aluminium mounting rails for maximum leak resistance. All valve covers include baffles and grommets and are sold in pairs.

Note: Not for use on engines with EFI manifolds.

For Ford 289-302-351 Windsor Engines

PR302-130	Ford Racing - Brushed Silver
PR302-131	Ford Racing - Polished Aluminium

Ford Stamped Steel Valve Covers

These premium stamped steel valve covers are offered in a deep chrome plated look or a distinctively bold black crinkle look and feature Ford Racing, Ford Cobra and Ford Mustang emblems. All valve covers include baffles and grommets and are sold in pairs.

For Ford 289-302-351 Windsor Engines

PR302-070	Ford Racing, Embossed Emblem - Chrome
PR302-071	Ford Racing, Black Emblem - Chrome
PR302-072	Ford Racing, Red Emblem - Black Crinkle
PR302-116	Ford Cobra, Black Emblem - Chrome
PR302-117	Ford Cobra, Red Emblem - Black Crinkle
PR302-100	Ford Mustang, Black Emblem - Chrome
PR302-101	Ford Mustang, Red Emblem - Black Crinkle

Ford Engine

Dress-Up Kits

Give your Ford Engine a complete makeover with our Ford Racing dress-up kits. Available in three different styles, perfect for customizing your engine and giving it that complete look.

Deluxe Kits with Recessed Emblems and Inlaid Paint.

For Ford 289-302-351W engines. Includes: valve covers, air cleaner, breather cap and valve cover mini nuts.

PR302-500	Black Crinkle, Red Emblems
PR302-510	Chrome, Black Emblems



Traditional Kit with

Embossed Emblems

For Ford 289-302-351W engines. Includes: valve covers, air cleaner, breather cap, valve cover mini nuts, plug wire looms and dipstick.

PR302-515 Chrome, Embossed emblems



Oil Filler Cap

Screw-in oil filler cap prominently displays the Ford oval. This is a direct replacement part.

PR302-230 Chrome Oil Filler Cap

Ford Air Breather Caps

The top of each air breather cap is embossed handsomely with Ford Racing, Cobra, or Mustang emblems. The perfect complement to your valve covers.

PR302-200	Ford Racing, Twist On - Chrome
PR302-215	Ford Racing, Push In - Chrome
PR302-216	Ford Racing, Push In - Black Crinkle
PR302-220	Ford Mustang, Push In - Chrome
PR302-221	Ford Mustang, Push In - Black Crinkle
PR302-225	Ford Cobra, Push In - Chrome
PR302-226	Ford Cobra, Push In - Black Crinkle



Ford Valve Cover Wing Nuts

The Ford oval is cut sharply into the top of each wing nut. The lower ends of the shafts are manufactured with wide shoulders for broad load distribution. All nuts are supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.

PR302-325	Wing Nuts, Chrome
PR302-326	Wing Nuts, Black Crinkle



Ford Valve Cover Mini Nuts

High quality steel mini nuts with the Ford oval cut sharply into the top. Supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.

PR302-315	Mini Nuts, Chrome
PR302-316	Mini Nuts, Black Crinkle



Ford Fuel Pump Block-Off Plate

Finish your engine off properly with a chrome block-off plate that prominently features the Ford Oval stamped in. This plate is supplied with special non-asbestos gaskets.

PR302-290 Ford Windsor Chrome Block Off Plate



Ford Chrome Dipstick

These chrome dipsticks feature either a plain chrome handle or a blue anodized aluminium handle that is knurled and has the Ford Oval embossed and silver script printed prominently on the top. Fits 289-302-351W engines 1962-1978 only.

Chrome w/ Blue Anodized Aluminium Handle	PR302-400
Chrome w/ Plain Chrome Handle	PR302-401



FORD RACING LASER ETCHED WINDSOR V/COVERS

- Fits 289/302/351W
- Die-cast aluminium with baffle
- Black satin finish
- Laser etched "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (3.75" tall)
- Oil fill cap and grommets

FMM-6582-LE302BK - Laser Etched Ford Racing Black V/Covers Windsor

FMM-6582-LE302BL - Laser Etched Ford Racing Blue V/Covers Windsor

FMM-6582-LE302C - Laser Etched Ford Racing Chrome V/Covers Windsor

MOROSO



CHROME PLATED STEEL Tail Design

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

- MO68112** Big Block Chev, Tall Design, Stamped Steel Valve Covers, Chrome Plated, without Baffles.
- MO68161** Small Block Chrysler. Stamped Steel Valve Covers. Includes two breather filler cap grommets only.
- MO68181** Big Block Chrysler. Stamped Steel Valve Covers, Chrome Plated, Tall Design. Fits 361, 383, 400, 413, 426 wedge and 440, with Baffles.
- MO68202** Ford 221-302 & 351W, Stamped Steel Valve Covers, Chrome Plated, Tall Design, without Baffles.



DIE-CAST ALUMINIUM Tall Design

- Packaged two to a set with rubber breather grommets and eight 1-3/4" long studs.
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet.

- MO68401** Small Block Chev Die-Cast Aluminium Valve Covers, polished finish with Moroso logo.
- MO68411** Die-Cast Aluminium Valve Covers, black epoxy finish with Moroso logo, SBC, Tall Design.



DIE-CAST ALUMINIUM Centre Bolt

- Polished die-cast aluminium centre bolt valve covers for 1987 and later SBC engines with centre bolt-style heads.
- Supplied with no breather holes so you can drill your own for street rods and other custom applications.
- Stock height clears factory accessory brackets and most roller rockers.
- Includes hardware, 8 stainless steel button head fasteners and nylon washers.

- MO68030** Polished Aluminium Centre Bolt Valve Covers No breather holes for custom applications.



FORD 302-351 CLEVELAND

FABRICATED ALUMINIUM VALVE COVERS

- Fabricated entirely from superior quality aluminium, ultra- lightweight
- One piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- Tall enough to clear most popular rocker combinations



FABRICATED ALUMINIUM Sprint Car Style

- Fabricated entirely from superior quality aluminium
- One-piece billet rail is CNC machined from 6061-T6 aluminium to ensure a precision flat surface for superior sealing
- Tall enough to clear most popular rocker combinations
- Air-tight sealing allows the engine to pull greater vacuum for improved ring seal and power
- CNC manufactured and TIG welded to prevent distortion and ensure a perfect fit
- Clears roll cage tubing, allowing engine to be pulled without removing valve covers

- MO68338** Chev Small Block including 18" heads. 3" tall.



FABRICATED ALUMINIUM Billet Rail, Tall Design

- Fabricated entirely from superior quality aluminium, ultra lightweight
- One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Tall enough to clear all popular rocker combinations
- Air-tight sealing allows the engine to pull greater vacuum for improved ring seal and power
- TIG welded and CNC manufactured to eliminate distortion and ensure a precise fit
- Notched at each mounting location with socket-sized clearances for quick installation and removal

- MO68326** Chev Small Block including 18" heads.
- MO68345** Chev Big Block. 3" tall.
- MO68459** Chev Big Block. 3.875" tall.
- MO68352** Chev LS1 with coil mounting bosses. 2.5" tall
- MO68354** Chev LS1 without coil mounting bosses. 2.5" tall
- MO68316** Chrysler Small Block. Breather on one side. 3.75" tall
- MO68325** Ford 289-302-351 Windsor engines. 3.875" tall.
- MO68348** Ford 429-460 Big Block. 2.5" tall.



MOON HEMI Alloy Valve Covers

Available cast or polished. The ultimate for hot rod Hemi's

- MNMP656** Cast Finish
- MNMP656P** Polished Finish
- MNMPPT392** Hemi Spark Plug Tubes & Seals Suit 354 & 392 Covers. Set of 8



MOON Finned Valley Covers

Available cast to match the No Name valve covers. Breather can be added on request at extra cost. (special order) Gasket & Bolt sets also available call for more information.

- MNMPVC30** Oldsmobile
- MNMPVC31** Ford & Mercury Y Block 1957
- MNMPVC32** Hemi 51 - 58
- MNMPVC33** Cadillac
- MNMPVC34** Buick Nail Head



MOON Breathers

Highly polished cast aluminium

- MNMP1700** Hi Rise Breather
- MNMP1700LB** Low Boy Breather
- MNMP1800** Right Angled Breather
- MNMP1800LB** Low Boy Right Angled Breather

OIL BREATHER COVER FINNED

- MN AA21410S** Small 2.38"
- MNAA21410** Large 3.25"



Some Moon Valve Cover options are special order only.

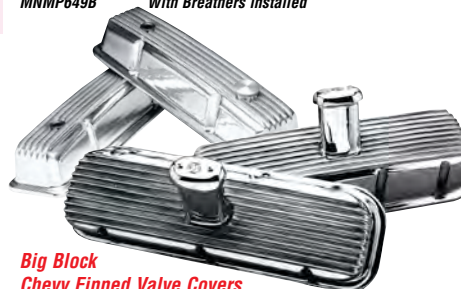
MOON No-NAME VALVE COVERS

Small Block Chevy Valve Covers for 84 & up

Comes with studs, nuts, gaskets, standard valve covers are machined for 2 x 1-1/4" breathers and comes with filler cap.



- MNMP659**
- S/B Chevy** No Holes 57-84 Available with breathers installed.
- MNMP649** Plain No Holes No Breathers
- MNMP649B** With Breathers installed



Big Block Chevy Finned Valve Covers

- Available with breathers installed.
- MNMP657** Plain No Holes No Breathers
- MNMP657B** With Breathers installed

348-409 Chevy Finned Valve Covers

- MNMP650** Polished Finned



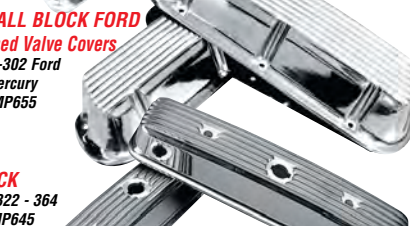
BIG BLOCK FORD Finned Valve Covers

- 332 to 428 BB Fords
- MNMP651**



SMALL BLOCK FORD Finned Valve Covers

- 221 -302 Ford & Mercury
- MNMP655**



- BUICK** Fits 322 - 364
- MNMP645**

FORD Y-BLOCK

- Fits 292 - 312
- MNMP640**



- Pontiac 1957**
- MNMP646**



- CADILLAC**
- MNMP644**



- OLDSMOBILE**
- MNMP642**

RPC VALVE COVERS

SMALL BLOCK CHEV ALUMINIUM VALVE COVERS

- Fits Small Block Chev 1958-86
 - Supplied with Breather & PCV Grommets
 - Baffled
 - Plain - No Hole**
- | Finish | Short | Tall |
|----------|------------|------------|
| Polished | RPCR6031-1 | RPCR6030-1 |



- Plain - With Hole**
- | Finish | Short | Tall |
|----------|------------|------------|
| Polished | RPCR6131-2 | RPCR6130-2 |

- Ball Milled - With Hole**
- | Finish | Short | Tall |
|----------|-----------|-----------|
| Polished | RPCR6131 | RPCR6130 |
| Chrome | RPCR6131C | RPCR6130C |

- Flamed - With Hole**
- | Finish | Short | Tall |
|----------|------------|------------|
| Chrome | RPCR6131XC | RPCR6130XC |
| Polished | RPCR6131X | RPCR6130X |

SB CHEV CHROME "350" LOGO

Tall steel valve covers. **RPCR9841**

Aluminium recessed valve covers (Baffled)

Fits 1958-86 Chevy 283, 305, 327, 350 and 1987-95 Pontiac / Camaro / Firebird 350

- Plain - Tall With Hole**
- | Finish | Short | Tall |
|----------|----------|------|
| Polished | RPCR6152 | |

- Ball Milled - Tall With Hole**
- | Finish | Short | Tall |
|----------|----------|------|
| Polished | RPCR6154 | |
| Chrome | RPCR6155 | |

- Flamed - Tall With Hole**
- | Finish | Short | Tall |
|--------|----------|------|
| Chrome | RPCR6156 | |

CHEV SB CHROME VALVE COVERS

- Fits small block Chev 1958-86
 - Short 2-5/8" or tall 3-5/8" height available
 - Supplied with PCV & breather grommets
- | Description | Short | Tall |
|------------------------------|----------|----------|
| Chrome Valve Covers - Plain | RPCR4963 | RPCR4962 |
| Chrome Valve Covers - Flamed | RPCR8216 | RPCR8215 |

FABRICATED ALLOY VALVE COVERS

- Constructed with Billet Rail
- Hardware Kit Included
- Supplied with no Breather Holes

Chev Big Block
3-1/2" High
RPCR6244

Chev Small Block
3-3/4" High
RPCR6144

Chev / Holden LS1
With Coil Mounts & Oil Cap
2-1/2" High
RPCR6142 - Natural
RPCR6142POL - Polished

Ford Windsor
3-1/2" High
RPCR6344

CHEV NOSTALGIC FINNED ALLOY VALVE COVERS

- Fits Chev 1958-86 283, 305, 327, 350 and 1987-95 Pontiac / Camaro / Firebird 350.
 - Supplied with Grommets
 - Baffled
 - Polished Finned - With Hole**
- | Finish | Short | Tall |
|----------|----------|----------|
| Polished | RPCR6186 | RPCR6181 |

Finned Alloy Covers For Centre Bolt Chevy

Fits 1987- up SB Chevy

305, 350 center Bolt

- Polished Finned - Without Hole**
- | Finish | Short | Tall |
|----------|----------|----------|
| Polished | RPCR6195 | RPCR6190 |

- Polished Finned - With Hole**
- | Finish | Short | Tall |
|----------|----------|----------|
| Polished | RPCR6196 | RPCR6191 |

CHEV CENTRE BOLT ALUMINIUM VALVE COVERS

- Fits Small Block Chev 1987-97
- Bolt Kit Included
- Supplied with Breather & PCV Grommets
- Baffled

- Ball Milled - With Hole**
- | Finish | Short | Tall |
|----------|-----------|-----------|
| Polished | RPCR6037 | RPCR6047 |
| Chrome | RPCR6037C | RPCR6047C |

- Plain - With No Hole**
- | Finish | Short | Tall |
|----------|----------|----------|
| Polished | RPCR6036 | RPCR6046 |

CHEV SB CHROME CENTRE BOLT VALVE COVERS

- Fits small block Chev 1987-0n
 - Stock 2-3/8" height
 - Supplied with PCV & breather grommets.
- Chrome Centre Bolt Valve Covers - Finned**
RPCR9702

CHEV SB OEM CENTRE BOLT VALVE COVERS

- Fits small block Chev 1987-0n
 - Stock 2-3/8" height
 - Unplated Steel
- Steel Centre Bolt Valve Covers - Finned**
RPCR9701R

Aluminium fabricated v/covers LS1

- 1-1/2" Tall, oil fill cap included
 - Includes bolts gaskets
 - With coil mounts
- | Finish | Short | Tall |
|----------|-------------|-------------|
| Satin | RPCR6142 | RPCR6142POL |
| Polished | RPCR6142POL | RPCR6142POL |

FABRICATED LS1 VALVE COVERS

- RPCR6141** Satin finish - No coil mounts.
- RPCR6141POL** Polished finished - No coil mounts.
- RPCR6142BOLT** LS Series Valve Cover Bolt Kit
- RPCR6142G** LS Series Valve Cover Gasket

LS Coil Covers

- Black Glass**
- Filled Nylon**
- Composite**
- (Big Block Chevy Covers Replica Look)**

Thanks to Holley Big Block Chevy Replica coil covers you can give your LS a Big Block look without the Big Block Price. The new Holley Big Block Chevy replica coil covers are constructed from Glass Filled Nylon Composite for strength and durability. The covers are easily installed by using basic hand tools. Just replace a few coil bracket mount bolts with the included ball studs and snap the covers in place. The Holley Big Block Chevy replica coil covers are completely paintable so they can be customized to your taste. Minor trimming is required.

LS Coil Valve Covers Black BBC Chevy Look And Size HO242-1

BIG BLOCK CHEV NOSTALGIC FINNED ALUMINIUM VALVE COVERS

- Fits Chev 1965-95 Big Block 396 - 502
 - Bolt Kit Included
 - Supplied with Breather & PCV Grommets
 - Baffled
 - Polished Finned - With Hole**
- | Finish | Short | Tall |
|----------|----------|----------|
| Polished | RPCR6231 | RPCR6231 |

- Flamed - With Hole**
- | Finish | Short | Tall |
|----------|------------|------------|
| Polished | RPCR6231XC | RPCR6330X |
| Chrome | RPCR6231XC | RPCR6330XC |

CHEV BIG BLOCK ALUMINIUM VALVE COVERS

- Fits Big Block Chev 1965-95 396 - 502
- Bolt Kit Included
- Supplied with Breather & PCV Grommets
- Baffled

- Plain - With Hole**
- | Finish | Short | Tall |
|----------|------------|------------|
| Polished | RPCR6231-2 | RPCR6330-2 |

FORD CLEVELAND CHROME VALVE COVERS

- Fits Ford 302-351 Cleveland and 351-400M
- Tall 3-5/8" height
- Supplied with PCV & breather grommets

Ford Cleveland Chrome Valve Covers - Plain **RPCR9295**

FORD NOSTALGIC FINNED ALUMINIUM COVERS

- Fits Ford 1964 and up V8 289 - 302
 - Polished Finned - With Hole**
- RPCR6291**

FORD WINDSOR ALUMINIUM VALVE COVERS

- Fits Ford 260-351 Windsor 1962-85
- Baffled
- Supplied with Breather Hole
- 3-13/16" Tall

- Description**
- Plain (No Holes)**
- Plain**
- Ball Milled**

Polished
RPCR6170
RPCR6171
RPCR6172

FORD CHROME VALVE COVERS

- Fits Ford 1954 - 64
 - FORD V8 292 - 312
 - Y BLOCK 3-1/2" TALL
- RPCR7541**

CHROME FE VALVE COVERS

- Chrome valve covers Ford FE 352-428
- RPCR9296**

426 HEMI ALUMINIUM VALVE COVERS

- Fits 1966-71 426 Hemi Engines
- Oil Cap Sold Separately
- Description**
- 426 Hemi Valve Covers**
- 426 Hemi Oil Cap**

Polished	Black
RPCR6295	RPCR6296
RPCR6292	-



ENGINE DRESS UP KITS

SB CHEVY 1958-86

Kit Contains:

- Chrome Valve Covers
- Chrome Timing Cover
- Chrome Timing Tab
- Chrome Breather Cap
- Breather & PCV Grommets

Description
Short Valve Covers
Tall Valve Covers



Chrome	Flamed
RPCR3023	RPCR3033
RPCR3024	RPCR3034

BB CHEVY 1965-95

Kit Contains:

- Chrome Valve Covers
- Chrome Timing Cover
- Chrome Timing Tab
- Chrome Breather Cap
- Breather & PCV Grommets

Description
Short Valve Covers
Tall Valve Covers



Chrome	Flamed
RPCR3027	RPCR3037
RPCR3026	RPCR3036

FORD WINDSOR 289-351

Kit Contains:

- Chrome Valve Covers
- Chrome Valve Cover Wingnuts
- Chrome Valve Cover Tabs
- Chrome Breather Caps
- Breather Grommets

Description
Std Valve Covers



Chrome	Flamed
RPCR3025	RPCR3035

CHRYSLER 318-360

Kit Contains:

- Chrome Valve Covers
- Chrome Valve Cover Wingnuts
- Chrome Valve Cover Tabs
- Chrome Breather Caps
- Breather Grommets

Description
Std Valve Covers

Chrome
RPCR3029

CHROME STEEL PUSH IN BREATHER (with 5/8 tube)

Chrome steel push-in breather with tube **RPCR9241**

ALUMINIUM PUSH IN BREATHER CAPS

- 1" Neck Fits standard Grommets
- Polished or Chromed Aluminium

Description
Plain
Ball Milled
Ball Milled Black Chrome



Polished	Chrome
RPCR6001	RPCR6001C
RPCR6101	RPCR6101C
	RPCR6101BC

ALUMINIUM PUSH IN PCV BREATHER CAPS

- 1" Neck Fits standard Grommets
- Polished or Chromed Aluminium
- Built in PCV Valve

Description
Plain
Ball Milled
Flamed



Polished	Chrome
RPCR6000	RPCR6000C
RPCR6100	RPCR6100C
RPCR6000X	

BILLET ALUMINIUM BREATHERS

- 1" Neck Fits standard Grommets
- Polished Finned Aluminium
- Available with Built in PCV Valve

Nostalgia Finned
Breather Cap - Polished
PCV Valve Cap - Polished
Breather Cap - Polished / Satin
PCV Valve Cap - Polished / Satin

RPCR6505
RPCR6500
RPCR6509
RPCR6504

Plain

Breather Cap - Polished
PCV Valve Cap - Polished

RPCR6506
RPCR6501

VALVE COVER BAFFLE

RPCR6034 - Baffles to suit aluminium valve covers SB & BB Chev.



BILLET PCV VALVE

- 3/4" Neck Fits standard Grommets
- RPCR6008 Plain Polished



Chrome Hex Head Mini Bolt

1-3/8" height, Pack of 4

- RPCR7283 1/4-20 x 1-3/8 thread
- RPCR7284 5/16-18 x 1-1/2 thread



T-BAR VALVE COVER WING NUTS

Chrome T-Bar Valve Cover Wing Nuts, 4-1/4 inch Tall with 1/4-20 x 1-3/8-inch stud (Package of 4).

RPCR9120 T-Bar Valve Cover Wing Nuts

DELUXE VALVE COVER WING NUTS

Chrome Deluxe Style Valve Cover Wing Nuts, 4 inch Tall with 1/4-20 x 1-3/8-inch stud (Package of 4).

RPCR1006 Deluxe Valve Cover Wing Nuts

ANODIZED VALVE COVER

T-BAR WING NUTS

Anodized Aluminium T-bar Valve Cover Wing Nuts, 4-5/8 inch Tall with 1/4-20 x 1-3/8-inch stud (Package of 4).

RPCR6011 Blue

VALVE COVER GROMMETS

- Grommets for valve covers with 1.25" hole
- 1" ID fits standard push in breather caps
- 3/4" ID fits standard PCV valves
- Sold as pairs

Breather Grommets for

Steel Valve Covers

RPCR4878

Valve Covers

RPCR4998

PCV Grommets for Steel

Valve Covers (1" OD)

RPCR9760

VALVE COVER MINI TABS

Chrome Steel Valve Cover Mini tabs. Sold in sets of 8. Improves valve cover sealing by spreading the load from the bolts.

RPCR9067 Chrome Mini Tabs - 1-1/2" Wide

VALVE COVER SPREADER BARS

Chrome Steel Valve Cover Spreader Bars. Sold in sets of 4.

Improves valve cover sealing by spreading the load from the bolts.

RPCR7407 Chrome Spreader Bars - 3" Wide

RPCR4993 Chrome Spreader Bars - 4-3/4" Wide

VALVE COVER SPREADER BAR KITS

Chrome valve cover spreader bar kits. Improves valve cover sealing by spreading the load from the bolts. Two kits required per engine.

RPCR4993

Chev Small Block Kit

RPCR9640

Chev Big Block Kit

RPCR9642

Ford 289-351W Kit

CHROME TWIST-IN OIL FILLER CAP

- Chrome plated non-breather type oil filler cap
- Twist-in style for early GM valve covers.

Chrome Twist-In Oil Filler Cap
RPCR4804

ALUMINIUM SCREW-IN OIL FILLER CAPS

- Chrome or Polished aluminium non-breather type oil filler cap
- Screw-in style for 1987-On GM Applications

GM Screw-In Oil Filler Cap - Polished

RPCR6696

GM Screw-In Oil Filler Cap - Chrome

RPCR6696C

Gm Screw Type - 87-on (non breather) Chrome

RPCR9696

ALUMINIUM PUSH-IN OIL FILLER CAPS

- Polished aluminium non-breather type oil filler cap
- 1" neck fits standard grommets

Polished Push-In Oil Filler Cap - Plain

RPCR6050

Polished Push-In Oil Filler Cap - Flamed

RPCR6050X

CHROME PUSH-IN OIL FILLER CAPS

- Chrome top, rubber base non-breather type oil filler cap
- Fits valve covers with 1.25" holes
- No grommet required

Chrome Push-In Oil Filler Cap - Plain

RPCR9170

Chrome Push-In Oil Filler Cap - Oil Logo

RPCR9787

CHROME OIL FILLER TUBE & BREATHER CAP

- Chrome plated oil fill tube for Chev V8
- Suits engines with oil filler tube on the intake manifold
- Chrome 2-3/8" OD breather cap sold separately.

Chrome Oil Filler Tube

RPCR4955

Chrome Breather Cap

RPCR4802



VALVE COVER SPACERS

RPCR7661 BBC Valve cover 1 inch spacers "polished".

RPCR7662 BBC Valve cover 1 inch spacers "black".

RPCR7664 SBC Valve cover 1 inch spacers "polished".

RPCR7665 SBC Valve cover 1 inch spacers "black".

RPCR7667 SBF 1-3/8" Valve cover spacers "polished".

RPCR7668 SBF 1-3/8" Valve cover spacers "black".



Billet Specialties Small Block Chevy Valve Covers

Our polished aluminum valve covers are guaranteed to draw attention to your engine compartment. Choose from many styles for small block and big block Chevrolet® applications. Designs are available in short and tall heights, and have a 1.25" diameter breather hole positioned between the rockers to reduce oil splash. Use tall if using roller rockers and stud girdles. Metal baffles are included with all small block valve covers. Valve covers are produced from a high grade aluminum that is polished to Billet Specialties standards and each design is CNC machined in the USA.



Profile Series Valve Covers

Matte Black Powder Coat with Polished Strip.

Features:

- Includes Metal Baffles
- Includes Grommets
- Die Cast Valve Cover with Billet Aluminium Strip
- Works with 1-1/4" Breathers Available

Small Block Chevy

Black with polished strip **BS95224**

Bare with polished strip. **BS95224RTF**

Big Block Chevy

Black with polished strip **BS96124**

Bare with Polished Strip. **BS96124RTF**



LS Chevrolet - Tall (Hides Coils)

Billet Specialties modular valve covers for the LS platform not only feature aggressive styling they retain the coil packs in the factory location. Precision machined from Billet aluminum these innovative valve covers feature stainless hardware and black mesh screen with a hidden oil fill. Available in Polished or Black Anodized finish the valve covers are the perfect accessory for the high tech engine compartment. For use with LS1 / 1st Gen. coil packs.

BS95460 Polished

LS Chevrolet - Tall (Hides Coils) - For LS1 Coils (98-02 Camaro)

BS95465 Black Anodized

LS Chevrolet - Tall (Hides Coils) - For LS1 Coils (98-02 Camaro)



LS CHEVROLET VALVE COVERS with Smooth tops

Suit LS3 Coils

BS95471 Polished Smooth Finish

LS Chevrolet - Tall (Hides Coils) - For LS3 Coils (2014-On)

BS95476 Black Anodized Smooth Finish

LS Chevrolet - Tall (Hides Coils) - For LS3 Coils (2014-On)



LS Chevrolet Script Valve Covers

Billet Specialties New "Chevrolet" Script Modular LS Valve Covers bring classic style to your modern motor. Available in Polished or Brite Black Anodized finish, our Modular Valve Covers hide the coils and harness for a clean look as well as provide a more traditional appearance for your LS Motor. Precision Machined from 6061-T6 Aluminium, each pair of Valve Covers feature Quality ARP Fasteners to match other Billet Accessories as well as threaded breather ports and OEM gasket integration.

- 6061-T6 billet aluminium construction.
- ARP 12 pt. stainless fasteners included. Matches our other Accessories
- Hidden Oil Fill Cap
- Works with GM Coils P/N 12611424
- Precision 3D Machined
- Not for use with OEM Corvette accessory drives.

BS95480 Polished Finish
BS95485 Black Finish



LS Valve Cover Adapters

Allows the use of standard small block Chevrolet valve covers on a LS motor for a classic look.

- Machined from 6061-T6 Aluminium
- Utilizes OEM LS valve cover gasket on bottom and cork gasket on the top
- Hardware included
- Requires coil re-location

BS95030



LS Chevrolet

Profile Valve Covers

Milled from a solid piece of billet alloy. Include stainless Hardware.

BSP95459 Plain
BSP95450 Ribbed

Plain
BS95129 Short
BS95229 Tall

Ribbed
BS95620 Tall



Profile Valve Covers

Milled from a solid piece of billet alloy. Include stainless Hardware.

BSP95250 Small Block Chev Tall

Small Block Chevy - Centre Bolt Valve Covers

Cross Flags
BS95827 Short
Bolts Included



Cross Flags
BS95727 Long
Bolts Included



Plain
BS95829 Short
Bolts Included

Plain
BS95729 Tall
Bolts Included

Ball Milled
BS95820 Short
Bolts Included

Ball Milled
BS95720 Tall
Bolts Included

Ball Milled
3 Hole
BS95920 Short
Bolts Included



Profile Valve Covers
Milled from a solid piece of billet alloy. Include stainless Hardware.

BSP95850 Centre Bolt Chev

Billet Specialties Big Block Chevy Valve Covers

Ball Milled
BS96020 Short
BS96120 Tall



Chevy Power
BS96022 Short
BS96122 Tall

Cross Flags
BS96027 Short
BS96127 Tall

Plain
BS96029 Short
BS96129 Tall

Chevrolet
BS96023 Short
BS96123 Tall

Bowtie
BS96021 Short
BS96121 Tall

Small Block FORD Valve Covers



Ball Milled
1962-1985 289/302/351W/ & 5.0L
BS95320 Tall

Oil Fill Cap Aluminum Weld-in Bung



Precision machined from 6061-T6 billet aluminium Billet Specialties oil fill caps fit a variety of applications. Weld-in bung is 1-5/8" diameter and can be used by welding bung to valve covers, aluminium tanks, etc.

- Product Features
- Knurled edge for positive grip
 - Buna-N® O-Ring for a good seal and no-leak operation
- BS23320** Screw-On (Late GM)
BS24110 Aluminium Weld-In
BS23120 Push-On (1-1/4" Hole)
BS23220 Twist-On
BS89220 '88-on GM Truck Oil Fill Cap Cover (2.35" ID x .5" tall)



Valve Cover Hold Downs

These billet valve cover hold-downs are the perfect finishing touch for your motor...both big block and small block. Each hold down is 2-7/8" tall with 1/4-20 threaded stud. Long stud kit (BSRP9510) required when using hold downs with billet wire looms. Sold in packs of 4.

BS95013 Hex
BS95011 Acorn
BS95012 Ribbed

**Billet Specialties Breathers**

Billet Specialties breathers are precision machined in the USA from 6061-T6 billet aluminum and feature a unique 2 pc. design with a positive o-ring seal. They are easily maintained with a washable filter element. The PCV breather features a common replaceable PCV valve with a barbed fitting for 3/8" hose. Available for 1" or 1-1/4" diameter valve cover holes.

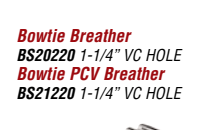
TECH TIP Valve covers should be run with one breather and one PCV valve or PCV breather for proper air circulation.

**Plain Breather**

BS20120 1-1/4" VC HOLE
BS20125 1" VC HOLE
Plain PCV Breather
BS21120 1-1/4" VC HOLE
BS21125 1" VC HOLE

**Round Ball Milled Breather**

BS20820 1-1/4" VC HOLE
BS20825 1" VC HOLE
Round Ball Milled PCV Breather
BS21820 1-1/4" VC HOLE
BS21825 1" VC HOLE

**Bowtie Breather**

BS20220 1-1/4" VC HOLE
Bowtie PCV Breather
BS21220 1-1/4" VC HOLE

**Cross Flags Breather**

BS20720 1-1/4" VC HOLE
Cross Flags PCV Breather
BS21720 1-1/4" VC HOLE

**Oval Ribbed Breather**

BS20950 1-1/4" VC HOLE
Oval Ribbed PCV Breather
BS21950 1-1/4" VC HOLE

**Oval Ball Milled Breather**

BS20920 1-1/4" VC HOLE
Oval Ball Milled PCV Breather
BS21920 1-1/4" VC HOLE

**Billet PCV Valve**

Billet Specialties PCV valve is engineered to be used with Billet Specialties and O.E. valve covers with the factory grommet. Uses a common replaceable PCV valve found at any auto parts store.

BS22120 1" VC HOLE

**Oval Plain Breather**

BS20929 1-1/4" VC HOLE
Oval Plain PCV Breather
BS21929 1-1/4" VC HOLE

Retro Chevrolet Script Breather

BS20923 1-1/4 VC HOLE
BSBLK20923 1-1/4 VC HOLE BLACK

Retro Chevrolet Script PVC Breather

BS21923 1-1/4 VC HOLE
BSBLK21923 1-1/4 VC HOLE BLACK

Retro Plain Script Breather

BS20939 1-1/4 VC HOLE

Retro Plain Script PVC Breather

BS21939 1-1/4 VC HOLE

Replacement Baffles

Replacement baffles for Billet Specialties valve covers. Sold in pairs.

BSRP956033 For SBC Tall Covers
BSRP956034 For SBC Short, BBC Tall & All Centre Bolt Covers
BSRP956035 For BBC Short Covers

Long Stud Kit for Valve cover Hold Downs

For use when a Billet Wire Loom is installed and used in conjunction with Billet Valve cover Hold Downs. Works with either Small Block or Big Block.

BSRP9510 Long Stud Kit For Valve Cover Hold Downs

Breather/PCV Grommets

These grommets suit Billet Specialties and other valve covers with a 1.25" hole. Sold individually.

BS95001 PCV Grommet - 3/4" ID
BS95002 Breather Grommet - 1" ID
BS95003 Baffled Breather Grommet - 1" ID

Replacement Breather Elements

Replacement Breather Elements for Billet Specialties Oval/Round Breathers. Sold in packs of 4.

BSRP2010 Round Breather Elements (4)
BSRP2011 Oval Breather Elements (4)

VALLEY COVERS**57-66 Buick Nailhead****valley cover finned aluminium.****OTVCB**

This is a finned replacement for that boring pan under your manifold. It has a much more distinct fin pattern and stronger casting than any other available!

Fits 57-66 364 401 and 425 engines. (will not fit under OEM 2x4 manifold without clearancing for heat exchanger)

**MOON Finned Valley Covers**

Available cast to match the No Name valve covers. Breather can be added on request at extra cost. (special order) Gasket & Bolt sets also available call for more information.

MNMPVC30 Oldsmobile
MNMPVC31 Ford & Mercury Y Block 1957
MNMPVC32 Hemi 51 - 58
MNMPVC33 Cadillac
MNMPVC34 Buick Nail Head

**LS Valley Cover - Ribbed**

Billet Specialties new LS valley cover is engineered to fit LS2, LS3, LS7 & LSX blocks when using a carbureted manifold. This valley cover's ribbed design is precision machined from 6061-t6 aluminium and polished to a mirror finish to match our other ribbed accessories. High quality ARP 12pt hardware is included for the perfect finishing detail. Featuring a provision machined into the back for the factory breather box and two 1/8" NPT ports for use with external breathers, oil separators or catch cans. Designed for use with your OE factory gasket (not included). Made in the USA.

BS95050

**BILLET SPECIALTIES LS VALLEY COVERS**

The Billet Specialties LS Plain Valley Cover offers a simple no frills approach to the top of your Gen IV LS Engine Block.

- Precision Machined from 6061-T6 Billet Aluminium
- Works with the OEM LS gasket for a leak free seal
- Stainless Fasteners included
- Made in the USA

Black Anodised
Raw Finish

BSBLK95059
BS95059

**GM VALLEY PLATE**

LS2/LS3 Valley Plate with Breather

GM12599296

H0241-256

H0241-263

H0241-262

H0241-265

HOLLEY LS VALLEY COVER

Holley continues to expand their offerings for the GM LS engine platform with its latest offering of Aluminium Valley Pan covers for LS1/LS6 & LS2/LS3/LS7/LSX GM LS engines. Available in either the classic finned design to match our popular finned line of valve covers or new trussed design for a race inspired look. These covers are either die cast or billet aluminium to ensure a high quality, high detail part. Provisions for factory oil pressure sender are cast or marked on the bottom of the cover to allow for individuals wanting to use.

Description

GM LS1/LS6 Finned Valley Cover, Natural Cast
GM LS1/LS6 Trussed Valley Cover, Black Satin Finish
GM LS2/LS3/LS7/LSX Trussed Valley Cover, Natural Billet
GM LS2/LS3/LS7/LSX Trussed Valley Cover, Satin Black Finish

Part No

H0241-256

H0241-262

H0241-263

H0241-265

VALLEY COVER ACCESSORIES**FORD ROCKER COVER BOLTS**

Chrome Bolt kit suits 302-351
Cleveland Ford Motorsport
Covers (Cap Screw)
AF37-0005

**Chrome Valve Cover Nuts**

These chrome valve cover nuts feature the Ford oval logo and come with screw in studs. 1/4"-20 thread fits most V8s (except FE). Sold in sets of 4.

FMM-6680-A Chrome Valve Cover Nuts (4)

Chrome Valve Cover Wing Nuts

These chrome valve cover wing nuts feature the Ford oval logo and come with screw in studs. 1/4"-20 thread fits most V8s (except FE). Sold in pairs.

FMM-6680-A302

Chrome Valve Cover Wing Nuts (2)

**EXTRA LONG VALVE COVER WING NUTS**

Extra Long Valve Cover Wing Nuts will clear 4-1/2" tall valve covers. Includes matching studs to speed up installation. Available in chrome plated steel or gold anodized aluminium. Four per pack.

M068610

Chrome Plated Steel

**LS Series Valve Cover Spacers**

This cast aluminium valve cover spacer kit for LS1 and L98 engines raises the valve covers by 25mm for extra clearance when using roller rockers and high lift cams. Includes fasteners and coil offset bracket. Note: requires longer ignition leads.

YT5123

LS Series Valve Cover Spacer Kit

LS Series Extra Thick Valve Cover Seals

Extra thick rubber valve cover gaskets for LS1 style engines to raise the valve covers by 8mm for extra clearance when using roller rockers and high lift cams. Sold in pairs.

YT5132

LS Series Extra Thick Valve Cover Seals

**Bowtie Emblem Welsh Plug Inserts**

Give your engine block the ultimate trick look with Proform's machined billet aluminium Bowtie Emblem Welsh Plug Inserts. Choose from either the popular recessed emblem or the new black with raised emblem. Fits all Chevy small block engines except LS-series.

Note: This is not a welsh plug replacement. Sold as pairs.

Description

Welsh Plug Inserts with Recessed Red Emblem (2)

Welsh Plug Inserts with Raised Black Emblem (2)

Part No.

PR141-233

PR141-232





SLANT-EDGE ALUMINIUM

PUSH-IN AIR BREATHER CAP

No more stamped steel breather caps for aluminium valve covers! Complete your engine dress-up look with a breather cap that actually matches your look! These new Slant-Edge aluminium push-in breather caps are available in five different finishes, and with just about every Ford Oval emblem configuration imaginable: raised and milled, recessed with inlaid paint, and even no emblem at all. The vivid 3D Oval emblem gives this 2.5 inch diameter breather cap a bold clean look.

- Made from High-Quality Aluminium
- Push-In Style
- Fits Twist-On Holes, and 1.22" Push-In Holes
- Special Twist-On Grommet Included (Mopar Breathers)
- Grommet Not Included (Chev/Ford Breathers)
- Officially Licensed Product

PR141-850	Plain Polished, No Logo
PR141-851	Plain Chrome, No Logo
PR141-852	Chev Chrome, Recessed Black Bowtie Emblem
PR141-853	Chev Chrome, Recessed Red Bowtie Emblem
PR141-854	Chev Polished, Recessed Black Bowtie Emblem
PR141-855	Chev Polished, Recessed Red Bowtie Emblem
PR141-856	Chev Chrome, Black Infill, Chrome Bowtie Emblem
PR141-857	Chev Polished, Black Infill Polished Bowtie Emblem
PR141-858	Chev Black Crinkle, Raised Bowtie Emblem
PR141-859	Chev Orange, Raised Bowtie Emblem
PR141-860	Chev Cast Grey Crinkle, Raised Bowtie Emblem
PR141-861	Chev Black Crinkle, Recessed Red Bowtie Emblem
PR141-862	Plain Black Crinkle, No Logo
PR302-430	Plain Polished, No Logo
PR302-435	Ford Black Crinkle, Raised Oval Emblem
PR302-346	Ford Blue, Raised Oval Emblem
PR302-347	Ford Cast Grey Crinkle, Raised Oval Emblem
PR302-438	Ford Polished, Recessed Black Oval Emblem
PR302-439	Ford Chrome, Recessed Black Oval Emblem
PR302-440	Ford Black Crinkle, Recessed Red Oval Emblem
PR440-440	Mopar Black Crinkle, Raised Mopar Emblem
PR440-441	Mopar Polished, Recessed Black Mopar Emblem
PR440-442	Mopar Chrome, Recessed Black Mopar Emblem



Ford Air Breather Caps

The top of each air breather cap is embossed handsomely with Ford Racing, Cobra, or Mustang emblems. The perfect complement to your valve covers.

PR302-200	Ford Racing, Twist On - Chrome
PR302-215	Ford Racing, Push In - Chrome
PR302-216	Ford Racing, Push In - Black Crinkle
PR302-220	Ford Mustang, Push In - Chrome
PR302-221	Ford Mustang, Push In - Black Crinkle
PR302-225	Ford Cobra, Push In - Chrome
PR302-226	Ford Cobra, Push In - Black Crinkle

Ford Valve Cover Wing Nuts

The Ford oval is cut sharply into the top of each wing nut. The lower ends of the shafts are manufactured with wide shoulders for broad load distribution. All nuts are supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.

PR302-325	Wing Nuts, Chrome
PR302-326	Wing Nuts, Black Crinkle

Ford Valve Cover Mini Nuts

High quality steel mini nuts with the Ford oval cut sharply into the top. Supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.

PR302-315	Mini Nuts, Chrome
PR302-316	Mini Nuts, Black Crinkle

Valve Cover Wing Nuts

Chevrolet Bowtie Emblem is cut sharply into the top of each wing nut. The lower ends of the shafts are manufactured with wide shoulders for broad load distribution, and each wing nut is supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. Fits Chevrolet small and big block, and V6. 1/4" x 20 threads. 4 per package.

PR141-600	Wing Nuts, Chrome
PR141-756	Wing Nuts, Black Crinkle
PR141-902	Wing Nuts, Chrome, Red Bowtie



Valve Cover Hold-Down Clamps

By spreading the load over a wider area, these clamps minimize distortion of the valve cover flanges, thereby decreasing the possibility of oil leakage. Fits Chevrolet small-block V8 and V6/90° engines through 1986. 4 per package.

PR141-610	Hold-Down Clamps, Chrome
PR141-757	Hold-Down Clamps, Black Crinkle
PR141-903	Hold-Down Clamps, Chrome, Red Bowtie
PR141-366	Hold-Down clamps, Metallic Grey, Blue Bow Tie.



BLACK & CHROME VALVE COVER BREATHERS

PR141-621	Chev Bowtie Chrome Push-in, filter, with hood
PR141-622	Chev Bowtie Chrome Push-in, filter, without hood
PR141-613	Chev Bowtie Black Push-in, filter, with hood
PR141-614	Chev Bowtie Black Push-in, filter, without hood
PR302-233	Ford Racing Black Push-in, filter, with hood
PR302-234	Ford Racing Black Push-in, filter, without hood

These popular push-in filter air breathers, with the raised Bow Tie emblem stamped prominently in the top, are offered in two styles: with the heat-shield hood and without. 3" diameter. Fits valve covers with 1.22" holes.

PR141-621	Push-in, filter, with hood
PR141-622	Push-in, filter, without hood

Push-In Bowtie Oil Filler Cap

Chevrolet Bowtie embossed and raised on top. For valve covers with 1.22" diameter hole. Non breather type.

PR141-630	Bowtie Oil filler cap
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Air Breather Caps

The top of each air breather cap is embossed handsomely with a raised Bow Tie emblem to compliment the genuine factory parts appearance of the engine. Black crinkle breather cap is the perfect complement to die-cast or stamped black crinkle valve covers. For use in valve covers with grommets fitting 1.22" holes. Technical Note: Use with grommet in Grommet Set PR141-615.

PR141-616	Push-in, 3" dia.
PR141-754	Push-in, 3" dia., Black Crinkle

For use in valve covers with grommets fitting 1.22" holes.

PR141-619	Push-in, rectangular
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For use with oil filler tube (PROFORM P/N 66020) or 1.82 opening.

PR141-617	Push-on, 3" dia.
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For use with Chevrolet style holes. Technical Note: Manufactured with non-asbestos gaskets. It may be necessary to remove one gasket for proper clearance.

PR141-618	Twist-on, 3" dia.
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Twist-On Air Breather Caps

Plain Chrome twist-on style breather caps fit Chev OEM stamped valve covers.

PR66012	Plain Twist-On Breather Cap With PCV Tube
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Valve Cover Grommet Set

Suits Proform and other brands of aftermarket valve covers with a 1.22" diameter hole. Includes one push-in breather grommet and one for PCV valve.

PR141-615	Valve Cover Grommet set
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CHROME PUSH-IN BREATHER CAPS

- Chrome 2-3/4" diameter push in breather cap
- 3/4" or 1" necks fit standard grommets

Chrome Push-In Breather Cap - 3/4" Neck	RPCR9171
Chrome Push-In Breather Cap - 1" Neck	RPCR4870

CHROME PUSH-IN BREATHER CAP WITH TUBE

- Chrome push in breather cap with 5/8" tube
- 1" neck fits standard grommets
- OEM replacement for Mopar applications

Chrome Push-In Breather Cap with Tube	RPCR9169
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CHROME PUSH-IN OPEN BREATHER CAPS

- Filter style breather with chrome top and rubber base
- Fits valve covers with 1.25" holes
- No grommet required
- 2" Tall without Shield
- 3" Tall without Shield
- 3" Tall with Shield

RPCR7192
RPCR9308
RPCR9516

CHROME CLAMP-ON OPEN BREATHER CAPS

- Filter style breather with chrome top and rubber base
- Fits 1-3/8" or 1-1/2" diameter tubes
- No grommet required
- 3" Tall without Shield for 1-1/2" Tube
- 3" Tall with Shield for 1-1/2" Tube

RPCR9309
RPCR9517



CHROME PLATED TWIST ON BREATHER

Chrome plated Breather cap embossed with or without the Mr. Gasket Logo. Features a high porosity filter, plus an internal baffle. Twist on style fits many OEM valve covers.

2-3/4" dia. x 2-1/8" with logo	MG2069
2-3/8" dia. x 1-3/4" without logo	MG2061



VALVE COVER GROMMETS & PLUGS

Moulded from Neoprene to ensure a positive oil seal and made to fit stamped and cast valve covers. Available in a wide variety of sizes and packaged 2 per set.

Description	Part No.
Valve Cover Plugs, 1.22" O.D.	MG6375
1 x valve cover & 1 x PCV grommet, 1.22" OD	MG6376
PCV grommets, 1.22" O.D. x 3/4" I.D.	MG6377
Ford PCV grommets, 1" O.D. x 3/4" I.D.	MG6379



VALVE COVER HOLD DOWN TABS

Small Block & 90° V6 Chevrolet

- Specifically designed to spread the fastener load over a larger area of the valve cover flange to eliminate flange distortion and subsequent oil leakage
- Available in brass-plated steel (to match gold anodized and gold zinc covers), chrome plated steel, red and blue powder coated steel

MO68510	Valve Cover Hold Down Tabs, Chrome Plated Steel.
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Ford 221, 260, 289, 302, 351W

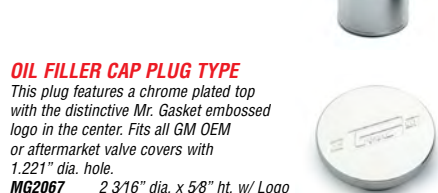
- Set fits one valve cover, includes three 3" tabs for the shallow recessed bolt holes and one 4" tab for the deep recessed bolt hole. Use 1/4" washer face bolts for the two end holes.

MO68519	Valve Cover Hold Down Tabs, Chrome Plated Steel. Ford 221, 260, 289, 302, 351W.
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ALUMINIUM PCV VALVE

Machined aluminium clear anodized PCV fits valve covers with 1" I.D. grommets. Hose barb fits 3/8" (10mm) hose.

Aluminium PCV Valve	MG5553
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OIL FILLER CAP PLUG TYPE

This plug features a chrome plated top with the distinctive Mr. Gasket embossed logo in the center. Fits all GM OEM or aftermarket valve covers with 1.221" dia. hole.

MG2067	2 3/16" dia. x 5/8" ht. w/ Logo
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MR GASKET

Twist-On Oil Filler Cap

Chrome plated steel oil filler cap. Fits most twist-on valve covers. Twist-on Oil Filler Cap

MG2062



CHROME PLATED PUSH-ON BREATHER

Dress up your engine with this sharp looking, chrome-plated push-on oil breather...Mr. Gasket logo is embossed on top...This new cap is internally baffled and uses a high-porosity filter...Great for hi-performance use! Fits factory and after-market valve covers with 1.22" dia. hole. Replaces OEM-GM breather 6421868 on late 65-67 GM big block engines.

MG2068 2 1/2" dia. x 2 1/8" ht. w/ Logo

MOPAR VALVE COVER BREATHER PUSHON STYLE PCV*

This chrome plated breather, embossed with Mr. Gasket on its top, is perfect for race car vacuum balance systems as well as OEM use. It has a 1" O.D. neck and 58" O.D. breather tube with an integral metal baffle/foam element combination. Will fit any cover with 1.22" dia. hole.

MG2059 Fits Mopar A, B, RB, and Slant 6 Engines



CRANKCASE EVACUATION SYSTEM*

Designed primarily for drag race applications, this crankcase evacuation system is designed to reduce pressure build-up in the engine crankcase, providing for better piston ring seal, less intake charge contamination, and reduced oil leaks caused by high crankcase pressures, while increasing engine performance. Kit includes two chrome plated Moroso style push-on valve cover breathers, two breather grommets, two check valves and two 31/2" long, 45 degree cut/threaded tubes, which must be welded into collectors.

MG6002 Crankcase Evacuation System

CHROME PLATED OIL FILLER EXTENSION TUBES

Made from chrome plated steel, these oil filler extension tubes are ideal for use on late model engines with "hidden" valve covers. Two numbers cover most twist-on and push-on applications. Nominal length of 4" simplifies adding oil, yet clears most low profile hoods. Note: Uses 2062 filler cap.

MG2052 Push-On Style



MOROSO OIL FILLER CAP

Push-in design for applications requiring a sealing-type filler plug
• Chrome Plated top section
• Fits all Moroso and OEM valve covers with 1.22" diameter hole

MG68660 Oil Filler Cap.

ONE PIECE PUSH-IN VALVE COVER BREATHERS

Designed to drain oil trapped in the foam back into the valve cover rather than allow it to drain out the air vents
• Fits Moroso or any valve cover with 1.22" hole
• Two per package except No. 68741

MG68740 One Piece Push-In Valve Cover Breathers, Chrome Plated Steel.

POSITIVE LOCKING BREATHER

Meets rule requirement for cars running 7.99 E.T. and quicker
• Threaded tube with collar mounts from inside valve cover through 1.22" opening; breather screws into the tube for secure attachment
• Viton gasket resists oil, alcohol and race fuel to form airtight seal
• Jam nuts allow breather to be positioned to suit plumbing requirements
• Internal stainless steel baffling keeps oil/air separated
• Clear finish resists rust
• Includes all mounting hardware; one per pack

MG68785 - Positive Locking Breather, with Tube for 3/4" hose.

SPRINT CAR BREATHER

TUBE KIT

Sprint Car racers can now mount an aluminum tube-style crossover breather kit to their aluminum valve covers and save some money in the process
• Kit comes with all mounting hardware and aluminum bungs which must be welded to the valve covers

MO68762 Valve Cover Breather Kit, SBC Sprint Cars.

PCV GROMMETS

With Integral Baffle
• Designed to work with Fabricated Sheet Metal and Cast Aluminium Valve Covers that have a 1.220" diameter hole.
• Works with all popular GM PCV valves
• Will not clear stud girdles, made from oil resistant rubber
• Two per package.

MO68772 PCV Grommet/Baffle, 2 per package

PCV GROMMETS

Ideal for street enthusiasts using Moroso valve covers and wishing to install a positive crankcase ventilation system
• Works with all popular GM PCV valves; two per package
• Fits all Moroso valve covers and others with 1.22" diameter holes

MO68770 PCV Grommets.

BREATHER GROMMETS

With Integral Baffle
• Made from oil resistant rubber, this grommet also fits into any cover with 1.22" hole, replacing the OEM style grommet
• Will not clear stud girdles
• Two per pack

MO68775

REAR END/WATER

FILL CAP KITS

MO85282 Rear End/Water Fill Cap Kit, Aluminum Bung.



VALVE COVER FILTERED BREATHERS

Available in half-hooded or non-hooded
• Provides maximum protection against dirt and airborne debris without restricting air flow
• Also available with completely exposed filter element and chrome plated top
• All styles come in two types; Push-In or Clamp-On (for existing stacks; includes clamp)
• Cleanable and re-usable; oil before use
• One per pack

Valve Cover Filtered Breather, Non-Hooded style, Push-In type. For Moroso Covers with 1.22" punched holes.



Flathead Fuel Pump Stand

& Breather Polished

Finned.

OTEFPSRA



Oil Breather Cover

Oil breather cover large 3-1/8" id finned aluminium
Oil breather cover small 2-3/8" id finned aluminium.

OTE0BL
OTE0BS



SCREW IN BREATHER ADAPTER Suits Nissan

Screw in breather adapter for Nissan valve covers with a threaded hole. Suits all RB30 and some SR20 with threaded hole.

Size Blue Black Silver
-10 AF708-10-M19 AF708-10-M19BLK AF708-10-M19S



BOLT IN BREATHER BULKHEAD

Bulkhead style vented nut and bolt for use on rocker covers, designed for use with AF77-2000 & AF77-2001.
-10 bulkhead requires 22mm (7/8) hole in rocker cover.
-12 bulkhead requires 27mm (1-1/16) hole in rocker cover.

Size Blue Black Silver
-10 AF777-10 AF777-10BLK AF777-10S
-12 AF777-12 AF777-12BLK AF777-12S

PUSH IN BREATHER

ADAPTER TO -12AN

Aeroflow billet PCV valves are available with a 3/8" male barb or -6AN. They suit 1-1/4" holes in rocker covers. Grommet included

Part No Colour Description
AF77-2012 Silver Push in breather adapter
AF77-2012BLK Black Push in breather adapter

Breather Adapters

Fabricated covers have an ORB port in the end of the covers for adapting breather hoses to catch cans. To run a filter in the top of the covers in a traditional style you can simply remove the filler cap and screw in a Aeroflow breather adapter. This will allow you to either use a push on or screw on breather.

ORB to AN Black Silver
SCREW ON
-16 to -10 AF920-10-16BLK AF920-10-16S
-16 to -12 AF920-12-16BLK AF920-12-16S
PUSH ON
-16 to 1-3/8" AF926-22-16BLK AF926-22-16S



PRESS IN BREATHER ADAPTER Suits Nissan

Press in breather adapter to suit Nissan RB20, RB25, RB26 CA18 & SR20 valve covers to replace the standard breather adapter. Also fits other models.

RB20, RB25 CA18 & SR20

-10AN AF708-10-01 AF708-10-01BLK AF708-10-01S
RB26
-10AN AF708-10-03 AF708-10-03BLK AF708-10-03S
-12AN AF708-12-03 AF708-12-03BLK AF708-12-03S



Breather Adapters Suits Ford

Aeroflow Performance have added to their ever expanding range of rocker cover breather adapters a front and rear adapter to suit the Ford Falcon 6cyl engine in the BA, BF and FG chassis. These adapters are a simple push-fit style and allow you to plumb a breather/catch tank in -8AN size. Available for front (AF708-08F) or rear (AF708-08R) of the engine in anodised Blue, Black and Silver finishes

Suits Blue Black Silver
Cover Front AF708-08F AF708-08FBLK AF708-08FS
Cover Rear AF708-08R AF708-08RBLK AF708-08RS



BILLET PCV VALVE

Aeroflow billet PCV valves are available with a 9.52mm (3/8") male barb or -6AN. They suit 31.75mm (1-1/4") holes in rocker covers. Grommet included.

Part No Description Colour
AF64-2106 Polished Billet PCV with 3/8" barb
AF64-2106BLK Black Billet PCV with 3/8" barb
AF64-2107 Polished Billet PCV with -6AN barb
AF64-2107BLK Black Billet PCV with -6AN barb





BREATHERS with Stainless Steel Element

40 micron stainless steel element with an aluminium top and bottom plate.

Part No	Thread	O.D	Height	Colour
AF77-2003	-6	40mm 1-7/16"	37mm 1-9/16"	Polished
AF77-2003BLK	-6	40mm 1-7/16"	37mm 1-9/16"	Black
AF77-2002	-8	60mm 2-3/8"	50mm 2"	Polished
AF77-2002BLK	-8	60mm 2-3/8"	50mm 2"	Black
AF77-2000	-10	75mm 3"	75mm 3"	Polished
AF77-2000BLK	-10	75mm 3"	75mm 3"	Black
AF77-2001	-12	75mm 3"	75mm 3"	Polished
AF77-2001BLK	-12	75mm 3"	75mm 3"	Black

BREATHERS/CRANKCASE FILTERS

Aeroflow's huge range of breathers and crankcase filters are designed to provide supreme defence against dirt and airborne fragments without restricting air flow. They come in many different sizes and styles to suit any applications from racing to show cars. Aeroflow will have you covered.



Part No AF1822-7000
AF1821-7000
Finish Black
Chrome
Filter O.D. 2-3/4" (70mm)
Height: 1-7/16" (36mm)
Flange O.D. 1" (25.4mm)
Flange Style: Push in



Part No AF1822-7001
AF1821-7001
Finish Black
Chrome
With Outlet 5/8" (15.8mm)
Filter O.D. 2-3/4" (70mm)
Height: 1-7/16" (36mm)
Flange O.D. 1" (25.4mm)
Flange Style: Push in



Part No AF2271-1170
AF2871-1170
Finish Black
Chrome
Bottom Type: Black male steel spout
Filter O.D. 3" (76.20mm)
Element Height: 2" (50.8mm)
Flange ID: 1" (25.4mm)
Flange Style: Push in



Part No AF2271-1520
AF2871-1520
Finish Black
Chrome
With Shield
Bottom Type: Black male steel spout
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1" (25.4mm)
Flange Style: Push in



Part No AF2271-1490
AF2871-1490
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Suits hole: 1-1/4" (31.75mm)
Flange Style: Push in / built in gromet



Part No AF2271-1516
AF2871-1516
Finish Black
Chrome
With Shield
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Suits hole: 1-1/4" (31.75mm)
Flange Style: Push in / built in gromet



Part No AF2271-2480
AF2871-2480
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 1-3/8" (34.90mm)
Element Height: 1-1/8" (28.60mm)
Flange ID: 9/16" (14.3mm)
Flange Style: Clamp on



Part No AF2271-1320
AF2871-1320
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 2" (50.80mm)
Element Height: 1-1/2" (38.10mm)
Flange ID: 3/8" (9.52mm)
Flange Style: Clamp on



Part No AF2271-1330
AF2871-1330
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 2" (50.80mm)
Element Height: 1-1/2" (38.10mm)
Flange ID: 1/2" (12.7mm)
Flange Style: Clamp on



Part No AF2271-1340
AF2871-1340
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 2" (50.80mm)
Element Height: 1-1/2" (38.10mm)
Flange ID: 5/8" (15.90mm)
Flange Style: Clamp on



Part No AF2271-1360
AF2871-1360
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 2" (50.80mm)
Element Height: 1-1/2" (38.10mm)
Flange ID: 3/4" (19.05mm)
Flange Style: Clamp on



Part No AF2271-1370
AF2871-1370
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 2" (50.80mm)
Element Height: 1-1/2" (38.10mm)
Flange ID: 1" (25.4mm)
Flange Style: Clamp on



Part No AF2271-1420
AF2871-1420
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/4" (57.15mm)
Flange ID: 1" (25.4mm)
Flange Style: Clamp on



Part No AF2271-1390
AF2871-1390
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-1/4" (31.75mm)
Flange Style: Clamp on



Part No AF2271-1440
AF2871-1440
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-3/4" (34.9mm)
Flange Style: Clamp on



Part No AF2271-1460
AF2871-1460
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-3/4" (34.9mm)
Flange Style: Clamp on



Part No AF2271-1480
AF2871-1480
Finish Black
Chrome
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-3/4" (34.9mm)
Flange Style: Clamp on



Part No AF2271-1513
AF2871-1513
Finish Black
Chrome
With Shield
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-3/8" (34.9mm)
Flange Style: Clamp on



Part No AF2271-1514
AF2871-1514
Finish Black
Chrome
With Shield
Bottom Type: Polyurethane Rubber
Filter O.D. 3" (76.20mm)
Element Height: 2-1/2" (63.5mm)
Flange ID: 1-1/2" (38.10mm)
Flange Style: Clamp on

K&N® THE WORLD'S BEST AIR FILTER



Rubber Base

Universal Clamp-On Style Racing Crankcase Vents

Flange	Filter	Filter	Rubber	Chrome
5/16"	1-3/8"	1-1/8"	—	KN62-2470
9/16"	1-3/8"	1-1/8"	—	KN62-2480
3/8"	2"	1-1/2"	—	KN62-1320
1/2"	2"	1-1/2"	—	KN62-1330
5/8"	2"	1-1/2"	—	KN62-1340
3/4"	1 3/8"	1 1/8"	62-1560	N/A
3/4"	2"	1-1/2"	—	KN62-1360
1"	2"	1-1/2"	—	KN62-1370
1"	3"	2-1/2"	KN62-1410	KN62-1420
1 1/4"	3"	2-1/2"	KN62-1390	KN62-1390
1 3/8"	3"	2-1/2"	KN62-1430	KN62-1440
1 1/2"	3"	2-1/2"	KN62-1450	KN62-1460
1 3/4"	3"	2-1/2"	KN62-1470	KN62-1480

STYLE 1:

Universal "Push-In" for all valve covers with 1.25" hole. NOTE: Not recommended to be used as the oil filler plug, as repeated removal will damage the filter.

Use Style 3 and a rubber grommet.

VENT FILTER SIZE

3" O.D. ; 2-1/2" H w/shield	KN62-1516
3" O.D. ; 2-1/2" H w/o shield	KN62-1490
2" O.D. ; 2-1/4" H w/o shield	KN62-1485



STYLE 2:

Universal "Clamp-On" for valve covers with existing vent tubes. All filters are 3" O.D. with deflector shields and 2-1/2" tall.

VENT FLANGE DIAMETER

1" I.D.	KN62-1511
1-1/4" I.D.	KN62-1512
1-3/8" I.D.	KN62-1513
1-1/2" I.D.	KN62-1514
1-3/4" I.D.	KN62-1515

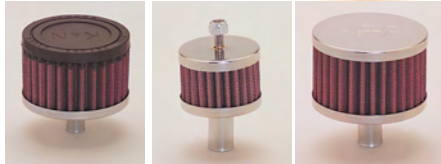


STYLE 3:

Zinc plated steel base plate with attached vent tube. Designed to push in to existing rubber breather grommets. All filters are 3" O.D. with deflector shields and 2-1/2" tall.

GROMMET SIZE

1/2" I.D.	KN62-1517
5/8" I.D.	KN62-1518
3/4" I.D.	KN62-1519
1" I.D.	KN62-1520



Crankcase Vent Filters

Crankcase Vent Filters with and without deflector shield. Designed for racing – Trick enough for show cars (not for use on emission controlled vehicles). Universal mounting, for a wide variety of valve covers. All shields and top plates are chrome plated for beauty and durability.

Steel Base

Crankcase Vents "One Piece Design" For Competition Use

Steel base crankcase vent filters have vent tubes swaged into base. One piece design with rubber or chrome top. Filters with mounting studs can be mounted remotely, but require vent hoses and clamps. Filters mounted direct can be pressed into rubber grommets in valve covers. All baseplates are chrome plated and tubes are zinc.

Vent Diameter	2" O.D.; 1-1/2" H	2" O.D.; 1-1/2" H	3" O.D.; 2" H
Rubber Top P/N	KN62-1000	KN62-1090	
Chrome Top w/Stud	KN62-1015 (2)		
Chrome Top P/N	KN62-1010	KN62-1100	
	KN62-1020	KN62-1110	
	KN62-1300 (1)		
	KN62-1030	KN62-1120	KN62-1160
	KN62-1040	KN62-1130	KN62-1170

(1) SPECIAL 3" H FILTER (2) 2" Chrome Top.



Nylon reinforced valve cover adapters.

(requires a 1-1/2" I.D. flanged filter to be purchased separately)

Screws into Ford v/covers	KN85-1200
Screws into late GM v/covers	KN85-1210
Universal mount	KN85-1220

CAUTION: The use of these atmosphere vented breather systems are not recommended for computer controlled vehicles, as it will result in erratic operation and damage to the engine.

FUEL PUMP BLOCK OFF PLATES



BILLET FUEL PUMP BLOCK OFF PLATES

Aeroflow's fuel pump block-off plates are used to seal the opening in the engine block whenever a mechanical fuel pump is not used. Each plate includes stainless steel bolts.

Blue	Red	Black	Silver
302 - 351 CLEVELAND			
AF64-2020	AF64-2020R	AF64-2020BLK	AF64-2020S
BB CHEVY, CHRYSLER SB & BB, FORD SB WINDSOR			
AF64-2027	AF64-2027R	AF64-2027BLK	AF64-2027S
SB CHEVY			
AF64-2028	AF64-2028R	AF64-2028BLK	AF64-2028S
HOLDEN V8			
AF64-2029	AF64-2029R	AF64-2029BLK	AF64-2029S

Fuel Pump Block Off Plate

Fits SB Chevy 283 - 400

RPCR6257	Ball milled Polished aluminium
RPCR2057	Chrome Steel Plain



Fuel Pump Block Off Plate

Fits BB Chevy 396 - 454 1-3/4 Centres

RPCR6258	Ball milled Polished aluminium
RPCR2058	Chrome Steel Plain
RPCR2058X	Die Cast Steel Finned

Fuel Pump Mounting Plate

Fits SB Chevy 283 - 400

RPCR2310	Chrome Steel Plain
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Fuel Blocks Offs

Polished Billet aluminium
Includes Stainless Hardware

BS41820	Small Block Chrysler
BS41825	Big Block Chrysler
BS41120	Small Block Chevy
BS41220	Big Block Chevy
BS41620	Ford 289W - 390FE - 460B



CHROME PLATED FUEL PUMP BLOCK-OFF PLATES

The block-off plates are precision cut to cover stock fuel pump openings. Gasket included.

MG1515	Chevrolet 265 thru 400 cu. in.
MG1516	Chevrolet 396-427-454 cu. in. & most V6's & V8's with 134" bolt spacing
MG1517	Ford 351 and 400 cu. in. Cleveland only

CHROME PLATED FUEL PUMP MOUNTING PLATE

Mr. Gasket announces a fuel pump mounting plate to dress up the fuel pump area of your engine. This chrome plated mounting plate, for the 265-400 cu. in. Chevrolet small block engine, is ideal for mounting a stock OEM pump. The mounting plate is precision cut to cover the stock fuel pump opening and is complete with gasket.

MG1514	Chrome Plated Fuel Pump Mounting Plate
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Fuel Pump

Block-Off Plates

For use on Chevrolet V8s. Stamped with the handsome Chevrolet Bowtie, these plates are supplied with special non-asbestos gaskets.

PR141-210	Small Block Chev
PR141-211	Big Block Chev



SB Chev Finned Fuel Pump Block Off Plate

Finned SB Chev fuel pump block off aluminium polished, includes 4 stainless steel bolts.

OTB0SB



SB Ford Finned Fuel Pump Block Off Plate

Ford 302-351c fuel pump block off finned aluminium polished.

OTB0FC



Flat Head Ford Finned Fuel Pump Block Off Plate

Flathead fuel pump block off finned alum polished. Includes stainless steel bolts

OTB0FHPS



DISTRIBUTOR CLAMPS



BILLET DISTRIBUTOR HOLD DOWN CLAMP

Aeroflow's distributor hold down brackets prevent your V8 distributor from twisting at high RPM.

SBC / BB CHEVY

AF64-2032	Blue
AF64-2032R	Red
AF64-2032BLK	Black
AF64-2032S	Silver
AF64-2032C	Chrome

SB FORD WINDSOR & CLEVELAND (SMALL)

AF64-2035	Blue
AF64-2035R	Red
AF64-2035BLK	Black
AF64-2035S	Silver
AF64-2035C	Chrome

SB FORD WINDSOR & CLEVELAND (LARGE)

AF64-2093	Blue
AF64-2093R	Red
AF64-2093BLK	Black
AF64-2093S	Silver
AF64-2093C	Chrome

HOLDEN V8

AF64-2038	Blue
AF64-2038R	Red
AF64-2038BLK	Black
AF64-2038S	Silver
AF64-2038C	Chrome



Heavy-Duty Machined Aluminum.

Fits Chevrolet, S/B, V6/90".
B/B. Includes Clamp, Stainless Steel Stud, Nut and Washer.

PR66985	Billet Look
PR66986	Blue
PR66987	Red



Chrome Distributor Clamps

Chrome plated steel distributor clamps. Includes Clamp, Stud, Nut and Washer.

PR66247	Chrysler S/B
PR66248	Ford

MR GASKET STEEL

DISTRIBUTOR CLAMP

SB Chrysler 273-360
MG2503





Billet Distributor Clamp

Precision machined from 6061-T6 billet aluminum and polished to a mirror finish or black anodized. Features a unique ball seat pivot design for positive lock down and worry free adjustment without marring. For small and big block Chevrolet® motors. Stainless hardware included.

BS65920 Billet Distributor Clamp

BSBLK65920 Billet Distributor Clamp – Black Anodized



DISTRIBUTOR HOLD

DOWN CLAMPS

- Extra-thick and heavy-duty to ensure adequate retention of distributor housing
 - Stud mounted to eliminate thread wear in intake manifold
 - Slotted for quick distributor removal
 - Includes stud, washer, nut
- Distributor Hold Down Clamp, All V8 and 90° V6
MO26200 Chevrolet engines. Gold Iridite Steel.

DISTRIBUTOR CLAMPS

MSD's Billet Distributor Hold Down Clamps are strong enough to keep the timing locked in place whether you are using an MSD Billet Distributor or Pro Mag. The MSD Hold Down Clamp is CNC machined from steel and fits all MSD Pro-Billet Chevrolet distributors and the Pro Mags. Each clamp includes the mounting stud, lock washer and nut. MSD Billet Hold Down Clamps:

MSD8110 Chevrolet

MSD8010 Ford



RPC4455

RPC4116

RPC4629

RPC5116

Chrome Steel Distributor Clamps

Includes Hold Down Stud

RPC4116 Chevy 1963 and up V8 OEM STYLE

RPC9126 Chevy 1963 and up V8 Competition Style

RPC5116 Chevy 1963 and up V8 Billet Aluminium

RPC4455 Ford all OEM style

RPC4629 Ford FE Competition Style

RPC4117 Pontiac OEM Style

VACUUM ADVANCE COVERS



Vacuum Advance Covers

Mounts over existing unit
BS88120 Polished Aluminium



THERMOSTAT HOUSINGS / WATER NECKS



CHROME STEEL WATER NECKS

Chevrolet V8 1955-64 Gasket RPC4788
Chevrolet V8 1955-64 O-Ring RPC9228
Chevrolet V8 1966-75 RPC4789
Chevrolet V8 1966-75 - 1/2" NPT Port RPC9468
Chevrolet SB/BB Chevy V8 Straight O-Ring RPC9647
Chevrolet V8 Straight Up O-Ring Style RPC9647
Chrysler V8 1964-on RPC4987
Ford 289-351 Windsor RPC4790
Ford 289-351 Windsor RPC9440
Ford 289-351 Cleveland O-Ring Style RPC9331
Ford 429-460 RPC9415
Oldsmobile 330-455 RPC9403
Pontiac V8 1964-1979 RPC9230
Replacement O-ring x 2 RPC9243

ALUMINIUM SWIVEL WATER NECKS

- Swivel Type
 - O-Ring seal
 - Suits Chev SB & BB
- 15 Degree - Polished RPC6015
15 Degree - Chrome Plated RPC6015C
Straight - Chrome Plated RPC6002C
40 Degree - Polished RPC6003BC
45 Degree - Polished RPC6003
45 Degree - Chrome Plated RPC6003C
90 Degree - Polished RPC6009
90 Degree - Chrome Plated RPC6009C
Replacement O-Rings (Pair) RPC6004



ALUMINIUM WATER NECKS

Chevrolet V8 1955-64 O-Ring Style - Polished RPC6228
Chevrolet V8 1966-75 O-Ring Style - Polished RPC6229
Chevrolet V8 Straight Up O-Ring Style - Chrome RPC6002C



Water Outlets

Stock replacement style cast aluminium water outlets for Holden V6 and V8 engines.

Application

Holden 6cyl EH-HJ Red Motor
Holden V6, VN Series I to 11/1990
Holden V6, VN Series II – VR w/out ABS
Holden V6, VN Series II – VR with ABS
Holden V8, 253-308 Single Bypass – Natural
Holden V8, 253-308 Single Bypass – Polished

Part No.

KCW07
KCW043
KCW069
KCW079
KCW08NPN
KCW08NPP



BILLET SWIVEL THERMOSTAT HOUSINGS 302 - 351 CLEVELAND (NON Swivel)

with internal -16 ORB

AF64-2021 Blue
AF64-2021BLK Black
AF64-2021S Silver
AF64-2021R Red
AF64-2021C Chrome
AF59-2021 Replacement O-Ring & Bolts



302 - 351 Cleveland (90°) (Swivel)

AF64-2039 Blue
AF64-2039BLK Black
AF64-2039S Silver
AF64-2039R Red
AF64-2039C Chrome
AF59-2039 Replacement O-Ring & Bolts



SUITS FORD FALCON 6 CYL (EF EL BA BF FG) (Swivel)

AF64-4036 Blue
AF64-4036BLK Black
AF64-4036S Silver
AF64-4036R Red
AF64-4036C Chrome
AF59-4036 Replacement O-Ring & Bolts



SB FORD WINDSOR (NON Swivel)

AF64-2033 Blue
AF64-2033BLK Black
AF64-2033S Silver
AF64-2033R Red
AF64-2033C Chrome
AF59-2033 Replacement O-Ring & Bolts



SUITS BB FORD 429 - 460 (Swivel)

AF64-4037 Blue
AF64-4037BLK Black
AF64-4037S Silver
AF64-4037R Red
AF64-4037C Chrome
AF59-4037 Replacement O-Ring & Bolts



SB/BB CHEVY (Swivel)

AF64-2034 Blue
AF64-2034BLK Black
AF64-2034S Silver
AF64-2034R Red
AF64-2034C Chrome
AF59-2034 Replacement O-Ring & Bolts



308 HOLDEN (Swivel)

AF64-2022 Blue
AF64-2022BLK Black
AF64-2022S Silver
AF64-2022R Red
AF64-2022C Chrome
AF59-2022 Replacement O-Ring & Bolts



308 HOLDEN (no heater) (Swivel)

AF64-2056 Blue
AF64-2056BLK Black
AF64-2056S Silver
AF64-2056R Red
AF64-2056C Chrome
AF59-2056 Replacement O-Ring & Bolts



HOLDEN LS1/LS2 SERIES (Swivel)

Housing is designed to suit LS2 thermostat

AF64-2092 Blue
AF64-2092BLK Black
AF64-2092S Silver
AF64-2092R Red
AF64-2092C Chrome
AF59-2092 Replacement O-Ring & Bolts



HOLDEN LS3 (Swivel)

Housing is designed to suit LS2 thermostat

AF64-2115 Blue
AF64-2115BLK Black
AF64-2115S Silver
AF64-2115R Red
AF64-2115C Chrome
AF59-2115 Replacement O-Ring & Bolts



SUITS NISSAN RB (NON Swivel)

AF64-4029 Blue
AF64-4029BLK Black
AF64-4029S Silver
AF64-4029R Red
AF64-4029C Chrome



SUITS NISSAN RB30

TOP WATER HOUSING (NON Swivel)

AF64-4030 Blue
AF64-4030BLK Black
AF64-4030S Silver
AF64-4030R Red
AF64-4030C Chrome



SUITS MAZDA ROTARY 2 Bolt (Swivel)

(requires slight modification to bolt holes)

AF64-2039 Blue
AF64-2039BLK Black
AF64-2039S Silver
AF64-2039R Red
AF64-2039C Chrome
AF59-2039 Replacement O-Ring & Bolts



WATER NECK SPACER

Aeroflow's Chev water neck spacer kit is the perfect solution for allowing an extra auxiliary port of coolant, can be used for many applications including plumbing coolant to a turbo charger, extra coolant flow from rear of heads or simply connecting your heater in a conversion! Available in silver or black anodised finishes.

Part No	Colour	Description
AF64-4051	Silver	Spacer with 2 x -80RB female ports
AF64-4051BLK	Black	Spacer with 2 x -80RB female ports



LS CROSS-OVER ADAPTERS

Aeroflow offer -4AN water cross-over adapter's and allow coolant to be pulled away from hot spots in your cylinder heads to suit LS1, LS6, LS2, LS7, LM7, LQ9 engines. These great little adapters are available in black or silver anodised and come complete with O-ring and mounting bolt ready to install and are sold separately. Aeroflow water cross over adapters are especially needed for turbocharged or supercharged street driven / endurance applications and allow many ways to plumb a simple cross-over line or header tank to allowing the engine to run more efficient while allowing the coolant system to hold more coolant. Installing these water cross-over adapters in all 4 corners of the engine have been proven to decrease detonation in number 7 & 8 cylinders especially and are a great improvement over the standard steam vent plumbing.

AF64-2186 Silver LS cross-over adapters
AF64-2186BLK Black LS cross-over adapters



Billet Specialties

Water Necks

Cooling system components from Billet Specialties feature high quality precision machining, industry leading mirror finish polish and stainless fasteners. Each of our engine components are engineered to do more than look good ... they perform! Billet Specialties thermostat housings are precision machined from 6061-T6 billet aluminium and polished to a mirror finish. Fits small and big block Chevrolet® engines.

Product Features - Dual Buna N® O-rings for a positive seal eliminating the need for a gasket or sealant - Stainless steel mounting hardware included.

BS90120*	SB/BB Chevy - Straight Up
BS90220*	SB/BB Chevy - 0 Degree
BS90320*	SB/BB Chevy - 15 Degree
BS90420*	SB/BB Chevy - 45 Degree
BS90620*	S/B FORD 0 Degree
BS90720	B/B FORD 429-460 - 0 Degree
BS90730	B/B FORD FE - 0 Degree
BS90820	SB/BB Chrysler & Hemi to 1978 - 0 Degree

* Available black anodized, add BLK to part number ie: BSBLK90120





MEZIERE Inline Thermostat Housing, 1.50" Hose to 1.50" Hose

You can use this assembly to install a thermostat inline in your upper radiator hose. A variety of connection options and thermostat rates are available. **MZWN0072**



Ford 302 - 351 Cleveland Thermostat Housings

Straight Chrome water neck Chrome Steel **MG2663** 302 - 351 Cleveland



Ford 302 - 351 Windsor Thermostat Housings

Chrome water necks for Windsor engines. Available in 45° or 90° types for early and late engines.

MG2662 289-302-351W Early 45° Style
MG9713 302-351W 1979-1995 90° Style

WATER OUTLET RESTRICTOR PLATE KIT

By inserting one of these restrictor plates in place of the thermostat, you can adjust the flow of water to the radiator. The kit contains three different restrictor plates: one each 5/8", 3/4" and 1" I.D. holes x 2 3/16" diameter. Fits Chevrolet, Ford & Holden V8.

Water outlet restrictor plates **MG6126**



Water Necks

The bottom-line for water necks is resistance to leakage. Our waternecks are manufactured with especially flat sealing surfaces, extra thick bases, and an O-ring gasket where applicable (Chevrolet 66209, 66210, and Pontiac 66212). They are highly polished and thickly chrome plated for a lasting finish.

Easily installed in place of OEM parts. Supplied with bolts, gaskets or O-rings.

PR66207 All Mopar, Chevy V8 and 90-Degree V6 (must use Mopar thermostat) straight up.
PR66211 Ford 289, 302, and 351W '65-'75

PR66209 Chevy V8 '55-'65, Chevy II V8 '64, and Corvette '56-'63
PR66210 Chevy, Camaro, and Chevelle V8s '66-'75

PR66212 Pontiac V8 '64-'81
PR66610 Replacement O-Ring



CHROME STEEL WATER NECK

With hole to direct mount temperature gauge **MNMP9468**



Offenhauser Top Water Outlet

Fits Flat head manifolds
OFF3496 Top Water Outlet



Flathead Ford Water Neck

Hot rod style bolt-on aluminum water neck for the 1949-53 Ford Flathead V8.

1949-53 Flathead Water Neck
V18A-8592-HR



Offset Thermostat Housing adapter

This polished aluminum adapter offsets the thermostat to right side of manifold. Used on 144/174 blower kits. Includes O-Ring and mounting bolts. Will NOT work on Weiland 142, 177, or 256 blowers.

Chev Thermostat Offset Adapter



Peterson Swivel Water Necks

Necks swivel 360° for exact hose alignment. Viton seals are used internally and the flange is O-Ring sealed. Features hard coat anodizing for improved wear and a secondary locking pin for fitting retention. Proven in NASCAR Winston Cup.

Chev Swivel Water Neck -16AN
Chev Swivel Water Neck -20AN



PFS10-2216
PFS10-2220



Chev Filler Neck with AN Fitting

Blue anodized aluminum -16AN fitting for use with steel braid reinforced upper radiator hose. Fits Small Block, Big Block and 90° V6 Chevy Intake Manifolds.

Water Outlet Filler Neck, -16 AN fitting **MO63460**



Chev Filler Neck with AN Fitting and NPT Ports

Blue anodized aluminum. Includes two 3/8" NPT female ports to plumb water to cylinder head for additional cooling and a -16AN fitting for use with steel braid reinforced upper radiator hose. Fits Small Block, Big Block and 90° V6 Chevy Intake Manifolds.

Water Outlet Filler Neck, -16AN with 2 x 3/8" NPT ports **MO63461**



Ford Windsor Filler Neck

with AN Fitting

Blue anodized aluminum with -16AN fitting for use with steel braid reinforced upper radiator hose. Includes gasket. Fits Ford Windsor Engines.

Water Outlet Filler Neck, Ford, -16 AN Fitting **MO63455**



Bolt-On Filler Neck

Blue anodized aluminum. Accepts standard-size radiator cap (not included). Excellent replacement part for Moroso Filler Neck Kits. 100% leak tested.

Stamped Aluminum Filler Neck, Bolt-On **MO63465**



Billet Aluminum Bolt-On Filler Neck

Made from 6061-T6 billet aluminum. Easily mounts to any Big Block or Small Block Chevy intake manifold, and can be used in all racing and street- performance applications where a heavy-duty filler neck is required. Includes screw-in 1/8" NPT hose fitting for expansion tanks, and accepts standard-size radiator cap (not included).

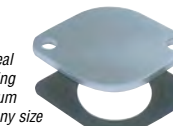
Billet Aluminum Filler Neck, Bolt-On **MO63466**



Water Neck Block-Off Plate

This 1/4" aluminum plate provides an ideal base to weld-your-own radiator hose fitting to the intake manifold. Untreated aluminum makes it easy to drill opening and weld any size fitting of your choice. Two pre-drilled mounting holes ensure a perfect fit to the intake manifold. Perfect for racing and custom applications.

Water Neck Block-off Plate, Chevrolet **MO63471**



Filler Neck

Fits: Ford 4.6/5.4L engines

- Allows Mod Motor Racers to upgrade existing upper radiator hose
- Billet Aluminum Water Neck Outlet with -16AN Fitting
- Anodized Black • Includes O-ring

Filler Neck **MO63456**



THERMOSTATS & ACCESSORIES

MR GASKET THERMOSTATS

These high performance thermostats are designed to resist large variations in coolant pressures that occur at high RPM's where coolant temperature and coolant pressure fight for control of the thermostat keeping it from opening at it's designated temperature. The balanced HP Thermostat features all brass and copper construction, and opens at the right temperature regardless of engine RPM.

Chev, Ford & Holden, 160°F (71°C) **MG4363**
Chev, Ford & Holden, 180°F (82°C) **MG4364**
Chev, Ford & Holden, 195°F (90°C) **MG4365**
LS1, 180°F (82°C) **MG6368**
Chrysler & Dodge, 160°F (71°C) **MG4366**
Chrysler & Dodge, 180°F (82°C) **MG4367**
Thermostat Gasket with rubber seal H/D **MG738G**



THERMOSTATS FOR LS1

Available for all new style LS series engine that have a separate thermostat and water neck. These thermostats are available in 160, 180 and 195°F temperatures to suit any application. Mr. Gasket's 2005 Pontiac GTO test car gained 5 hp with the 180 degree unit.

Description

LS1 late thermostat 160°F (71°C)

LS1 late thermostat 180°F (82°C)

LS1 late thermostat 195°F (90°C)



Part No.

MG6367

MG6368

MG6369



MILODON WATER OUTLET RESTRICTORS

In race applications these Water Outlet Restrictors, on Chevys and Fords, replace the thermostat. They work to slow the flow of coolant through the block and radiator which allows more heat to be absorbed from the block and more heat to be released through the radiator. In cases where the engine has excess cooling capacity, as in an alcohol burning engine, a higher amount of restriction is required than the thermostat, while open, can provide. This kit contains restrictors with 1", 3/4" and 5/8" openings to allow tailoring to your particular application.

WATER OUTLET RESTRICTOR

Chevy, Small & Big Block, Ford & Holden (except pre '67 390-428)

M116420



MILODON HIGH FLOW THERMOSTATS

These High Flow Thermostats greatly aid the proper functioning of a high performance cooling system. They are engineered to warm the engine to a proper operating temperature without making it run hot enough to lose power. Also the "Balanced Sleeve" design is highly recommended for use with High Volume water pumps. With other thermostat designs, the increased flow generated by High Volume water pumps can actually attempt to hold the thermostat closed. The "Balanced Sleeve" design equals the pressure exerted on the thermostat allowing its operation to be solely regulated by coolant temperature.

Application

Chev, Ford & Holden, 160° F (71°C)

Chev, Ford & Holden, 180° F (82°C)

Chrysler & Dodge, 160° F (71°C)

Chrysler & Dodge, 180° F (82°C)

Part No.

M116400

M116401

M116405

M116406



WATER OUTLET RESTRICTOR KIT

- Restricting coolant flow leaving the engine lets you control the amount of heat absorbed by the coolant
- Red, gold and blue anodized aluminum restrictor plates are mounted under the water outlet on the intake manifold
- Kit consists of three restrictor plates with 5/8", 3/4" and 1" I.D. holes for optimum coolant flow, 2-1/8" O.D.

Water Outlet Restrictor Kit.

GM V8, GM V6, Ford 260-302, 351W **MO63440**



TUFF STUFF HIGH FLOW THERMOSTATS

50 percent increase in coolant flow!

The increased coolant flow will reduce the delay in engine warm-up times, allows trapped air in the cooling system to escape and stabilizes the pressure of the cooling system overall. These thermostats also have a bypass valve that allows a small amount of coolant to circulate before fully opening.

Description

GM, Ford, AMC, Jeep, Holden **160°**

GM, Ford, AMC, Jeep, Holden **180°**

GM, Ford, AMC, Jeep, Holden **195°**

1953-1980 Mopar **180°**

Part No.

TUF900160

TUF900180

TUF900195

TUF910180



HI-FLOW THERMOSTATS

High flow design that resists large variations of coolant pressure at high rpm. Fully opens at correct temperature consistently regardless of engine rpm. Perfect for high performance street, drag race, and oval track. Copper & brass construction - resists corrosion. Suitable for GM Holden, Chevrolet, Ford and AMC.

AF49-1043

71°C (160°F) hi-flow thermostat

AF49-1044

82°C (180°F) hi-flow thermostat



FINNED OIL FILTER COVERS



Finned Oil Filter Cover

Cast from aluminum and highly polished, this slip-on oil filter cover is designed to match our other cast aluminum accessories.

SO172-925-17480





MOON FINNED ALUMINUM REMOTE OIL FILTER

This finned aluminum remote oil filter has machined top with cast canister and use spin-on oil filter. Canister is designed, so you can use in conjunction with forcefield magnet that will pick any metal particles. Bolts on to firewall or framerail. Line kits available separately.
MNMPF200

Chrome Oil Filter Covers

Chrome plated steel oil filter cover slides over existing oil filter. 3-11/16" diameter suits most large oil filters. Available in two lengths.

Chrome Oil Filter Cover, 4-9/32" Tall

RPCR1070

Chrome Oil Filter Cover, 5-3/16" Tall

RPCR1067



CHROME STEEL DIPSTICKS

- Aluminium Handle
- Chrome Steel Dipstick & Tube

Engine Dipsticks

Chev Small Block 1955-79
Chev Small Block 1955-79 (19")
Chev Small Block 1980-82 (23")
Chev Small Block 1982-85 (24.5")
Chev Big Block 1965-90
Chrysler 318-360
Chrysler 383-440
Ford 289-302 Windsor
Ford 351 Windsor
Ford 351 Cleveland

Part No.

RPCR4957
RPCR4957
RPCR4920
RPCR9231
RPCR4958
RPCR9224
RPCR9225
RPCR9221
RPCR9222
RPCR9223

BILLET HANDLE DIPSTICKS

- Billet Aluminium Handle
- Chrome Steel Dipstick & Tube

Engine Dipsticks

Ford 289-302 Windsor

Part No.

RPCR9221BA

FLEXIBLE BRAIDED DIPSTICKS

- Aluminium Handle
- Braided Housing
- Stainless Steel Dipstick

Engine Dipsticks

Chev Small Block 1955-79
Chev Small Block 1986-on
Chev Big Block 1965-90

Part No.

RPCR5002
RPCR5001
RPCR5003

BILLET ALUMINIUM DIPSTICK

- Billet aluminium handle with steel dipstick
- Tube not included
- Dipstick is 11-1/2" long.

Chev Small Block 1955-79 **RPCR6060**

ENGINE DIPSTICKS

Aeroflow's Flexible Engine Dipsticks are 308 stainless steel braided covering over a hard-wearing high quality PTFE liner. The handle and ends are made from 6061-T6 then hand polished and chrome plated for a superior finish. A double O-ring seal keeps dipstick secured in tube and prevents crankcase gasses from escaping. These not only look great but the flexible inner dipstick is marked to give accurate oil level readings.

Suits Holden V8 253-308

AF64-2105 Chrome
AF64-2105BLK Black

Suits SBC, late model, drivers side.

AF64-2109 Chrome
AF64-2109BLK Black

Suits SBC, early model, passengers side.

AF64-2110 Chrome
AF64-2110BLK Black

Suits Ford 302 - 351C

AF64-2112 Chrome
AF64-2112BLK Black

Suits LS Series Chevy

(block mount)
AF64-2111 Chrome
AF64-2111BLK Black

COIL COVERS



HEI Finned Alum Distributor Cover.

Finned aluminium cover for GM HEI distributor, mounts easily using 1/4-20 button head stainless bolts (provided).

OTEHEI

FINNED COIL COVER

Firewall mount coil cover polished finned. Fits any coil up to 2 1/2 inches in diameter.

OTECCF

COVER COIL SLIP ON FINNED

Slip on finned coil cover polished finned. Fits any coil up to 2 1/2 inches in diameter.

OTECCS



Regulator Finned Cover

Regulator finned cover polished aluminium. Inside dimensions 3 x 4 inches

OTEREG

DIPSTICKS ENGINE

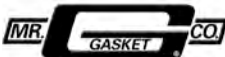


Billet Dipstick

Billet Specialties dipstick fits directly into the block on small block Chevrolet® motors up to 1979 and replaces the factory driver side dipstick tube for a clean look. The Ford dipstick is for use with Tru-Trac systems on Pre 1979 Ford Small Blocks.

BS40120 S/B Chev pre 79 Direct into block.

BS40150 S/B Ford pre 79 For use with Tru-Trac



Oil Dip-Sticks

Dress up your engine with a chrome plated dipstick and tube from Mr. Gasket. Similar in design to stock, OEM units, only simple hand tools are required for installation.

MG6235 Chev SB, block mount, 65-79
MG6237 Chev SB, RHS, 80-82
MG6238 Chev SB, 82-85 Camaro/Firebird
MG6236 Chev BB, pan mount
MG6235BP Chev SB, Block Mount - Black
MG6920 Ford SB, (260-302)
MG6921 Ford 351 Windsor
MG6922 Ford 351 Cleveland
MG6923 Chrysler SB 273-360.
MG6924 Chrysler BB 383-440

PROFORM ENGINE DIPSTICK & TUBE

BB Chev MK4 66-90

PR66117



MILODON ENGINE DIPSTICKS

Application

Ford 302-351 Cleveland
Ford 302-351W / 429-460 (In Oil Pan)
Chrysler 392 Early Hemi - Rear Sump Pan

Part No.

M122031
M122040
M122066

UNIVERSAL STAINLESS STEEL ENGINE DIPSTICK

For use where you need an engine dipstick in a custom application. Simply drill a 13/16" hole, weld in the supplied weld bung and you are set. Stainless steel dipstick tube assembly screws into the bung welded in the pan and seals with a copper gasket. Tube assembly attaches to a header bolt and is 16" long

Part No.

M122080

Ford 429-460 Dipstick

Unique sleek design, CNC machined from 304 stainless steel resist corrosion and stay bright. O-ring sealed against water & dirt. Fits pre-1973 Ford 429-460 9in timing cover).

Description

Ford 429-460 Dipstick (in timing cover)

Part No.

M122035

GM LS Series Oil Pan Dipstick Tube

Suit LS1 in Camaro

GM12551577 - Engine Oil Level Tube only

GM12625031 LS3 Dipstick Tube Suit H0302-1
(Use With GM12634547)

GM12634547 LS3 Dipstick Only Suit H0302-1
(Use With GM12625031)



5R Racing Chrome Dipstick

5RDS-308

308 CHROME DIPSTICK & TUBE



Dagger Dip Stick Handle

Dagger dip stick handle polished alum. Attaches with stainless set screw.

OTEDDIP

Iron Cross Dip Stick Handle

Aluminium.

Attaches with stainless set screw

OTEMCDIP



Flexible Engine Dipsticks

Flexible engine dipstick designed with machined aluminum handle to coordinate with Lokar's Flexible Transmission Dipstick. Slim design allows mounting inside headers. Designed for use with factory or Sanderson cast manifolds. Applications available for GM and Ford. E-Z read stainless stick for accurate measure of engine oil.

LOKAR Flexible Engine Dipsticks

Engine Make	Year	Part No.
Chevy		
Small Block Chevy	1980 & Later	LK-ED-5001
Small Block Chevy	1979 & Earlier	LK-ED-5002
Dart SBC SHP (Special High Performance Block)		LK-ED-5018
GM LS1	1997 & Later	LK-ED-5008
GM Vortec Ramjet 350 Not Applicable.		LK-ED-5009
Big Block Chev	396-454	LK-ED-5003
Ford		
302 Ford	1986 to 1995 5.0	LK-ED-5004
351 Ford	Screw into Pan Style	LK-ED-5005
Early 289-302	Ford 1962-1969	LK-ED-5010
	Thru timing chain cover	
SBF 302 5.0L Crate Engine Only - Push into Pan		LK-ED-5013
FORD 351c 1970 XW To 1984 XE (In To Block)		LK-ED-5023
Ford Flathead	1937 - 53 Flat head V8	LK-ED-5016
Holden		
253-308 Holden 1968 HT -1984 WB		LK-ED-5024
253-304-308 Holden 1979 VC -1998 VT		LK-ED-5028

Machined Aluminum

Engine Dipstick Small Block Chevy

Machined Aluminum and Stainless Dipstick for pre-1980 Small Block Chevy. Application is straight into the engine block - no tube necessary. Dipstick seals at bottom of handle with o-ring. Machined aluminum handle designed to coordinate with Lokar Flexible Transmission Dipstick.

Engine Make	Year	Part No.
Small Block Chevy	Pre-1980 (No Tube)	LK-ED-5000ESB

LOKAR BLACK Flexible Engine Dipsticks

Engine	Make/Year	Part No.
Chevy		
Small Block Chevy	1980 & Later	LK-XED-5001
Small Block Chevy	1979 & Earlier	LK-XED-5002
Dart SBC SHP (SHP Block)		LK-XED-5018
Big Block Chev	396-454	LK-XED-5003
GM LS1	1997 & Later	LK-XED-5008
Holden		
253-308	Holden 1968 HT -1984 WB	LK-XED-5024
253-304-308	Holden 1979 VC -1998 VT	LK-XED-5028
Ford		
SBF 302w 5.0L	Engine Only - Push into Pan	LK-XED-5013
302w Ford	1986 to 1995 5.0	LK-XED-5004
351w Ford	Screw into Pan Style	LK-XED-5005
FORD 351c 1970 XW To 1984 XE (In To Block)		LK-XED-5023
Early 289-302	Ford 1962-1969	LK-XED-5010
	Thru timing chain cover	
Ford Flathead	1937 - 53 Flat head V8	LK-XED-5016

Big Block Flexible

Engine Dipsticks

Flexible engine dipstick designed with machined aluminum handle to coordinate with Lokar Flexible Transmission Dipstick. Slim design allows mounting inside headers. Designed for clearance with block hugger headers. E-Z read stainless stick for accurate measure of engine oil.

Engine Make	Part No.
Chevy Big Block	LK-ED-5003
502 Big Block Chevy	LK-ED-5006
Ford Big Block 460 & 514 (Crate Motors Only)	LK-ED-5011
Ford Big Block FE 390 - 428	LK-ED-5012

LOKAR Anchor-Tight®

Locking Flexible Engine Dipstick
NHRA accepted for use in all categories of competition!
Features: • No filler tube needed • Locking mechanism eliminates expulsion of dipstick handle under trans pressure
• Bolted in sealed pan fitting • Made from 6061 aluminum
• Teflon-lined stainless braided outer housing
• Flexible inner dipstick measuring cable

Anchor-Tight® Locking Engine Dipsticks

Universal 1/4 Anchor Mount Locking Dipstick	LK-1220174
Ford 351c anchor-Tight Locking Dipstick	LK-1220254
Chevy Big Block Black Push into Pan	LK-X122027



MOROSO

UNIVERSAL OIL PAN DIPSTICK STAINLESS STEEL

FLEX TUBE

Fits: Moroso Oil Pans with 1/4" NPT dipstick bung
• Oil Pan Dipstick features braided stainless flex tube with 1/4" NPT fitting and a machined aluminium handle
• Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level
• Flexible tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location
• A rubber capping seal keeps the dipstick secure in tube and prevents crankcase gasses from escaping
• O-Ring seal keeps dipstick secured and sealed
• Dimensions: exposed portion of dipstick is 14" long, overall 20-3/4" long

MO25971 Universal Stainless Steel Pan Dipstick, Flex Tube.



UNIVERSAL LOCKING ENGINE DIPSTICK

• Efficient twist-lock design eliminates oil leakage, blowing out of handle and prevents crankcase gasses from escaping
• In Dyno testing, engines equipped with our twist-lock dipstick pulled more vacuum than engines equipped with standard, non-locking dipstick
• High temperature nylon handle dissipates heat for checking oil level on hot engines
• Flexible stick zinc-plated, bendable outer tube adjustable clamp
• 1/4" NPT steel, weld-in fitting supplied for pans that do not already have that provision
• Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level
• Tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location
• Dimensions: overall length, including exposed portion of dipstick - 24"
MO25973

LOKAR DIRECT MOUNT

BILLET DIPSTICK

With its billet aluminium handle and E-Z read flexible inner cable, Lokar's Billet Aluminium Direct Mount LS Series and Coyote Gauge to Fit Engine Dipsticks are ideal replacements for factory dipsticks and handles. Designed to mount directly into the factory dipstick tube, the Direct Mount LS Series and Coyote Gauge to Fit Engine Dipsticks feature billet aluminium handles and a U-Cut-To-Fit, E-Z read flexible inner cables for accurate engine oil measurement.

Application	HI-TECH	BLACK
LS Series Engine	LK-ED-5000LS1	LK-XED-5000LS1
Ford Coyote Engine	LK-ED-5000COY	LK-XED-5000COY

BRACKETS



Proform Alternator Brackets

Made of heavy steel. Includes upper and lower brackets. Engineered to fit applications with a distance of 4" between the centre of the hole in the intake and the front of the mounting node on the water pump. For different distances due to water pump variations, minor modifications or shimming of the bracket may be necessary.
PR141-402 Alternator Bracket

Chevrolet Small Block thru '68.

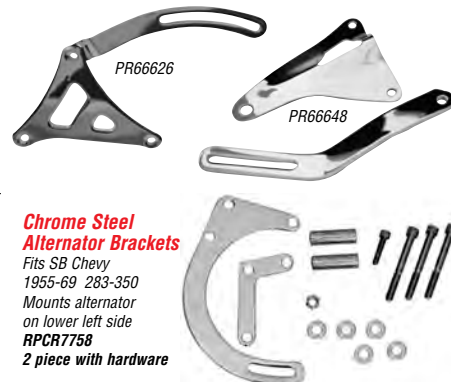
PR66114	Short Water Pump & Headers
PR66661	Side-mount with Headers
PR66115	Universal Slotted Arm
PR66179	Universal Cut-To-Size Spacer

Chevrolet Small Block '69 to date, except Corvette.

All kits below include upper and lower brackets.
PR66177 Top Bracket Bolts to Water Neck, OEM Style

Other applications.

All kits below include upper and lower brackets.
PR66625 Chrysler S/B V8
PR66626 Chrysler B/B V8
PR66648 Ford S/B



Chrome Steel Alternator Brackets

Fits SB Chevy

1955-69 283-350

Mounts alternator

on lower left side

RPCR7758

2 piece with hardware

RPCR9315 Top OEM Short W/P

Fits SB Chevy 1965-68 283-350

RPCR9316 Top OEM Long W/P

Fits SB Chevy 1969-75 283-350

Top of bracket bolts to water neck

RPCR9317 Top OEM Long W/P

Fits SB Chevy 1976-86 305-350

Top of bracket bolts to intake manifold

RPCR9318 Top OEM Long W/P

Fits BB Chevy 1969-90 396-454

Bracket bolts to manifold or head

RPCR9321 Top Custom Long W/P

Fits SB Chevy 1969-75 305-350

Bracket bolts to intake manifold

RPCR9008 Header Bracket Short W/P

Fits SB Chevy 1955-69 283-350

Use with RPCR9254

RPCR9254 Header Bracket Short W/P

Fits SB Chevy 1955-69 283-350

Use with RPCR9008

RPCR9455 OEM Top & Bottom

Fits Ford 1965-73 289-302 Windsor

RPCR9079 Universal Alternator Bracket Arm

1" wide x 14" long with 4" slot

RPCR9502 - BBC Low alternator bracket chrome suit short pump.

RPCR9638 - BBC Bottom alt bracket, OEM long W/P.

Chrysler Alternator Brackets

RPCR9456 - SB Chrysler alternator bracket chrome.

RPCR9457 - BB Chrysler alternator bracket chrome.



Aluminium "Outward Mount" Alternator Brackets
Mounting Hardware included



Small Block Chevy

RPCR6405	Short Water Pump - Chrome
RPCR6402	Long Water Pump - Chrome

Big Block Chevy

RPCR6411	Short Water Pump - Chrome
RPCR6408	Long Water Pump - Chrome

Ford 289-302 Windsor

RPCR6413	Polished
RPCR6414	Chrome

Ford 351 Windsor

RPCR6416	Polished
RPCR6417	Chrome

Aluminium A/C Compressor Brackets

Mounting Hardware included

Small Block Chevy

RPCR6420 Short Water Pump - Polished

Big Block Chevy

RPCR6423 Short Water Pump - Polished



CHROME ALTERNATOR BRACKETS

Part No	Colour	description
S/B CHEVY		
AF64-4010	Chrome	Low mount to suit long water pump
AF64-4015	Chrome	Low mount to suit short water pump
B/B CHEVY		
AF64-4016	Chrome	Low mount to suit long water pump
AF64-4017	Chrome	Low mount to suit short water pump



High mount

Mid mount

BILLET POWER

STEERING BRACKETS

Part No	Colour	Description
S/B CHEVY		
AF64-4001	Polished	Suit left hand side mid mount P/S pump with long water pump
AF64-4001BLK	Black	Suit left hand side mid mount P/S pump with long water pump
AF64-4011	Polished	Suit left hand side High mount P/S pump with long water pump
AF64-4011BLK	Black	Suit left hand side High mount P/S pump with long water pump
S/B FORD CLEVELAND (Suits GM Saginaw P/S pumps)		
AF64-4009	Polished	Suit left hand side mid mount with Saginaw P/S pump
AF64-4009BLK	Black	Suit left hand side mid mount with Saginaw P/S pump



AF64-4009BLK



AF64-4009



AF64-4001



BILLET LOW MOUNT A/C BRACKET

Aeroflow has developed an air conditioning compressor bracket that positions the compressor low and snug on passenger side beside the block. Made to suit small block Chevy. These brackets are a custom fit and may suit universal applications in hot rods and muscle cars fitted with small block Chevys dependant on space.

(shown fitted in 1969 Camaro). Used with High mount P/S Bracket

Part No	Colour	description
S/B CHEVY		
AF64-4012	Polished	Suit Small Block Chevy
AF64-4012BLK	Black	Suit Small Block Chevy

BILLET ALTERNATOR BRACKETS

Part No Colour description
LS SERIES CHEVY suits VT-VZ belt line

AF64-4027	Polished	Left hand side standard position
AF64-4027BLK	Black	Left hand side standard position

S/B CHEVY

AF64-4002	Polished	Mid mount right hand side to long water pump
AF64-4002BLK	Black	Mid mount right hand side to suit long water pump
AF64-4004	Polished	Low mount left hand side to suit Short water pump
AF64-4004BLK	Black	Low mount left hand side to suit Short water pump

B/B CHEVY

AF64-4003	Polished	Low mount left hand side to suit Short water pump
AF64-4003BLK	Black	Low mount left hand to suit Short water pump

S/B FORD WINDSOR (All Mount on Driver side)

AF64-4006	Polished	289-302 Std mount, right hand side lower radiator water pump hose
AF64-4006BLK	Black	289-302 Std mount right hand side lower radiator water pump hose
AF64-4007	Polished	289-302 Std mount, left hand side lower radiator water pump hose
AF64-4007BLK	Black	289-302 Std mount left hand side lower radiator water pump hose
AF64-4005	Polished	351W Std mount, left hand side lower radiator water pump hose
AF64-4005BLK	Black	351W Std mount, left hand side lower radiator water pump hose
AF64-4008	Polished	351W Std mount, right hand side lower radiator water pump hose
AF64-4008BLK	Black	351W Std mount, right hand side lower radiator water pump hose

S/B FORD CLEVELAND

AF64-4000	Polished	351C Mid mount right hand side
AF64-4000BLK	Black	351C Mid mount right hand side
HOLDEN V8		
AF64-4033	Polished	Mid mount right hand side, pre EFI
AF64-4033BLK	Black	Mid mount right hand side, pre EFI
AF64-4025	Polished	Mid mount left hand side. All
AF64-4025BLK	Black	Mid mount left hand side. All
HOLDEN LH - LX - UC TORANA		
AF64-4035	Polished	Right hand side Low Mount
AF64-4035BLK	Black	Right hand side Low Mount
NISSAN RB		
AF64-4028	Polished	Alternator bracket
AF64-4028BLK	Black	Alternator bracket



AF64-4002



AF64-4004BLK



AF64-4028



AF64-4027BLK



AF64-4006



AF64-4007BLK



AF64-4028



AF64-4028BLK



AF64-4000



AF64-4035BLK



AF64-4025BLK



AF64-4033

GM HOLDEN USING CHEVY

ALTERNATOR MOUNTING KIT

When you mount a Chevy alternator to a Holden engine its close but not quite right. Aeroflow have developed a spacer kit to get the fitment and belt alignment perfect. This adapter kit allows the use of Aeroflow Chev 100, 120 and 140 AMP alternators to be mounted to any Holden V8 and even the Holden 6 Cylinder, fitted with a Bosch alternator.

AF4000-1000

HEIM-JOINT ADJUSTABLE TENSIONER

Aeroflow now offer universal stainless steel adjusting rods. The adjusting rods feature 3/8" eyelet rod ends for use with 3/8" diameter bolts or smaller when used with a shoulder bolt and offer 1" of adjustment. These handy adjusting rods are the same as used in our billet alternator, power steer and a/c bracket kits and can be used in many custom applications.

Adjusters allow 1" / 25mm further adjustment

Part No	Length
AF60-4011	90mm / 3.54" and
AF60-4002	98.6mm / 3.88"
AF60-4000	112.4mm / 4.375"
AF60-4007	146mm / 5.75"
AF60-4008	168 / 6.625"



Billet LS Belt Tensioners

The GM LS engines with the factory spring loaded belt tensioners become prone to throwing belts when used in performance applications and with aftermarket balancers. These bolt-on Billet LS Belt Tensioners are a fully adjustable solution for controlling potentially damaging resonance and maintaining desired belt tension.

GM LS1, -2, -3, -6 & -7 Adjustable Belt Tensioner w/ Idler Pulley Passenger Cars

C054021

GM LS1 Adjustable Belt Tensioner, 1998-02 F-Body

C054025



LS SERIES BILLET POWER STEERING BRACKETS

Suits VT-VZ belt line, late model small pump.

Part No	Colour	Description
LS SERIES CHEVY		
AF64-4026	Polished	Passenger side standard position
AF64-4026BLK	Black	Passenger side standard position



LS BILLET DRIVE BELT TENSIONER

Chev LS Billet Belt Drive tensioner complete with billet pulley and nose cover allows for a manual adjustment for accurate belt tension complete with all mounting hardware. Suits VT-VZ belt line

Part No	Colour	Description
AF64-4031	Polished	Manual LS belt tensioner
AF64-4031BLK	Black	Manual LS belt tensioner
AF59-4031	Polished	Replacement pulley, nose cover & bolts
AF59-4031BLK	Black	Replacement pulley, nose cover & bolts

Note: Suits VT-VZ belt line

MARCH

PERFORMANCE PULLEYS & BRACKETS

Alternator Bracket Kits

Our Performance Series 6061-T6 powder coated billet aluminium brackets are precision CNC machined for perfect fit and alignment. To get belt tension perfect we supply you with high strength stainless steel tensioning rods and chrome moly rod ends. Available in a variety of mounting styles.



MPP20125

Application

Chev SB with Long W/Pump, R/Hand Top Mount	MPP20120
Chev SB with Long W/Pump, R/Hand Mid Mount	MPP20124
Chev SB with Short W/Pump, L/Hand Low Mount	MPP20215
Chev SB with Short W/Pump, Inward Top Mount	MPP20721
Chev BB with Long W/Pump, R/Hand Top Mount	MPP20125
Chev BB with Short W/Pump, L/Hand Low Mount	MPP20315
Chrysler 383-440, R/Hand Top Mount	MPP40020
Ford 289-302 Windsor, R/Hand Top Mount	MPP30028
Ford 289-302 Windsor with R/Hand Lower Rad Hose	MPP30351
Ford 289-302 Windsor with L/Hand Lower Rad Hose	MPP30355
Ford 351 Windsor with R/Hand Lower Rad Hose	MPP30391
Ford 351 Windsor with L/H Lower Rad Hose	MPP30395
Ford 302-351 Cleveland with Ford 1G Alternator	MPP30400
Ford BB 429-460 Serpentine Alt Bracket	MPP30200

Power Steering Bracket Kits

Our Performance Series 6061-T6 powder coated billet aluminium brackets are precision CNC machined for perfect fit and alignment. To get belt tension perfect we supply you with high strength stainless steel tensioning rods and chrome moly rod ends (except MPP30356).



Application

Chev SB with Long W/Pump suits 1966-76 Saginaw	MPP20160
Chev BB Suit Elec W/P Suit Meziere, CSI & CSR	MPP23004
Ford 302-351 Windsor with Standard Ford Pump	MPP30038
Ford 302-351 Windsor with Saginaw Keyway Pump	MPP30037
Ford 302-351 Windsor with 1971-76 Mustang Pump	MPP30356
Ford 302-351 Cleveland with Saginaw Pump	MPP30405

Electric Water Pump

Bracket Kits

Designed to solve the problem of how to mount accessories to engines with the popular electric water pumps. Complete with stainless steel tensioning rod and chrome moly rod ends. Suits Meziere, CSI/CSR, CVR and Proform electric water pumps.



Application

Chev Small Block Alternator Bracket	MPP22025
Chev Small Block Power Steering Bracket	MPP22026



BILLET ALTERNATOR MOUNT KITS

These bracket kits are designed to mount mini Nippondenso style and 93mm alternators to either side of the motor, while clearing the electric water pump. Works with most old and new style drive mandrel kits. Includes all spacers and hardware.



Description

Alternator Mount Kit, SBC with Moroso Pump	MO63827
Alternator Mount Kit, SBC with CSR Pump	MO63828
Alternator Mount Kit, SBC with Meziere Pump	MO63829
Alternator Mount Kit, BBC with Moroso Pump	MO63832
Alternator Mount Kit, BBC with CSR Pump	MO63833

FORD SB ALTERNATOR BRACKET

This kit will mount a standard Ford or Nippondenso style alternator on either side of the engine. Fits with mechanical water pumps and electric water pumps from all major manufacturers with V-belt or serpentine pulley systems. Includes all mounting hardware.



Description

Small Block Ford Alternator Bracket

Part No.

MO63810



ALTERNATOR MOUNT KIT

Big Block Chevy with early style Delco alternator
MO63840

CHRYSLER SB ALTERNATOR BRACKET

This kit enables the racer/enthusiast to mount either a 93mm or 115mm Nippondenso alternator to a Chrysler A series engine, (318, 340 & 360) in as many as fourteen different configurations. Mounts alternator to either side of engine and fits with stock mechanical water pumps and Moroso electric water pumps. Features adjustable turnbuckle for easy and accurate belt tension adjustments. Includes all mounting hardware.



Description

Small Block Chrysler Alternator Bracket

Part No.

MO63815



TOP MOUNT ALTERNATOR BRACKET

RIGHT SIDE

FOR LONG WATER PUMP APPLICATIONS

Precision machined in the USA, Billet Specialties top mount passenger side alternator bracket fits the popular GM 60 to 80-amp alternators. Stainless steel hardware included. For use with v-groove pulleys or serpentine style pulleys. Pulleys sold separately see pulleys section.

BSFM0109PC Small Block Chevy

BSFM0209PC Big Block Chevy



MID MOUNT ALTERNATOR BRACKET

RIGHT SIDE

FOR LONG WATER PUMP APPLICATIONS

Precision machined in the USA, Billet Specialties mid mount passenger side alternator bracket fits the popular GM 60 to 80-amp alternators. Stainless steel hardware included. For use with v-groove pulleys or serpentine style pulleys. Pulleys sold separately.

BSFM0107PC Small Block Chevy

BSFM0207PC Big Block Chevy



LOW MOUNT ALTERNATOR BRACKET

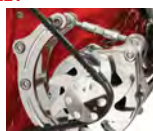
LEFT SIDE

FOR SHORT WATER PUMP APPLICATIONS

Precision machined in the USA, Billet Specialties low mount driver side alternator bracket fits the popular GM 60 to 80-amp alternators. Stainless steel hardware included. For use with v-groove pulleys or serpentine style pulleys. Pulleys sold separately.

BSFM0105PC Small Block Chevy

BSFM0205PC Big Block Chevy



Top Mount Air & Alternator Bracket

This bracket is ideal for small block Chevrolet motors that do not have mounting holes in the cylinder heads. The bracket mounts to the water pump and intake manifold.

Application:

- Small Block Chevy
- Short Water Pump
- For use with
- GM 60 to 80 amp alternators
- Sanden 508 AC compressors

Kit Includes:

- Multi-piece polished billet aluminum bracket
 - Stainless steel mounting hardware
- Note: Not for use with a GM compressor, super chargers, TPI, or 3-deuce set-ups.

BS10120 Top Mount Bracket



PULLEYS & DRIVE KITS



AF64-4300

BILLET ALTERNATOR FAN & PULLEY

Part No	Colour	description
AF64-4300	Polished	Billet Alternator Fan & Pulley
AF64-4300BLK	Black	Billet Alternator Fan & Pulley

AF64-4300BLK



BILLET V PULLEYS

Part No Colour Description

S/B FORD CLEVELAND

AF64-2023	Silver	Billet Water Pump Pulley 302-351C Ford
AF64-2023BLK	Black	Billet Water Pump Pulley 302-351C Ford
AF64-2024	Silver	Billet Crank Pulley, Single Groove 302-351C Ford 4 Bolt Damper
AF64-2024BLK	Black	Billet Crank Pulley, Single Groove 302-351C Ford 4 Bolt Damper

HOLDEN

AF64-4022	Polished	Billet Water Pump Pulley, Single V V8 with small bearing water pump
AF64-4022BLK	Black	Billet Water Pump Pulley, Single V V8 with small bearing water pump
AF64-4024	Polished	Billet Water Pump, Single Groove V8 with Large (Jumbo) bearing water pump
AF64-4024BLK	Black	Billet Water Pump, Single Groove V8 with Large (Jumbo) bearing water pump
AF64-4023	Polished	Billet Crank Pulley, Single Groove Suits V8 Holden
AF64-4023BLK	Black	Billet Crank Pulley, Single Groove Suits V8 Holden



GILMER DRIVES and ACCESSORIES

Aeroflow's Industry first 100% complete billet 6061-T6 aluminium Gilmer drive. Double anodised for case hardness for maximum life of your Gilmer teeth which prevents slippage and torn belts. Complete with chrome allen key bolts.

Part No Description

AF64-3000	Silver	SB/BB Chevy short water pump
AF64-3000BLK	Black	SB/BB Chevy short water pump
AF64-3001	Silver	SB/BB Chevy long water pump with V-groove for P/S or A/C
AF64-3001BLK	Black	SB/BB Chevy long water pump with V-groove for P/S or A/C

AF64-3002	Silver	289-351W, 302-351C 3 & 4 bolt pattern with V-groove
AF64-3002BLK	Black	289-351W, 302-351C 3 & 4 bolt pattern with V-groove

AF64-3003	Silver	253-308 Holden V8 with late style pump
AF64-3003BLK	Black	253-308 Holden V8 with late style pump

Note use with AF64-3005 for early pump

AF64-3006	Silver	304 EFI Holden V8 with P/Steer pump spacers
AF64-3006BLK	Black	304 EFI Holden V8 with P/Steer pump spacers

NOTE: Belts sold separately

BOSCH Belts to suit Gilmer accessories

B011A1055	Power Steer Belt V-Groove use with AF64-3006
B013A785	Air Conditioner Belt V-Groove use with AF64-3006



GILMER BELTS

Aeroflow performance Gilmer belts are designed with extra nylon webbing making them thicker for superior performance and durability

Part No	Cross over	Length/Dimensions
AF65-1007	300L100	30" (762mm) x 1.5" (38.1mm)
AF65-1008	300L150	30" (762mm) x 1.5" (38.1mm)
AF65-1009	322L100	32" (813mm) x 1.5" (38.1mm)
AF65-1010	322L150	32" (813mm) x 1.5" (38.1mm)
AF65-1001	367L150	36.7" (932mm) x 1.5" (38.1mm)
AF65-1002	390L150	39" (991mm) x 1.5" (38.1mm)
AF65-1003	405L150	40.5" (1029mm) x 1.5" (38.1mm)
AF65-1004	420L150	42" (1067mm) x 1.5" (38.1mm)
AF65-1006	435L150	43.5" (1105mm) x 1.5" (38.1mm)
AF65-1005	450L150	45" (1143mm) x 1.5" (38.1mm)

GILMER DRIVE PULLEYS (Sold as singles)

Part No	Description
AF59-3000A	Silver Alternator pulley suits all kits
AF59-3000ABLK	Black Alternator pulley suits all kits
AF59-3000C	Silver SBC/BBC short water pump, crank pulley
AF59-3000CBLK	Black SBC/BBC short water pump, crank pulley
AF59-3000W	Silver SBC/BBC short & long water pump pulley
AF59-3000WBLK	Black SBC/BBC short & long water pump pulley
AF59-3001C	Silver SBC/BBC long water pump, crank pulley with V-groove for P/S or A/C
AF59-3001CBLK	Black SBC/BBC long water pump, crank pulley with V-groove for P/S or A/C
AF59-3002C	Silver 289-351W, 302-351C 3 & 4 bolt pattern crank pulley with V-groove
AF59-3002CBLK	Black 289-351W, 302-351C 3 & 4 bolt pattern crank pulley with V-groove
AF59-3002W	Silver 289-351W, 302-351C water pump pulley
AF59-3002WBLK	Black 289-351W, 302-351C water pump pulley
AF59-3003C	Silver 253-308 Holden V8 crank pulley
AF59-3003CBLK	Black 253-308 Holden V8 crank pulley
AF59-3003W	Silver 253-308 Holden V8 water pump pulley
AF59-3003WBLK	Black 253-308 Holden V8 water pump pulley

HOLDEN GILMER V-GROOVE ADAPTER

Aeroflow's Holden Gilmer power steer V-groove adapter allows you to adapt and run a v-belt accessory such as power steering or air-conditioning with your Aeroflow Holden Gilmer Drive.

Note:-Accessory drive mounting brackets may need to be modified to obtain correct v-belt alignment.

Part No	Description
AF64-3010	Silver Holden Gilmer power steer V-groove adapter
AF64-3010BLK	Black Holden Gilmer power steer V-groove adapter

GILMER PULLEY SPACER

Universal shim for water pump pulley, 6mm (1/4") thick. 5/8 centre hole. Fits Chev, Ford & Holden. Required for Red style pump on Holden V8.

Part No AF64-3005

Billet Pulleys

PART NO	DESCRIPTION
MG5310	SINGLE GROOVE SHORT W/PUMP, PULLEY S/B CHEV BILLET
MG5312	SINGLE GROOVE CRANK PULLEY, WITH SHORT W/PUMP S/B CHEV
MG5313	DOUBLE GROOVE CRANK PULLEY, WITH SHORT WATER PUMP S/B CHEV
MG5314	SINGLE GROOVE LONG W/PUMP, PULLEY S/B CHEV BILLET STYLE
MG5316	SINGLE GROOVE CRANK PULLEY, WITH LONG W/PUMP S/B CHEV
MG5317	DOUBLE GROOVE CRANK PULLEY, WITH LONG W/PUMP S/B CHEV
MG5320	SINGLE GROOVE ALTERNATOR, PULLEY WITH NOSE PIECE S/B CHEV



ALTERNATOR PULLEYS

Large 5.00" diameter alternator pulleys to reduce alternator speed for high engine RPM applications. Machined from high grade, lightweight aluminium to reduce alternator bearing loads. Deep groove helps retain V-belt at high RPM. Uses 36" x 17/32" V-belts.

Description	Part No.
For GM and Ford Alternators with 21/32" dia. Shaft	MO64800
For Chrysler Alternators to 1971	MO64840

Billet Aluminium Crankshaft Pulleys

- Machined from the highest grade aircraft billet aluminium for maximum durability
- Deep precision machined grooves ensure belt retention even during extreme changes in engine RPM
- When crankshaft and water pump pulleys are used together, water pump speed is reduced by approximately 30%
- Hard-coat anodized for extended life
- V style belt

MO64551 - 351C Crankshaft Pulley, Billet, double groove, 4" dia. fits all 4-bolt dampeners, 4.00" O.D.

CRANK PULLEY SHIM KIT

Includes 3 aluminium shims per pack, 1/16", 1/8" and 3/16"

Description	Part No
Shim Kit Suit SB & BB Chev	MO64031

Cast Aluminium Crankshaft Pulleys

- Precision machined from high grade, lightweight aluminium castings
- Extra-deep belt grooves provide added belt retention during rapid changes in engine RPM
- Small pulley diameter slows fan, water pump, and alternator speed to reduce horsepower-robbing drag
- High RPM water pump operation is improved, reducing impeller speed below cavitation threshold
- V style belt

MO64060 - SBC Crankshaft Pulley, double groove, 25% reduction, 5.40" O.D. (with short water pump)

MO64050 - SBC Crankshaft Pulley, single groove, 30% reduction, 5.25" O.D. (with short water pump)



CHEV SMALL BLOCK Short Water Pump

Crank Pulley	Chrome	Polished Alloy	Black
Single Groove	RPCR9602	RPCR9480POL	RPCR9480BK
Double Groove	RPCR9603	RPCR9481POL	RPCR9481BK
Triple Groove	RPCR9604	RPCR9482POL	RPCR9482BK
Water Pump			
Single Groove	RPCR9600	RPCR9478POL	RPCR9478BK
Double Groove	RPCR9601	RPCR9479POL	RPCR9479BK

Aluminium 15% Underdrive Pulleys -Short W/Pump

Water Pump - Double Groove	RPCR6006
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CHEV SMALL BLOCK Long Water Pump

Crank Pulley	Chrome	Polished Alloy	Black
Single Groove	RPCR9606	RPCR9484POL	RPCR9484BK
Double Groove	RPCR9607	RPCR9485POL	RPCR9485BK
Triple Groove	RPCR9608	RPCR9486POL	RPCR9486BK
Water Pump			
Single Groove	RPCR9604	RPCR9482POL	RPCR9482BK
Double Groove	RPCR9605	RPCR9483POL	RPCR9483BK

CHEV BIG BLOCK Short Water Pump

Crank Pulley	Chrome	Polished Alloy	Black Alloy
Single Groove	-	RPCR8841POL	RPCR8841BK
Double Groove	RPCR9816	RPCR8843POL	RPCR8843BK
Triple Groove	-	RPCR8849POL	-
Water Pump			
Single Groove	-	RPCR8840POL	RPCR8840BK
Double Groove	RPCR9815	RPCR8842POL	RPCR8842BK

CHEV BIG BLOCK Long Water Pump

Water Pump	Chrome	Polished Alloy	Black
Double Groove	RPCR9723	RPCR8844POL	RPCR8844BK
Crank Pulley			
Triple Groove	-	RPCR8845POL	-

FORD 289 WINDSOR

Crank Pulley	Chrome	Black
Crank Pulley 1965-66 - Single Groove	RPCR8971	RPCR8971B
Crank Pulley 1964-67 - Double Groove	RPCR8974	RPCR8974B
Crank Pulley 1965-66 - Triple Groove	RPCR8972	RPCR8972B
Water Pump		
Water Pump 1965-66 - Single Groove	RPCR8970	RPCR8970B
Water Pump 1965-66 - Double Groove	RPCR8975	RPCR8975B
Water Pump 1964-73 - Triple Groove (Triple groove for California Smog Pump)	RPCR8973	RPCR8973B

GM POWER STEERING PULLEYS

Fits Early GM Thru 1984 with Keyway and 5/8" Shaft

Description	Chrome	Polished Alloy
Single Groove	RPCR8948	RPCR8848POL
Double Groove	RPCR8947	RPCR8847POL

GM ALTERNATOR PULLEYS

Fits Small Block Chev. 2.8" diameter

Description	Chrome	Polished Alloy	Black
Single Groove	-	RPCR9487POL	RPCR9487BK
Double Groove	RPCR9447	-	-

ALTERNATOR PULLEY FANS

Fits GM and Ford (will not fit trucks).

Description	Polished Alloy
Alternator Pulley Fan	RPCR8867

WATER PUMP PULLEY BOLTS

Countersunk head to fit SB & BB Chevy aluminium pulleys. 4 pack. Water Pump Pulley Bolts, 5/16"-24 x 5/8"

ALUMINIUM WATER PUMP PULLEY NOSE

Fits SB Chevy 283-350

Application	Satin	Polished
Chev Small Block - Short Water Pump	RPCR9488	RPCR9488POL
Chev Small Block - Long Water Pump	RPCR9489	RPCR9489POL



GFB Lightweight Under-Driven Pulleys

GFB pulleys are manufactured from 6061-T6 aluminium billet, making them lighter than their factory steel counterparts. How much lighter depends on the particular model, but on average the weight saving is around 2kg. This lower weight yields a large reduction in the rotating inertia, allowing the engine to accelerate faster. Additional power increases also come from making the crank pulley smaller, thereby slowing down the accessories and reducing the driven load (particularly at high RPM).

MAZDA

RX-7 to Series 5 Twin Belt Alternator Pulley - Black GFB2215BLA

MITSUBISHI

Mitsubishi EVO IV-IX Crank Pulley - Black GFB2011

SUBARU

WRX MY95-04 Crank Pulley - Black GFB2009

WRX MY01-02 Crank & Alternator Pulleys - Black GFB2001BLA



V-Belt Pulley Sets

March performance ratio V-belt pulley sets increase horsepower by reducing accessory drag and eliminate belt throwing. Designed for daily street driving. Precision CNC machined to run perfectly true. 6061-T6 aluminium for extra strength and wear. Finished with a "No Polishing" clear powder coat. Includes crank pulley, water pump pulley and alternator pulley with nose cover. Optional power steering pulleys available for use with 2V and 3V crank pulley kits.

Application	Part No.
Chev SB with Short Water Pump, 1V Crank Pulley	MPP6010
Chev SB with Short Water Pump, 2V Crank Pulley	MPP6015
Chev SB with Long Water Pump, 1V Crank Pulley	MPP6050
Chev SB with Long Water Pump, 2V Crank Pulley	MPP6070
Chev BB with Short Water Pump, 1V Crank Pulley	MPP7510
Chev BB with Short Water Pump, 2V Crank Pulley	MPP7530
Chev BB with Long Water Pump, 1V Crank Pulley	MPP7005
Chev BB with Long Water Pump, 2V Crank Pulley	MPP7015
Chrysler 273-340 1967-69, 1V Crank Pulley	MPP10215
Chrysler 273-340 1967-69, 2V Crank Pulley	MPP10255
Chrysler 318-360 1970-On, 1V Crank Pulley	MPP10210
Chrysler 318-360 1970-On, 2V Crank Pulley	MPP10250
Chrysler 383-440 & Crate Hemi, 1V Crank Pulley	MPP10010
Chrysler 383-440 & Crate Hemi, 2V Crank Pulley	MPP10050
Ford Windsor, 3-Bolt 1V Crank Pulley, 1V WP Pulley	MPP1550
Ford Windsor, 3-Bolt 2V Crank Pulley, 2V WP Pulley	MPP1560
Ford Windsor, 3-Bolt 3V Crank Pulley, 2V WP Pulley	MPP1595
Ford Windsor & Cleveland, 4-Bolt 1V Crank Pulley	MPP1610
Ford Windsor & Cleveland, 4-Bolt 2V Crank Pulley	MPP1630
Ford Windsor 4 Bolt 1V Crank, 1V WP Pulley	MPP1615
Ford Windsor 4 Bolt 1V Crank, 1V WP Pulley H/F	MPP1617
Ford 429-460, 1V Crank Pulley, 1V WP Pulley	MPP1810
Ford 429-460, 2V Crank Pulley, 1V WP Pulley	MPP1830
Ford 429-460, 3V Crank Pulley, 2V WP Pulley	MPP1850
Ford 390-428 FE, 1V Crank Pulley, 1V WP Pulley	MPP1910
Ford 390-428 FE, 2V Crank Pulley, 2V WP Pulley	MPP1930
Ford 390-428 FE, 3V Crank Pulley, 2V WP Pulley	MPP1950

Optional Accessories For V-Belt Pulley Sets

Optional accessories for March V-belt pulley kits. Power steering pulleys are for use with 2V or 3V crank pulley kits.

Application	Part No.
Alternator Fan for All Chev and Ford Kits	MPP221
W/Pump Nose Cover for Chev Short Pump & Ford	MPP312
W/Pump Nose Cover for Chev Long Pump	MPP314
Press On P/Steer Pulley for SBC Short W/Pump	MPP515
Keyway P/Steer Pulley for SBC Short W/Pump	MPP523
Press On P/Steer Pulley for SBC Long W/Pump	MPP531
Keyway P/Steer Pulley for SBC Long W/Pump	MPP513
Press On P/Steer Pulley for Chrysler Kits	MPP531
Keyway P/Steer Pulley for Chrysler Kits	MPP530
Federal P/Steer Pulley for Chrysler Kits	MPP532
P/Steer Pulley for Ford 302-351 & 429-460 Kits	MPP502

V-Belt Pulleys

March Performance billet aluminium V-belt pulleys for hard to find applications.

Application	Part No.
1V Alternator Pulley & Cover GM/Ford 2-11/16" Diam.	MPP137
1V Crank Pulley Ford 302-351 w/ 4-Bolt Fluidampr	MPP1532
1V W/P Pulley 289-351W 5" Diam	MPP1553
2V Crank Pulley Ford 302-351W w/ 4-Bolt Fluidampr	MPP1535
3V Crank Pulley Ford 302-351W w/ 4-Bolt Fluidampr	MPP1539
2V Crank Pulley Ford 302-351W 1970-On, 5-1/2" Diam	MPP1631
3V Crank Pulley Ford 302-351W 1970-On, 5-1/2" Diam	MPP1651
1V W/P Pulley Ford 289-351W 1965-69, 6" Diam.	MPP1552
2V W/P Pulley Ford 289-351W 1965-69, 5" Diam.	MPP1563
2V W/P Pulley Ford 302-351W 1970-On, 6-1/4" Diam	MPP1632

LS-1 Fluid Dampened Crank Pulley

Fluid dampened design will not cause spark sensors to retard timing with resultant loss in power unlike some sub standard designed pulleys.

Includes power and amp series alternator pulley. Dyno tested at 12H.P. gain. S.F.I. approved.

LS-1 Fluid Dampened Crank Pulley & Alternator Pulley

MPP4505

Serpentine Conversion Pulley Sets

Our performance serpentine pulley sets replace your Low performance

V-belts and eliminate belt throwing while retaining your standard rotation water pump. Increases horsepower by reducing accessory drag. Precision CNC machined to run perfectly true. 6061-T6 aluminium for extra strength and wear. Finished with a "No Polishing" clear powder coat. Includes crank pulley, water pump pulley and alternator pulley with nose cover.

Application

Chev Small Block with Short Water Pump
Chev Small Block with Long Water Pump
Chev Big Block with Short Water Pump
Chev Big Block with Long Water Pump
Ford 302-351 Windsor & Cleveland
Ford 5.0L 79-93

Part No.

MPP6210
MPP6310
MPP7610
MPP7210
MPP1670
MPP2210

Ultra Serpentine Conversion Kits

Replace your low performance V-belts, pulleys and brackets with this compact mid mount kit that places your alternator and power steering pump below the centre line of the water pump.

Kits Include:

- Crank pulley
- Water pump pulley with nose cover
- Alternator pulley with alternator fan and nose cover
- Alternator Bracket with relocation arm and adjustment rod
- Power steering kit includes power steering brackets and pulley
- A/C kits include Bracket, idler and A/C clutch cover
- Superior grade 8 mounting hardware

Application

Chev SB with Long WP, No P/Steering

Part No.

MPP22013

Chev SB with Long WP and Keyway P/Steering Pump

MPP22023

Chev SB with Long WP and Press On P/Steering Pump

MPP22033

Optional Power Steering Nose Cone

MPP360

LS1**Serpentine****System**

March Performance's exceptionally styled LS-1 serpentine system

offers an exciting new look when mounting an accessory drive in your muscle car or street rod. Machined from billet aluminium with all pulleys and brackets powder coated to eliminate polishing.

Kit Includes:

- Aluminium water pump • 105 Amp polished alternator
- Alternator pulley with fan and nose cover • A/C nose cover
- Polished Sanden A/C compressor • Alternator Bracket
- Water pump pulley with nose cover • A/C Bracket
- Polished spring loaded belt tensioner • Crank pulley and Adapter
- Polished type 2 remote power steering pump
- Power steering pulley with nose cover • All mounting hardware
- Power steering Bracket with idler

Application

Chev & Holden LS1 (Block to balancer face 4.875")

Part No.

MPP20085



Style TRACK

FORD FLATHEAD SERPENTINE CONVERSION

Kits include: ,105 Amp Chrome or Polished Alternator, Standard Ford Flat Head Pumps, Sanden style 7176 serpentine A/C Compressor and optional Corvette Type 3 Remote Pump. Pulleys and belt.

MP30600 90 Degree Motor Mounts with Power Steering

MP30615 45 Degree Motor Mounts with Power Steering

MP30610 90 Degree Motor Mounts NO P/S

MP30620 45 Degree Motor Mounts NO P/S

MARCH
PERFORMANCE PULLEYS & BRACKETS

Style TRACK

Style Track Serpentine Pulley Systems

The March Performance Billet Aluminium Style Track serpentine system features a highly styled one piece alternator and air conditioning bracket that provides a rigid support for the alternator and A/C compressor. A separate bracket allows the option of power steering or no power steering.

Kits Include:

- 105 Amp Alternator • Power steering pulley with nose cover
- Alternator pulley with fan and nose cover
- Matching Chrome or Polished A/C compressor
- Aluminium Water pump and pulley • Belt Tensioning Tool
- Aluminium Timing Cover (Ford Windsor Only)
- Alternator and A/C Brackets • All mounting hardware
- Crank pulley (Larger diameter for better accessory drive)
- Power steering pump (does not include hoses or reservoir)
- Power steering bracket with mounting hardware

Application

Chev Small Block without Power Steering

Part No.

MPP21100

Chev Small Block with Power Steering

MPP21150

Chev Big Block without Power Steering

MPP21200

Chev Big Block with Power Steering

MPP21250

Chrysler 318-360 without Power Steering

MPP40430

Chrysler 318-360 with Power Steering

MPP40440

Ford 289-302-351W without Power Steering

MPP30410

Ford 289-302-351W with Power Steering

MPP30420

Ford 302-351C without Power Steering

MPP30430

Ford 302-351C with Power Steering

MPP30440

Ford 429-460 without Power Steering

MPP30270

Ford 429-460 with Power Steering

MPP30275

Revolver

Revolver Serpentine Pulley Systems

The March Performance Billet Aluminium Revolver serpentine system features a highly styled one piece alternator and air conditioning bracket that provides a rigid support for the alternator and A/C compressor. A separate bracket allows the option of power steering or no power steering.

Kits Include:

- 105 Amp Alternator • Alternator and A/C Brackets
- Alternator pulley with fan and nose cover
- Matching Chrome or Polished A/C compressor
- Aluminium Water pump and pulley • Belt Tensioning Tool
- Crank pulley (Larger diameter for better accessory drive)
- All mounting hardware • Power steering pulley with nose cover
- Power steering pump (does not include hoses or reservoir)
- Power steering bracket with mounting hardware

Application

Chev Small Block without Power Steering

Part No.

MPP21110

Chev Small Block with Power Steering

MPP21160

Chev Big Block without Power Steering

MPP21210

Chev Big Block with Power Steering

MPP21260

Chrysler 5.7L Hemi without Power Steering

MPP40700

Chrysler 5.7L Hemi with Power Steering

MPP40710

Chrysler 383-440 & 426 Hemi without Power Steering

MPP40720

Chrysler 383-440 & 426 Hemi with Power Steering

MPP40725

Billet's Specialties

Billet Alternator Pulley**1pc. with Fan**

The only billet one-piece alternator pulley and fan in the industry, this pulley and fan combo features a bolt on nose cone to hide the alternator nut and washer, stainless hardware included. Fits most GM, Delco, & Ford alternators.

BS85220

Billet Alternator Pulley

Machined in the USA from 6061-T6 billet aluminium this Billet Specialties one piece alternator pulley features a bolt on nose cone to hide the alternator nut and washer. Fits most GM, Delco, and Ford alternators.

BS85120

Billet A/C Clutch Cover - Sanden 508

Machined from solid billet aluminium, this cover bolts directly to the Sanden 508 clutch with stainless hardware and is polished to a mirror finish.

BS87120

Billet A/C Clutch Cover - Sanden SD-7

Engineered as a direct bolt on for the new Sanden SD-7 compressor and machined from solid aluminium this cover attaches with the supplied stainless hardware and is polished to a mirror finish. Not for use with Sanden 7186 heavy-duty compressor.

BS87220

Billet Crankshaft Pulleys

Our crankshaft pulleys are machined from 6061-T6 billet aluminium and polished to a mirror finish. Available for small and big block Chevy™ applications, with either a long or short water pump. Pulleys are 6-7/16" diameter.

SHORT WATER PUMP APPLICATIONS**Small Block Chev**

BS81120 1-GROOVE
BS81220 2-GROOVE
BS81320 3-GROOVE

Big Block Chev

BS83120 1-GROOVE
BS83220 2-GROOVE
BS83320 3-GROOVE

LONG WATER PUMP APPLICATIONS**Small Block Chev**

BS78210 1-GROOVE
BS78220 2-GROOVE
BS78230 3-GROOVE

Big Block Chev

BS79210 1-GROOVE
BS79220 2-GROOVE
BS79230 3-GROOVE

Billet Water Pump Pulleys

Machined from 6061-T6 billet aluminium for incredible balance and strength. Available for small and big block Chevy™ motors with long or short water pumps. Polished finish. Pulleys are 6-7/16" diameter. 5/8" pilot shaft (will not fit '71-'82 corvette pumps with 3/4" pilot shaft)

Small Block & Big Block Chev**LONG WATER PUMP APPLICATIONS**

BS78110 1-GROOVE
BS78120 2-GROOVE
BS84220 Long Nose Cone

Small Block Chev**SHORT WATER PUMP APPLICATIONS**

BS80120 1-GROOVE
BS80220 2-GROOVE
BS84120 Nose Cone
BSRP8020 Replacement Bolts

Big Block Chev**SHORT WATER PUMP APPLICATIONS**

BS82120 1-GROOVE
BS82220 2-GROOVE
BS84120 Nose Cone
BSRP8020 Replacement Bolts

Billet Power Steering Pulleys

Machined from 6061-T6 billet aluminium and polished to a mirror finish these power steering pulleys are designed to work with Saginaw power steering pumps with a built-in reservoir. Available in either 1/8" keyway or press-on shaft styles. Keyway pulley works with both long or short water pump applications (1966 - 1976 Saginaw Power Steering Pump). Press-on pulleys are for long water pumps only (1977 - UP Saginaw Power Steering Pump).

KEY WAY

BSFM1030PC Serpentine Belt
BS86120 1-GROOVE
BS86220 2-GROOVE

PRESS-ON V-BELT

BSFM1035PC Serpentine Belt
BS86420 1-GROOVE
BS86520 2-GROOVE

Big Block & Small Block Chev Power Steering Bracket & Pulleys

Engineered to work with GM remote type II power steering pumps. Billet Specialties power steering bracket and pulley is precision machined from 6061-T6 billet aluminium and mounts low on the driver's side of the motor. Check for clearance before ordering, from center of crank to outer edge of power steering pulley is 10.75 inches.

NOTE: requires the use of a 3 groove pulley.

Small Block Chevrolet

BS12120 Short Water Pump Applications
BS12220 Long Water Pump Applications

Big Block Chevrolet

BS12320 Short Water Pump Applications

POWER STEERING BRACKET FOR SAGINAW PUMP, LEFT SIDE

FOR LONG WATER PUMP APPLICATIONS
Precision machined in the USA, Billet Specialties power steering bracket is designed to work with Saginaw style power steering pumps. Stainless steel hardware included. For use with v-groove pulleys or serpentine style pulleys. Pulleys sold separately.



BSFM0130PC Small Block Chevy Dimensions: 10.25" from center of crank to outside edge of power steering pulley
BSFM0230PC Big Block Chevy Dimensions: 11.75" from center of crank to outside edge of power steering pulley

Top Mount Compressor Bracket - Vortec Heads

Independently adjustable without stabilizer bars for a clean look. Each bracket kit comes complete with instructions and stainless steel hardware. SHORT WATER PUMP APPLICATIONS
BS10721 Small Block Chevy



Top Mount Alternator Bracket - Vortec Heads

Each bracket kit comes complete with instructions and stainless steel hardware SHORT WATER PUMP APPLICATIONS
BS10720 Small Block Chevy
Each bracket kit comes complete with instructions and stainless steel hardware



Independent Top Mount Compressor Bracket

To Suit Standard Heads.

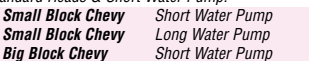
BS10221 Small Block Chevy Short Water Pump
BS11221 Small Block Chevy Long Water Pump
BS10521 Big Block Chevy Short Water Pump



Independent Top Mount Alternator Bracket

Each bracket kit comes complete with instructions and stainless steel hardware To Suit Standard Heads & Short Water Pump.

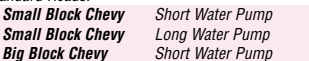
BS10220 Small Block Chevy Short Water Pump
BS11220 Small Block Chevy Long Water Pump
BS10520 Big Block Chevy Short Water Pump



Independent Side Mount Compressor Bracket

Each bracket kit comes complete with instructions and stainless steel hardware To Suit Standard Heads.

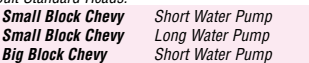
BS10421 Small Block Chevy Short Water Pump
BS11421 Small Block Chevy Long Water Pump
BS10621 Big Block Chevy Short Water Pump



Independent Side Mount Alternator Bracket

Each bracket kit comes complete with instructions and stainless steel hardware. To Suit Standard Heads.

BS10420 Small Block Chevy Short Water Pump
BS11420 Small Block Chevy Long Water Pump
BS10620 Big Block Chevy Short Water Pump



Top Mount Air & Alternator Bracket

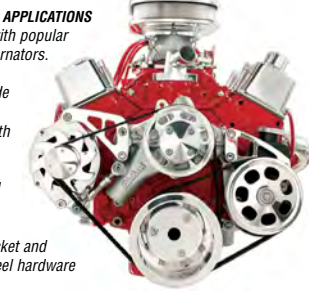
This bracket is ideal for small block Chevrolet® motors that do not have mounting holes in the cylinder heads. The bracket mounts to the water pump and intake manifold. Designed for short water pump applications, this bracket mounts a GM 60 to 80 amp alternator and a Sanden 508 air compressor. Not for use with a GM compressor, superchargers, TPI, or 3-deuce set-ups
BS10120



MID Mount Alternator & Power Steering Kit Right Side

LONG WATER PUMP APPLICATIONS
Designed for use with popular 60-80 amp GM alternators.

Kit includes:
Top mount right side alternator bracket, alternator pulley with fan and nose cone. Water pump pulley with nose cone and crank pulley. Saginaw power steering pump bracket and pulley. Stainless steel hardware is included.



BSFM2121PC Small Block Chevy Keyway Shaft
BSFM2122PC Small Block Chevy Press-on Shaft
BSFM2221PC Big Block Chevy Keyway Shaft
BSFM2222PC Big Block Chevy Press-on Shaft

Small Block Chevrolet® Serpentine Pulley Kit

LONG WATER PUMP
Includes:- Water Pump Pulley with Nose Cone • Crank Pulley • Alternator pulley with Fan & Nose Cone
BSFM3110PC



Big Block Chevrolet® Serpentine Pulley Kit

LONG WATER PUMP
Includes:- Alternator Pulley with Fan and Nose Cone- Water Pump Pulley with Nose Cone - Crank Pulley
BSFM3210PC

SERPENTINE CONVERSION KITS FOR CHEVROLET

Top Mount Alternator Only Kit. Right Side.

LONG WATER PUMP APPLICATIONS

Designed for use with popular 60-80 amp GM alternators.

Kit includes: Top mount right side alternator bracket, alternator pulley with fan and nose cone.

Water pump pulley with nose cone and crank pulley. Stainless steel hardware is included.

BSFM2110PC Small Block Chevy
BSFM2210PC Big Block Chevy



Top Mount Alternator & Power Steering Kit Right Side

LONG WATER PUMP APPLICATIONS

Designed for use with popular 60-80 amp GM alternators.

Kit includes:
Top mount right side alternator bracket, alternator pulley with fan and nose cone. Water pump pulley with nose cone and crank pulley. Saginaw power steering pump bracket and pulley. Stainless steel hardware is included.

BSFM2111PC Small Block Chevy Keyway Shaft

BSFM2112PC Small Block Chevy Press-on Shaft
BSFM2211PC Big Block Chevy Keyway Shaft
BSFM2212PC Big Block Chevy Press-on Shaft



MID Mount Alternator Only Kit Right Side.

LONG WATER PUMP APPLICATIONS

Designed for use with popular 60-80 amp GM alternators.

Kit includes:
Top mount right side alternator bracket, alternator pulley with fan and nose cone. Water pump pulley with nose cone and crank pulley. Stainless steel hardware is included.

BSFM2120PC Small Block Chevy



BSFM2220PC Big Block Chevy



V-TRAC PULLEY SYSTEMS

V-Trac Pulley System™ SB & BB Chevy

Billet Specialties V-Trac pulley systems work with any type of cylinder head or manifold configuration. Best of all the V-Trac features Billet Specialties quality and delivery that you can count on.

Kits Include:

- Patent-pending polished billet aluminium compressor manifold
- New polished Sanden SD-7 A/C compressor
- Polished billet aluminium compressor clutch cover
- Polished 105 amp 1-wire alternator
- Polished 1pc. billet aluminium alternator pulley & fan with nose cone
- New Edelbrock® high-performance water pump
- Polished billet aluminium water pump pulley
- Polished billet aluminium crankshaft pulley
- Polished billet aluminium bridge bracket
- Polished billet aluminium alternator & compressor mounts
- 12pt. ARP polished stainless steel fasteners

BSV3120 Small Block Chevy V-Trac system with A/C ONLY
BSV4120 Big Block Chevy V-Trac system with A/C ONLY



Kits with Power Steering Include:

- Polished billet aluminium power steering bracket
- New power steering pump
- Polished billet aluminium power steering pulley

BSV3220 Small Block Chevy V-Trac system with A/C with Power Steering
BSV4220 Big Block Chevy V-Trac system with A/C with Power Steering



Available By Special Order.

TRU-TRAC PULLEY SYSTEMS

Tru Trac Serpentine System for Small Block & Big Block Chevy

Kits are also available with Power steering and NO A/C
Tru Trac features:- Easy Straight Forward assembly, No spacers or washers to fool with. -All Hardware and Fasteners are included with each kit. No Running around for anything! -Entire Tru Trac System mounts to engine block, allowing any cylinder head/intake configuration.

Each Kit Includes:- New Polished Power Master 105 amp one wire alternator. -Polished Billet Aluminium Alternator Bracket -Polished Billet Aluminium Alt Fan and Pulley -New Polished Sanden SD-7 Compressor with Polished Manifold Block and Fittings -Polished Billet Aluminium Compressor Bracket -Stainless Fasteners -Polished Billet Aluminium Compressor Cover -Serpentine Belt -Polished Billet Aluminium Support Bracket -New Edelbrock Aluminium Reverse Rotation Water Pump -Polished Billet Aluminium Water Pump Pulley with Hard Coat Anodized belt surface to reduce wear -Polished Billet Aluminium Tensioner Specifically -Polished Billet Aluminium Tensioner Pulley with Hard Coat Anodized belt surface to reduce wear -Polished Billet Aluminium Crank Pulley

Kit With Power Steering Also Includes:

-New Aluminium Power Steering Pump (Sweet MFG.) with AN Fittings (-6&-10) Flow Tested and Pre Set to 850psi
-Polished Billet Aluminium Power Steering Pulley
-Polished Billet Aluminium Power Steering Bracket

Small Block Chevrolet

BS13220 with A/C & Power Steering
BS13120 with A/C ONLY
BS13225 with Power Steering ONLY
BS13125 with NO A/C & NO Power Steering

Big Block Chevrolet

BS14220 with A/C & Power Steering
BS14120 with A/C ONLY
BS14225 with Power Steering ONLY
BS14125 with NO A/C & NO Power Steering

LS1, LS2, & LS6 Chevrolet

BS13400 with A/C & Power Steering
BS13400 with A/C ONLY
BS13405 with Power Steering ONLY
BS13425 with NO A/C & NO Power Steering



Tru Trac for Ford Small & Big Block

Exclusive design features a 100% precision-machined billet aluminium timing cover that supports all components. There is no need to tap into the block. The Tru Trac serpentine system fits 289, 302, and 351W motors. Compact: Fits in the tightest engine bays. Perfect for muscle cars and street rods! The Tru Trac's OE styling gives your motor a clean - professional look instead of the clutter of stabilizer bars and adjusters. Note: Not For Use With Mechanical Fuel Pumps. Designed for 4-hole crankshaft dampers, Check Tech Info for details.

Each Kit Includes:- Polished all-billet aluminium timing cover -New Polished Power Master 105 amp one wire alternator. -Polished Billet Aluminium Alt Fan and Pulley -New Polished Sanden SD-7 Compressor with Polished Manifold Block and Fittings -Polished Billet Aluminium Compressor Cover -Polished Billet Aluminium Support Bracket -New Reverse Rotation Water Pump -Polished Billet Aluminium Water Pump Pulley with Hard Coat Anodized belt surface to reduce wear -Polished Billet Aluminium Tensioner Specifically -Polished Billet Aluminium Tensioner Pulley with Hard Coat Anodized belt surface to reduce wear -Polished Billet Aluminium Crank Pulley -Stainless Fasteners -Serpentine Belt

Kit With Power Steering Also Includes:

-New Aluminium Power Steering Pump (Sweet MFG.) with AN Fittings (-6&-10) Flow Tested and Pre Set to 850psi @ 4GPM
-Polished Billet Aluminium Power Steering Pulley
-Polished Billet Aluminium Power Steering Bracket

Small Block FORD

BS13600 with A/C & Power Steering
BS13620 with A/C ONLY
BS13605 with Power Steering ONLY
BS13625 with NO A/C & NO Power Steering

Big Block FORD

BS14600 with A/C & Power Steering
BS14620 with A/C ONLY
BS14605 with Power Steering ONLY
BS14625 with NO A/C & NO Power Steering

FORD FE Big Block Tru Trac Serpentine System

From the solid foundation of the water pump the Tru Trac for Ford FE installs with any cylinder head or manifold set-up.

Tru Trac for Ford FE includes:

- Precision machined and polished billet aluminium brackets & pulleys
- New polished Powermaster 105-amp one-wire alternator
- New polished Sanden SD-7 compressor with patented A/C manifold block
- New Edelbrock high-performance water pump
- Polished billet aluminium tensioner specifically made for this system
- Polished ARP 12pt stainless fasteners
- Goodyear Gatorback serpentine belt

Kit with power steering also includes:

- New Maval Mfg. GM type-II power steering pump
- Polished billet aluminium bracket and pulley

FORD FE Big Block

BS14700	with A/C & Power Steering
BS14720	with A/C ONLY
BS14705	With Power Steering ONLY
BS14725	with NO A/C & NO Power Steering

PONTIAC TRU-TRAC Serpentine System

Tru Trac for the 326/455 Pontiac.

Tru Trac Serpentine Systems Include:

- Polished Powermaster 105 amp 1-wire alternator
- Polished billet aluminium 1pc. alternator fan & pulley
- Natural finish Edelbrock standard rotation water pump
- Polished billet aluminium water pump pulley
- Polished billet aluminium bridge bracket
- Patent-pending polished billet aluminium tensioner engineered specifically for each Tru Trac serpentine system
- Polished billet aluminium tensioner pulley
- Polished billet aluminium crankshaft pulley
- Polished ARP 12-point stainless steel fasteners
- Goodyear Gatorback 6-rib serpentine belt
- Comprehensive installation manual
- Select pulleys are hard-coat anodized for increased durability in high wear areas

Kits With AC Include:

- Polished Sanden SD-7 AC compressor
- Polished billet aluminium AC compressor clutch cover
- Patented polished billet aluminium AC compressor manifold

Kits With Power Steering Include:

- Natural finish Maval Mfg. power steering pump with AN fittings
- Polished billet aluminium power steering pulley

BS14900	with A/C & Power Steering
BS14920	with A/C ONLY
BS14905	with Power Steering ONLY
BS14925	with NO A/C & NO Power Steering

Small Block Chrysler TRU-TRAC

Applications:

- 318 / 340 / 360 Chrysler

Tru Trac Serpentine Systems Include:

- Polished Powermaster 105 amp 1-wire alternator
- Polished billet aluminium 1pc. alternator fan & pulley
- Natural finish Edelbrock standard rotation water pump
- Polished billet aluminium water pump pulley
- Polished billet aluminium bridge bracket
- Patent-pending polished billet aluminium tensioner
- Polished billet aluminium tensioner pulley
- Polished billet aluminium crankshaft pulley
- Polished ARP 12-point stainless steel fasteners
- Goodyear Gatorback 6-rib serpentine belt
- Comprehensive installation manual
- Select pulleys are hard-coat anodized for increased durability in high wear areas

Kits With AC Include:

- Polished Sanden SD-7 AC compressor
- Polished billet aluminium AC compressor clutch cover
- Patented polished billet aluminium AC compressor manifold

Kits With Power Steering Include:

- Natural finish Maval Mfg. power steering pump with AN fittings
- Polished billet aluminium power steering pulley

Chrysler Small Block

BS13800	with A/C & Power Steering
BS13820	with A/C ONLY
BS13805	With Power Steering ONLY
BS13825	with NO A/C & NO Power Steering

Billet Specialties

Tru Trac for Chrysler 426, 472, & 528 HEMI & BIG BLOCK 383 & 440 B/RB

Billet Specialties' innovative mounting system allows any type of cylinder head or manifold to be used.

Designed For:

- '66 & UP 426 STREET HEMI • 426, 472, & 528 HEMI CRATE
- BIG BLOCK 383 & 440 B/RB

KITS INCLUDE:

- Polished 105 amp one-wire Powermaster alternator
- Polished 1pc. billet aluminium alternator fan & pulley
- Polished Sanden SD-7 A/C compressor
- Polished compressor clutch cover
- Patent-pending polished billet aluminium A/C compressor manifold
- New Mopar Performance water pump & housing
- Polished billet aluminium water pump pulley
- Patent-pending polished billet aluminium tensioner designed specifically for the Tru Trac system
- Polished billet aluminium tensioner pulley
- New power steering pump with AN fittings
- Polished billet aluminium power steering pulley
- Polished billet aluminium crankshaft pulley
- Polished billet aluminium idler pulleys with hardcoat anodizing on high-wear surfaces for added durability
- Polished billet aluminium bridge bracket
- Polished 12-point ARP stainless fasteners throughout
- Comprehensive instruction booklet included

BS14800	with A/C & Power Steering
BS14820	with A/C ONLY
BS14805	with Power Steering ONLY
BS14825	with NO A/C & NO Power Steering



Billet Specialties

PREMIUM TRU-TRAC PULLEY SYSTEMS

Limited Stock, Available By Special Order.

Every bracket and pulley is machined from 6061-T6 billet aluminium for exceptional strength and rigidity. Polished stainless steel fasteners feature a 12-point head for optimum contact and an aggressive finished look. Select pulleys are hard coat anodized for increased durability, preventing wear from the backside of the serpentine belt. The exclusive patent-pending billet tensioner eliminates the need for constant re-adjustment.

Premium Tru Trac Serpentine Systems Offer:

- Polished billet aluminium 140 amp 1-wire alternator
- Polished billet aluminium 1pc. alternator fan & pulley
- Edelbrock EnduraShine™ reverse rotation water pump (SB/BB Chevy Only)
- Polished billet aluminium water pump pulley
- Polished billet aluminium bridge bracket
- Patent-pending polished billet aluminium tensioner
- Polished billet aluminium tensioner pulley
- Polished billet aluminium crankshaft pulley
- Polished ARP 12-point stainless steel fasteners
- Goodyear Gatorback 6-rib serpentine belt
- Comprehensive installation manual
- Select pulleys are hard-coat anodized for increased durability in high wear areas

Kits With AC Include:

- Polished Sanden SD-7 AC compressor
- Polished billet aluminium AC compressor clutch cover
- Patented polished billet aluminium AC compressor manifold

Kits With Power Steering Offer:

- Polished Maval Mfg. power steering pump with AN fittings
- Polished billet aluminium power steering pulley

IMPORTANT: Although a supercharger or turbo set-up may work with the Tru Trac Pulley System, the system is NOT designed to be compatible with any specific brand or type of forced induction.

Open Box Tru Trac Systems are NOT RETURNABLE.

PREMIUM TRU-TRAC KITS Continued

LS1/LS6 Chevrolet

BS13400P	With polished A/C & P/Steering
BS13400PA	With polished A/C, P/S & Billet Alternator
BS13420A	With A/C & Billet Alternator, Without P/S
BS13405P	Without A/C With Power Steering
BS13405PA	Without A/C, With P/S & Billet Alternator
BS13425A	Without A/C, Without Power Steering

Small Block FORD

Includes Billet Timing Cover

BS13600P	With polished A/C & P/Steering
BS13600PA	With polished A/C, P/S & Billet Alternator
BS13620A	With A/C & Billet Alternator, Without P/S
BS13605P	Without A/C With Power Steering
BS13605PA	Without A/C, With P/S & Billet Alternator
BS13625A	Without A/C, Without Power Steering

Big Block FORD

Includes Billet Timing Cover

Part	Description
BS14600P	With polished A/C & P/Steering
BS14600PA	With polished A/C, P/S & Billet Alternator
BS14620A	With A/C & Billet Alternator, Without P/S
BS14605P	Without A/C With Power Steering
BS14605PA	Without A/C, With P/S & Billet Alternator
BS14625A	Without A/C & P/S, With Billet Alternator

FORD FE

BS14700P	With polished A/C & P/Steering
BS14700PA	With polished A/C, P/S & Billet Alternator
BS14720A	With A/C & Billet Alternator, Without P/S
BS14705P	Without A/C With Power Steering
BS14705PA	Without A/C, With P/S & Billet Alternator
BS14725A	Without A/C & P/S, With Billet Alternator

Small Block Chrysler

BS13800P	With polished A/C & P/Steering
BS13800PA	With polished A/C, P/S & Billet Alternator
BS13820A	With A/C & Billet Alternator, Without P/S
BS13805P	Without A/C With Power Steering
BS13805PA	Without A/C, With P/S & Billet Alternator
BS13825A	Without A/C & P/S, With Billet Alternator

HEMI / Big Block Chrysler

BS14800P	With polished A/C & P/Steering
BS14800PA	With polished A/C, P/S & Billet Alternator
BS14820A	With A/C & Billet Alternator, Without P/S
BS14805P	Without A/C With Power Steering
BS14805PA	Without A/C, With P/S & Billet Alternator
BS14825A	Without A/C & P/S, With Billet Alternator

Pontiac

BS14900P	With polished A/C & P/Steering
BS14900PA	With polished A/C, P/S & Billet Alternator
BS14920A	With A/C & Billet Alternator, Without P/S
BS14905P	Without A/C With Power Steering
BS14905PA	Without A/C, With P/S & Billet Alternator
BS14925A	Without A/C & P/S, With Billet Alternator

TRU-TRAC ADD-ONS & UPGRADES

While the new premium TruTrac kits come with your choice of fully polished upgrades they are also available separately to upgrade your standard Tru Trac serpentine systems.



140 Amp Billet Aluminium Alternator

Alternator pulley not included

Not for use with V-Trac, FM or Independent brackets

BS12050	Polished
BSBLK12050	Black Anodised

Edelbrock Endurashine Waterpump

For Small Block & Big Block Tru Trac

BS12030	S/B Chev Water Pump
BS12035	B/B Chev Water Pump

Polished Maval Power Steering Pump

For all Tru Trac Serpentine kits

- -6 & -10 AN Fittings installed
- 35GPM or 2 GPM Flow Rate
- Pre-set pressure at 1200 PSI
- Pulley is not included

BS12025	3.5 GPM Power Steering Pump
BS1300	2 GPM Power Steering pump

Small Block Chevrolet

Kits come with Polished Water Pump.

Part	Description
BS13220WP	With polished A/C & P/Steering
BS13220WPA	With polished A/C, P/S & Billet Alternator
BS13120W	With polished A/C, Without Power Steering
BS13220WA	With A/C & Billet Alternator, Without P/S
BS13225WP	Without A/C With Power Steering
BS13225WPA	Without A/C With P/S & Billet Alternator
BS13125W	Without A/C Without Power Steering
BS13125WA	Without A/C & P/S, With Billet Alternator

Big Block Chevrolet

Kits come with Polished Water Pump.

BS14220WP	With polished A/C & P/Steering
BS14220WPA	With polished A/C, P/S & Billet Alternator
BS14120W	With polished A/C, Without Power Steering
BS14220WA	With A/C & Billet Alternator, Without P/S
BS14225WP	Without A/C With Power Steering
BS14225WPA	Without A/C With P/S & Billet Alternator
BS14125W	Without A/C Without Power Steering
BS14125WA	Without A/C & P/S, With Billet Alternator



SHOWS SMALL BLOCK CHEVY



Tru Trac Serpentine: Black Anodized Finish

The popular Tru Trac is now available in a black anodized finish for that stealth high-tech look. Each part begins with an award winning polished surface and is then anodized black for a flawless deep black durable finish. Complimented with a polished alternator and AC compressor for a striking contrast that will demand all the attention that you can handle, make a statement with Tru Trac – Black.

Black anodized Tru Trac systems include:

- Polished Powermaster 105amp 1-wire alternator
- Black anodized billet aluminium alternator pulley
- Natural finish high-performance water pump
- Black anodized billet aluminium water pump pulley
- Black anodized billet aluminium bridge bracket
- Patent-pending black anodized billet aluminium tensioner engineered for the Tru Trac system
- Black anodized billet aluminium tensioner pulley
- Black anodized billet aluminium crankshaft pulley
- Polished ARP 12-point stainless steel fasteners
- Goodyear Gatorback serpentine belt
- Comprehensive installation manual
- Select pulleys are hard-coat anodized for increased durability in high wear areas

Kits with AC include:

- Polished Sanden SD-7 compressor
- Black anodized billet aluminium AC clutch cover
- Patented black anodized billet aluminium compressor manifold

Kits with power steering include:

- Natural finish Maval Mfg. power steering pump with AN fittings pre-installed
- Black anodized billet aluminium power steering pulley

Small Block Chevrolet

BSBLK13220	With AC	With Power Steering
BSBLK13120	With AC	Without Power Steering
BSBLK13225	Without AC	With Power Steering
BSBLK13125	Without AC	Without Power Steering

Big Block Chevrolet

BSBLK14220	With AC	With Power Steering
BSBLK14120	With AC	Without Power Steering
BSBLK14225	Without AC	With Power Steering
BSBLK14125	Without AC	Without Power Steering

LS1/LS6 Chevrolet

BSBLK13400	With AC	With Power Steering
BSBLK13420	With AC	Without Power Steering
BSBLK13405	Without AC	With Power Steering
BSBLK13425	Without AC	Without Power Steering

Small Block FORD

BSBLK13600	With AC	With Power Steering
BSBLK13620	With AC	Without Power Steering
BSBLK13605	Without AC	With Power Steering
BSBLK13625	Without AC	Without Power Steering

Big Block FORD

BSBLK14600	With AC	With Power Steering
BSBLK14620	With AC	Without Power Steering
BSBLK14605	Without AC	With Power Steering
BSBLK14625	Without AC	Without Power Steering

FORD FE

BSBLK14700	With AC	With Power Steering
BSBLK14720	With AC	Without Power Steering
BSBLK14705	Without AC	With Power Steering
BSBLK14725	Without AC	Without Power Steering

Small Block Chrysler

BSBLK13800	With AC	With Power Steering
BSBLK13820	With AC	Without Power Steering
BSBLK13805	Without AC	With Power Steering
BSBLK13825	Without AC	Without Power Steering

HEMI / Big Block Chrysler

BSBLK14800	With AC	With Power Steering
BSBLK14820	With AC	Without Power Steering
BSBLK14805	Without AC	With Power Steering
BSBLK14825	Without AC	Without Power Steering

Pontiac

BSBLK14900	With AC	With Power Steering
BSBLK14920	With AC	Without Power Steering
BSBLK14905	Without AC	With Power Steering
BSBLK14925	Without AC	Without Power Steering

OIL FILTERS



SYSTEM 1 Oil Filters

The System 1 Oil Filter spins right on where the standard oil filter is usually installed. It can be switched from car to car as you wish. The Filter itself was built for high powered race cars because they needed a filter they could inspect. The System 1 Filters real value is in it's lifetime use and obvious environmental benefits.

High Flow Inlet - will not restrict lubricant flow or contribute to pressure reduction

Die Cast Aluminum Housing - black anodised

Anti-Aeration Filter Cone - extra strong construction, manufactured from DuPont glass impregnated ZYTEL.

Easy To Clean - in soap or solvent, will not absorb waste or debris.

Tattle-Tale Inspection - quick removal and easy to read filtration screen gives early warning of internal problems.

High Flow By-Pass - maintains maximum efficiency to 5 Microns before activation. Made from DuPont glass impregnated ZYTEL and sonic welded to provide a completely secure unit.

Dual O-Rings - double the sealing power. Double the security.

Universal Mounting Inserts - adapts housing to most popular engines and remote filter systems.

138 Square Inches of Stainless Steel - Delivers greater "filtration time" while promoting full system pressure. Double dutch twill, woven stainless steel mesh, is durable enough

to last a lifetime. Will not tear, deteriorate or collapse under extreme pressure and extended use.

Larger Housing - increases oil

and cooling capacity.

Short housing available.

Removable Inspection Cap - provides quick, easy access to filter without removing the entire housing. Uses 13/16" drive wrench.

3" DIAMETER BILLET SPIN

ON 35 MICRON OIL FILTERS

These Billet 3" diameter 35 micron Spin on Oil Filters are machined from 6061-T6 Billet Aluminium and Black Anodized, for long lasting protection. These cleanable 35 micron filters, fits most late model 3" diameter filter applications with a 3 3/4" short or 5 1/4" long filters. Universal threaded adapter sizes are 3/4-16 and 13/16-16. Metric filter threaded adapters are 18 mm, 20 mm and 22 mm x 1.5 threads.

3" diameter filters have single O-ring groove for block mounting

3-3/4" Long 45 Micron Black Anodised

With Metric Threads (Billet)

SY210-314-B

3-3/4" Long 35 Micron Black Anodised

With Universal Threads (Billet)

SY210-361

5-1/4" Long 35 Micron Black Anodised

With Metric Threads (Billet)

SY210-514

5-1/4" Long 35 Micron Black Anodised

With Universal Threads (Billet)

SY210-561

REPLACEMENT 35 MICRON FILTER ELEMENTS

35 Micron Element Suit 210-314/210-361

SY208-882

35 Micron Element Suit 210-514/210-561

SY208-883

BILLET 3-3/4" Dia

Spin On Oil Filters

3-3/4" Long 45 Micron, Black Anodised with Imperial Threads

SY209-314B

3-3/4" Long 45 Micron, Black Anodised with Metric Threads

SY209-361B

5-3/4" Long 45 Micron, Black Anodised with Imperial Threads

SY209-514B

5-3/4" Long 45 Micron, Black Anodised with Metric Threads

SY209-561B

5-3/4" Long 75 Micron, Black Anodised with Imperial Threads

SY209-571B

5-3/4" Long 75 Micron, Black Anodised with Universal Threads, Buna O-Rings

SY209-371B

REPLACEMENT BILLET SPIN ON OIL FILTER ELEMENTS

45 Micron Element Suit 209-314B/209-361B

SY208-360

35 Micron Element Suit 209-531B

SY208-530

45 Micron Element Suit 209-561B

SY208-560

75 Micron Element Suit 209-571B

SY208-570

75 Micron Element Suit 209-314B/209-361B

SY208-370

PRO SERIES BILLET

SPIN ON OIL FILTER

This Pro Series Billet Oil Filter is our newest purpose built oil filter. Designed for Blown Alcohol, Injected Nitro, Fuel Dragsters, Funny Cars & Pro Mods, this billet constructed filter housing and inspection cap is machined from 6061-T6 aluminium and anodized black for a long lasting superior finish! Incorporated into this filter is a 75 micron element designed for the rigors of 60 & 70 weight motor oil to lube your power plant with little to no restriction. Has a single O-Ring groove at the mounting surface and fits all System 1 Billet Remote Mounts (not included) with 1"12 threads. Flows 30 GPM. Also available with 35 or 45 micron element for lighter weight oils. 3-3/4" O.D. X 5-3/4" Long

75 Micron Billet Pro Series Oil Filter,

Buna O-Rings (Alcohol)

209-571-BPS

75 Micron Billet Pro Series Oil

Filter, Viton O-Rings (Nitro)

SY209-571-BPS_1



BILLET NITRO HP-6 STYLE OIL FILTERS 4-1/4"

DIAMETER

5-1/4" Long 45 Micron, 1 1/2-12 threads, Buna O-Rings	SY210-005
5-1/4" Long 75 Micron, 1 1/2-12 threads, Buna O-Rings	SY210-005-7
5-1/4" Long 75 Micron, 1 1/2-12 threads, Viton O-Rings	SY210-005-7-1
Replacement Buna O-Rings	SY205-170
Replacement Viton O-Rings	SY205-170-1
Replacement 45 Micron Filter For SY210-005	SYHP45
Replacement 75 Micron Filter For SY210-005	SYTF100

Filter Parts

O-Ring kit for 3" OD filters	SY205-0130
O-Ring kit for 4-1/4" OD filters	SY205-0100
O-Ring kit, Viton Material Suit Nitro Fuel	SY205-100-1
O-Ring Kit Suit Billet HP6 Oil Filters Viton (Nitro)	SY205-100-1
O-Ring Kit Suit 2" Inline Fuel/Oil Filters Buna (Alcohol)	SY205-200
O-Ring Kit Suit 2" Inline Fuel/Oil Filters Viton (Nitro)	SY205-200-1
Element 45 Micron for 31/4" x 3-3/4" filters	SY208-360
Thread Insert 13/16"-16 - Chev/Holden	SY216-0113
Thread Insert 3/4"-16 - Chrys/Ford/Nissan	SY216-0134
Thread Insert 18mm-1.5 - V6 Holden	SY216-0118
Thread Insert 20mm-1.5 - Mazda/Subaru	SY216-0120
Thread Insert 22mm-1.5 Ford Modular V8	SY216-0122
Thread Insert 11/16 ID - Mercury Marine	SY216-0111
Bottom Plate With Bypass for 3" OD filters	SY214-0300
Bottom Plate Non Bypass for 3" OD filters	SY214-0330
Bottom Plate With Bypass for 4-1/4" OD filters	SY214-0460
Bottom Plate Non Bypass for 4-1/4" OD filters	SY214-0440
Replacement Spin-On Bottom Cap For 3-3/4" Oil Filters	SY217-0300
Replacement Spin-On Bottom Cap For 4" Oil Filters	SY217-0400

*NOTE: Whenever using these filters as oil filters the bypass valve must be used. For petrol use non-bypass fitting

CROSS REFERENCE TO POPULAR RYCO NUMBERS

- Check dimensions for clearance

RYCO	3" DIAMETER	4-1/4" DIAMETER
Z9	SY209-534 (5-1/4" L)	SY209-512561 (6" L)
Z10	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z24		SY209-312361 (4" L)
Z40	SY209-313 (3-3/4" L)	
Z56B	SY209-320 (3-3/4" L)	SY209-314361 (4" L)
Z79A	SY209-320 (3-3/4" L)	
Z89A	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
RYCO	3" DIAMETER	4-1/4" DIAMETER
Z142A	SY209-320 (3-3/4" L)	
Z148	SY209-320 (3-3/4" L)	
Z158	SY209-334 (3-3/4" L)	
Z160	SY209-313 (3-3/4" L)	
Z170	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z172	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z386	SY209-334 (3-3/4" L)	
Z411	SY209-320 (3-3/4" L)	
Z418	SY209-334 (3-3/4" L)	
Z423	SY209-334 (3-3/4" L)	
Z426	SY209-320 (3-3/4" L)	
Z432	SY209-334 (3-3/4" L)	
Z495	SY209-320 (3-3/4" L)	
Z516		SY209-314361 (4" L)

BILLET INLINE OIL FILTERS

Billet Filter housing uses a stainless steel screen element that will not tear, deteriorate or collapse under extreme pressures. Quickly disassembles for inspection and cleaning. Can be used for many different applications. Filter weight is 14-1/2oz, size 2" diameter x 9" long.

Description	Part No.
Billet Inline Oil Filter, -10AN Ends, 75 Micron	SY202-202710
Billet Inline Oil Filter, -12AN Ends, 75 Micro	SY202-202712
Billet 2-Bolt Flat Filter Mounting Clamp, 2" O.D Filter	SY204-002000
Billet 2-Bolt Flat Filter Mounting Clamp, 2.5" O.D Filter	SY204-002250
Billet Inline Filter Mounting Clamp, 1-1/4" tubing, 2" O.D Filter	SY204-201250

Accessory Return Port End Cap

Fits 400 Series Filters Peterson's return port cap features two -6AN ports for fuel return fittings. Includes two -6 AN to -6 AN fittings.

PFS09-0400-008	-12 Inlet Filter Cap w/ -6AN Accessory Ports
PFS09-0400-005	-10 Inlet Filter Cap W/ -6AN Accessory Ports



BILLET INLINE SCAVENGE FILTERS

These extra large scavenge filters have been bench tested to flow in excess of 24 gallons per minute. Billet Filter housing uses a stainless steel screen element that will not tear, deteriorate or collapse under extreme pressures. Quickly disassembles for inspection and cleaning.

Size 2-1/4" diameter x 9" long.

Description	Part No.
Billet Inline Oil Filter, -16AN Ends, 75 Micron	SY202-225716



FILTER FITTING SCREEN KIT

- Install in fittings to trap metal chips and debris
- Ideal for use on dry sump pumps, external oil pumps, rear end pumps, etc.
- 304 stainless steel screen uses .015" diameter 16 mesh wire
- Dimensions: .817" O.D. x 1.75" long
- Includes epoxy cement and 4 screens per kit
- Machining required for installation



MO23965 Filter Fitting Screen Kit.



IN-LINE SCREENED OIL FILTERS

- Prevents metal chips and other debris from entering dry sump pumps, rear end pumps & other oiling system components
- Ideal for use in oiling system scavange lines
- Disassembles for easy cleaning
- Manufactured from lightweight aluminium
- 304 stainless steel screen uses .018" diameter 16 mesh wire

Description

In-Line Screened Oil Filter, -10AN fittings
In-Line Screened Oil Filter, -12AN fittings
In-Line Screened Oil Filter, -8AN fittings
Replacement Stainless Filter Element

Part No.

M023850
M023860
M023870
M097050

"ENGINE SAVER" Pre-Filter Screen

- Fits all Small Block, Big Block and 90° V6 Chevy engines with spin-on oil filters
- Unique stainless steel screen locates on top of spin-on oil filters to trap debris before it enters the filter element undetected
- Particulate matter trapped in the screen and detected during periodic inspections serves as an "early warning signal" for impending engine failures
- 304 stainless steel filtration-grade screen traps contaminants down to the 280 micron range without affecting oil flow or oil pressure
- Crimped rings at both outside and inside diameters provide increased strength and extended durability
- Designed in cooperation with Jomar Racing Engines

"Engine Saver" Pre-Filter Screen, Small Block, **M023845** Small & Big Block Chevy and 90° V6 Chevy.



OIL RETURN SCREEN KITS

- Inexpensive engine insurance!
- Traps metal fragments or loose components resulting from valvetrain failure before reaching vital engine parts
- Stainless steel mesh screens are fitted over holes in lifter gallery with supplied epoxy

M025000 Oil Return Screen Kit, Small Block Chevy.

Includes 8 oil return hole plugs to redirect oil to front/rear return galleries. Includes filter screens and epoxy.

M025001 Oil Return Screen Kit, Big Block Chevy.

Includes 4 screens and epoxy



FILTER FITTINGS

Designed to trap metal chips and debris before reaching external or dry sump oil pumps, or rear end lube pumps. The 304 stainless steel screen uses .015" diameter, 16 mesh wire. Easily removed for cleaning.

Description

Filter Fitting, -12AN ORB to -12AN male (each)
Filter Fitting, -10AN ORB to -12AN male (pair)

Part No.

M023961
M022610



RACING OIL FILTERS

Many filter manufacturers stress the importance of filtering the smallest particles out of your engine's oil, with references to micron ratings of 10 or less for a filter's efficiency. Moroso engineers have determined that particles smaller than 20 microns in diameter are not large enough to produce engine wear. Filters with extremely low micron ratings create an excessive pressure drop across the filter. They can be so restrictive that the filter by-pass valve can allow unfiltered oil into your engine. To maximize filter performance, Moroso Racing Oil Filters have a rating of 27 microns, which produces a maximum initial restriction of only 2.5 psi when tested to SAE J806. The result is less pressure drop, more flow, less oil by-pass and maximum filtration performance important in severe racing conditions.

- Extra thick housing and base plate
- Roll formed threads for a precise tight fit
- High flow pleated filter element
- Anti-drainback valve (except M022465)
- Buna-N gasket is compatible with all fuels & lubricants

Application

Chev Long Style, 13/16" Thread (Ryco Z24)
Chev Extra Long, 13/16" Thread (8" tall)

Part No.

M022460
M022461



Valve Train Spraybar Oil Filter

Peterson introduces our new spraybar oil filter. It features -4 AN male end caps with a 60 micron stainless screen filter element. Billet aluminium construction throughout.

Description

Spraybar Oil Filter, -4AN 60 Micron

Part No.

PFS09-0730



Inline Oil filters

Peterson's 400 series filters feature a 7" by 2.5" body and pleated elements for high flow. Billet aluminium construction for lightweight and anodized for corrosion protection. Elements are built from anodized aluminium caps and a pleated stainless mesh screen and are available in 60, 75 or 100 micron ratings.

Description

-10AN Filter Bypass
-10AN Filter NO Bypass
-12AN Filter Bypass
-12AN Filter NO Bypass
-16AN Filter Bypass
-16AN Filter NO Bypass

60 Micron

PFS09-0451
PFS09-0452
PFS09-0452
PFS09-0458
PFS09-0453
PFS09-0459

75 Micron

PFS09-0431
PFS09-0437
PFS09-0432
PFS09-0438
PFS09-0433
PFS09-0439

100 Micron

PFS09-1431
PFS09-1437
PFS09-1432
PFS09-1438
PFS09-1433
PFS09-1439



Inline Scavange Filters

Peterson's billet aluminium inline scavange filters are compact and provide a great way of removing harmful parts from the oil before they reach the pump. Free flowing, sizes -10AN & -12AN have twice the filter area of our Dry Sump Pan Screens.

Description

-8AN Inline Scavange Filter
-10AN Inline Scavange Filter
-12AN Inline Scavange Filter

Part No.

PFS09-0401
PFS09-0402
PFS09-0403



Mounting Brackets

Billet aluminium brackets for mounting Peterson 400 series filters to chassis tubing. Supplied as a pair, they fit 2-1/2" diameter filters.

Description

Billet Brackets for 1-1/4" tube
Billet Brackets for 1-1/2" tube

Part No.

PFS09-0490
PFS09-0492



Inline 90° Scavange Filters

Peterson's billet aluminium inline 90° scavange filters feature a straight male AN end and a 90° female AN end and can be mounted directly to male AN fittings for ease of plumbing. Free flowing, sizes -10AN & -12AN have twice the filter area of our Dry Sump Pan Screens.

Description

-8AN Inline 90° Scavange Filter
-10AN Inline 90° Scavange Filter
-12AN Inline 90° Scavange Filter

Part No.

PFS09-0406
PFS09-0407
PFS09-0408

Pan Mount Scavange Filter

Peterson's billet aluminium pan mount scavange filter features a -12AN female to male design to mount directly to the dry sump oil pan.

Description

-12AN Pan Mount Scavange Filter
Replacement Screen Suit, 09-0404

Part No.

PFS09-0404
PFS09-0411



LIFTER VALLEY SCREEN KITS

The Milodon Lifter Valley Screen Kits provides inexpensive insurance for Small Block and Big Block Chevy racing engines- especially for dry sump applications. Designed to prevent broken parts from falling into the oil pan or pump and causing serious motor damage, these stainless steel screens affix to the oil drain back holes located in the valley area of Chevy engines. Screen kit includes instructions and epoxy.

Small Block Chevy includes screens & block-off plugs
Big Block Chevy Kit includes two epoxy kits

M123150
M123160



INLINE OIL FILTERS

AN

-3AN

-4AN

-6AN

-8AN

Blue

AF608-03

AF608-04

AF608-06

AF608-08

Black

AF608-03BLK

AF608-04BLK

AF608-06BLK

AF608-08BLK

Silver

AF608-03S

AF608-04S

AF608-06S

AF608-08S

NOTE - Includes 30, 80 and 150 micron elements allowing you to tailor the filter to suit your application. Large filtration basket.



PRO FILTERS

When excellent filtration is the key to oil system performance Aeroflow's Pro Filters provide an inexpensive insurance policy to protect your investment. For 200 - 2700 plus HP applications, our filter assemblies offer unmatched flow and ease of maintenance and installation. The Pro Filters also include an internal magnet to catch fine particles and are available in blue, black and silver.

Furthermore Aeroflow's Pro Filters are:

- Stainless steel reusable/washable element
- CNC-machined from 6061-T6 aircraft aluminium
- feature serviceable filter elements in different micron ratings.

89mm (3-1/2") PRO FILTERS

89mm (3-1/2") Long, 31.7mm (1-1/4") diameter.
Feature -8 ORB ports

Micron	Blue	Black	Silver
40	AF66-2042-40	AF66-2042BLK-40	AF66-2042S-40
60	AF66-2042	AF66-2042BLK	AF66-2042S

140mm (5-1/2") PRO FILTERS

140mm (5-1/2") Long, 50.8mm (2") Odiemeter.
Feature -12 ORB ports

Micron	Blue	Black	Silver
40	AF66-2044-40	AF66-2044BLK-40	AF66-2044S-40
60	AF66-2044	AF66-2044BLK	AF66-2044S
100	AF66-2044-100	AF66-2044BLK-100	AF66-2044S-100

178mm (7") PRO FILTERS

178mm (7") Long, 63.5mm (2-1/2") diameter.
Feature -12 ORB ports

Micron	Blue	Black	Silver
40	AF66-2043-40	AF66-2043BLK-40	AF66-2043S-40
60	AF66-2043	AF66-2043BLK	AF66-2043S
100	AF66-2043-100	AF66-2043BLK-100	AF66-2043S-100

REPLACEMENT FILTER ELEMENTS

Part No	FLOW (Micron)	Suits	Colour
AF59-2042	40 micron	AF66-2042	Blue
AF59-2062	60 micron	AF66-2042	Black
AF59-2041	100 micron	AF66-2042	Gold
AF59-2444	40 micron	AF66-2044	Blue
AF59-2066	60 micron	AF66-2044	Black
AF59-2044	100 micron	AF66-2044	Gold
AF59-2443	40 micron	AF66-2043	Blue
AF59-2163	60 micron	AF66-2043	Black
AF59-2143	100 micron	AF66-2043	Gold
AF59-2040		Replacement O-rings to suit all Pro Filters	

BILLET FILTER BRACKETS

Size I.D.	Black	Polished
1-1/4 inch	AF66-2049BLK	AF66-204
2 inch	AF66-2045BLK	AF66-2045
2-1/2 inch	AF66-2046BLK	AF66-2046



DUAL BILLET FILTER BRACKETS

Size I.D. 63.5mm (2-1/2")
AF66-2246BLK Black
AF66-2246 Polished



UNIVERSAL BILLET

RE-USABLE OIL FILTERS

Our Billet reusable high flow oil filters have a stainless steel 30 micron filter element that can be easily cleaned and re-used. Has internal by-pass. This Universal filter has a dual O-ring base with 1" thread with screw in adapters which take oil filters with 3/4"-16, 13/16"-16, M18x1.5, M20x1.5 and M22x1.5 thread. Has built in 1" Hex on bottom for easy removal. Filter Dimensions: height 4-3/8" (110mm) x diameter 3-7/8" (97mm)

Part No
O-Ring Dia
Colour

AF64-2016BLK	65mm (2-9/16") up to 85mm (3-11/32")	Black
AF64-2016P	65mm (2-9/16") up to 85mm (3-11/32")	Polished
AF59-2016-30	30 micron s/s element suits light - medium weight oils.	
AF59-2016-60	60 micron s/s element suits heavy weight oils.	
AF59-2016	Replacement o-rings & thread inserts	
AF98-2034	Replacement oil filter splitter tool	





6" DRY-SUMP OIL FILTER ASSEMBLY

6" Dry-Sump See through Filter Assembly with #16 Ports and 115 Micron Element, for running all weight oils up to 70 weight. Designed to be mounted between the Dry-sump oil pump and the oil tank on a #16 scavenge line. Also for applications where the oil tank has a flat bottom and running 60 or 70 weight oil like a lot of super charged funny cars and tractor pullers. Flat bottom unlike tapered bottom tanks particles will settle to the bottom and may not be sucked through the pressure side of the oil pump for inspection. Tapered bottom tanks can run the See through filter on the pressure side.

- Smallest Particles Filtered: 115 Microns
- Bypass Relief Valve: No
- Inlet & Outlet Fitting: #16 O-Ring Boss – 1-5/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI
- Height: 3.500 in. • Width: 6.750 in. • Length: 7.750 in. • Filter Weight: 6.15 pounds (2.8 kg)

Description

6" Hi-Flow Dry Sump Filter With -16 Ports & 115 Micron Element, Clear Anodised

6" Hi-Flow Dry Sump Filter With -16 Ports & 115 Micron Element, Black Anodised

Part Number:

CV101-115

CV101-115-B

4" & 6" CLEAR VIEW FILTER ASSEMBLY

See through Oil Filters can be used for many applications including Racing, Marine, Automotive, Farm, and for Industrial Hydraulic Systems. These Patented Oil Filter Assemblies allow the user to visually see oil pumping through the filter, which helps to determine the condition of the oil. When oil is not being pumped through the filter it can quickly drained using an air chuck for filling tires and compressed air. A hand bicycle pump will also work. Apply a small shot of air to the air fitting on the side of the inlet opening. Oil will empty out of the assembly in seconds exposing the filter element and filtered particles, even when filtering non transparent fluids like dirty oil. The See Through top allows the user to visually inspect particles and contaminants that were filtered out of the system to determine if they are from normal use or from bearings and other components excessively wearing in the engine or machinery supplying the Filter Assembly. Note: when using 50 weight or lighter oil a 60 micron element is recommended. When using 60 weight or heavier oil a 115 micron element is recommended.

- Filter Elements: 60 or 115 Microns
- Bypass Relief Valve: Yes
- Inlet & Outlet Fitting: #12 O-Ring Boss – 1 1/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI

6" Filter Specification

- Height: 3.250 in. • Width: 6.750 in. • Length: 7.750 in.
- Filter Weight: 5.75 pounds (2.60 kg)

4" Filter Specification

- Height: 3.00 in. • Width: 5.00 in. • Length: 6.00 in.
- Filter Weight: 3.50 pounds (1.6 kg)

Description

6" Hi-Flow Filter With -12 Ports & 115 Micron Element, Clear Anodised

6" Hi-Flow Filter With -12 Ports & 115 Micron Element, Black Anodised

6" Hi-Flow Filter With -12 Ports & 60 Micron Element, Clear Anodised

6" Hi-Flow Filter With -12 Ports & 60 Micron Element, Black Anodised

4" Hi-Flow Filter With -12 Ports & 60 Micron Element, Clear Anodised

4" Hi-Flow Filter With -12 Ports & 60 Micron Element, Black Anodised

4" Hi-Flow Filter With -12 Ports & 115 Micron Element, Clear Anodised

4" Hi-Flow Filter With -12 Ports & 115 Micron Element, Black Anodised

Part Number:

CV100-115

CV100-115-B

CV100-60

CV100-60-B

CV410-60

CV410-60-B

CV410-115

CV410-115-B

4" CLEAR VIEW SCREW-ON OIL FILTER ASSEMBLY

These 4" Screw-On Filters were designed to use a System 1 or disposable filter on the bottom. This is the same filter assembly as part # 400-115 except that filter has a receiver groove in the bottom which help prevents the disposable filter seal from blowing out. Part # 405-115 has a flat sealing surface on the bottom so a System 1 O-Ring seal can seal correctly. Early finned style and System 1 filters which use 2 O-Rings can only use the outside O-Ring to seal. The inside one cannot be used. Recommend using the Billet Pro Series System 1 which uses a single larger O-Ring seal. Also needs System 1 Chevy threaded bushing when using a System 1.

- Smallest Particles Filtered: depends on the disposable filter microns, varies on brand
- Recommended Disposable Filter for CV400-115: (not included) K&N # HP-2003 or # HP-3002 or WIX #51069 or # 51060
- Blackout Series can use Napa Gold filters
- Disposable Filter Thread Size: 13/16" – 16 TPI
- Bypass Relief Valve: Yes
- Inlet & Outlet Fitting: #12 O-Ring Boss – 1-1/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI • Height (without disposable filter): 3.00 in.
- Width: 5.00 in. • Length: 6.00 in. • Filter Weight: 3.40 pounds (1.55 kg)

Description

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Clear Anodised

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Black Anodised

(For use with disposable oil filters)

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Clear Anodised

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Black Anodised

(For use with System 1 oil filters)

Part Number:

CV400-115

CV400-115-B

CV405-115

CV405-115-B

BILLET HI-FLOW OIL BLOCK ADAPTERS

Block adapters are machined out of 6061 billet aluminium and clear or black anodized for better protection. Block adapters are a high flow design for high pressure and high volume oil systems for today's performance and race engines. These block adapters have been redesigned so they will not restrict the flow of oil. Should look up the disposable filter for application to make sure the thread size matches the adapter before install.

Description

Chev Block Adapter, Clear Anodised

Ford/Dodge Block Adapter, 3/4", Clear Anodised

Ford/Dodge Block Adapter, Black, 3/4", Black Anodised

Ford Late With 22mm Thread, Clear Anodised

Ford Late With 22mm Thread, Black, Black Anodised

GM Pontiac, Oldsmobile & Holden 13/16", Clear Anodised

LS Oil Filter Adapter, Clear Anodised

LS Oil Filter Adapter, Black, Black Anodised

Nissan KA24DE, 3/4" Thread, Clear Anodised

Part Number:

CV200

CV210

CV210-B

CV212

CV212-B

CV215

CV225

CV225-B

CV232

REPLACEMENT CLEAR VIEW FILTER PARTS

Description

4" Filter Window, .480" Thick

6" Filter Window, .480" Thick

4" Filter 60 Micron Filter Element

6" Filter 60 Micron Filter Element

4" Filter 115 Micron Filter Element

6" Filter 115 Micron Filter Element

4" Filter O-Rings

6" Filter O-Rings

4" Filter Angle Mounting Bracket

4" Filter Angle Mounting Bracket, Black

6" & 4" Filter Stud Kit (Pair)

Air Fitting & Cap

Oil Pressure Port Fitting -4AN

Part Number:

CV412-480

CV105-480

CV435-60

CV110-60

CV440-115

CV110-115

CV425

CV120

CV475

CV475-B

CV135

CV148

CV169



CV101-115



CV101-115-B



CV100-115



CV100-115-B



CV100-60



CV100-60-B



CV410-60



CV410-60-B



CV400-115



CV400-115-B



CV405-115



CV405-115-B



CV200



CV210-B



CV225-B



CV475-B



ENGINE OIL FILTERS

AeroFlow oil filters have been designed to incorporate all the latest technology to provide great filtration with minimal restriction so that your engine performs at its best with great protection. AeroFlow filters use an improved coil spring design to replace the commonly used "leaf" style spring and incorporate CNC machined thread for a precise fit. An Ultra high-Temp silicone anti-drain back valve in some models helps to prevent dry starts increasing engine life. An extra-thick backing plate and housing offers superior strength and pressure fatigue resistance which provides added protection against pressure surges in racing applications, construction also includes a hi-flow heavy duty base plate that features a fully tucked double seam. AeroFlow oil filters use a Buna-N rubber gasket which is compatible with most racing fuels and lubricants. 24mm - 15/16" hex release nut allows simple and easy removal and incorporates a hole for use with lock wire. AeroFlow oil filters use a premium pleated synthetic blend media provides increased filtration at high flow rates with minimal pressure drop as well as a louvred centre tube that allows more flow area & eliminates media wear during pleat movement.

Part No	Suits	ZCross	HPCross
AF2296-1001	Holden V6 short - 97mm	Z154	HP-1001
AF2296-1002	Toyota, Suzuki	Z82, Z125, Z418, Z463	HP-1002
AF2296-1003	Holden / Toyota	Z158, Z386, Z432, Z442	HP-1003
AF2296-1004	Ford Mazda, Honda Mazda 13B Holden, Hyundai	Z79A	HP-1004
AF2296-1007	Holden V8 short	Z160	HP1007
AF2296-1008	Mazda Mitsubishi Evo Lancer	Z436, Z445	HP-1008
AF2296-1010	Mitsubishi Mazda	Z411	HP-1010
AF2296-1017	Holden V8 LS2 6.0 Litre	Z663	HP-1017
AF2296-2001	Holden V6	Z154	HP-2001
AF2296-2002	Chev short	Z40	HP-2002
AF2296-2003	Holden V8 Long	Z30 & Z80	HP-2002
AF2296-2004	Jeep / Toyota - Late Jeep Cherokee	Z10/Z89A	HP-2004
AF2296-2008	Holden / Nissan	Z145A	HP-2008
AF2296-2010	Ford Falcon BA-FG 5.4L V8, BF FPV F6	Z516	HP-2010
AF2296-3001	Ford Falcon 6 & 8 Fits Ford 6 & 8 cyl	Z9	HP-3001
AF2296-3002	Chev long	Z24	HP-3002

SPECIFICATION CHART

Part No	ADValve	Bypass	Height	O.D.	PSI Valve	Thread
AF2296-1001	Yes	No	3.125"/79mm	3"/79mm	None	M18 x 1.5
AF2296-1002	Yes	Yes	3.75"/95mm	3"/76mm	11-14	3/4-16
AF2296-1003	Yes	Yes	3.313"/84mm	2.688"/68mm	11-17	3/4-16
AF2296-1004	Yes	Yes	3.406"/87mm	3.156"/80mm	11-17	M20 x 1.5
AF2296-1007	Yes	No	3.75"/95mm	3"/76mm	None	13/16-16
AF2296-1008	Yes	Yes	2.875"/73mm	2.688"/68mm	11-17	M20 x 1.5
AF2296-1010	Yes	Yes	3.75"/95mm	2.688"/68mm	11-17	M22 x 1.5
AF2296-1017	Yes	Yes	3.75"/95mm	3"/79mm	11-17	M22 x 1.5
AF2296-2001	Yes	No	5.094"/129mm	3"/79mm	None	M18 x 1.5
AF2296-2002	No	Yes	4.688"/119mm	3.688"/94mm	None	13/16-16
AF2296-2003	Yes	No	4.688"/119mm	3.781"/96mm	None	13/16-16
AF2296-2004	Yes	Yes	4"/102mm	3.656"/93mm	8-11	3/4-16
AF2296-2008	Yes	No	4.219"/107mm	3.156"/80mm	None	3/4-16
AF2296-2010	Yes	Yes	4"/102mm	3.656"/93mm	11-17	M22 x 1.5
AF2296-3001	Yes	Yes	5.719"/145mm	3.656"/93mm	8-11	3/4-16
AF2296-3002	Yes	Yes	5.719"/145mm	3.696"/94mm	Yes	13/16-16

OIL FILTER APPLICATION GUIDE

Make	Model	Part No
ALFA ROMEO		
Alfa Romeo	Alfasud, 4 Door 1.2L L4 (AS301) 04/74-78	AF2296-2004
Alfa Romeo	Alfasud, Sprint 1.5L L4 (AR301) 07/79-83	AF2296-2004
Alfa Romeo	Alfasud, Sprint Sedan 1.5L L4 (AR301) 02/82-83	AF2296-2004
Alfa Romeo	Alfasud, Sprint TC 1.5L L4 (AR301) 05/84-85	AF2296-2004
Alfa Romeo	Alfasud, TI Coupe 1.2L L4 (AS301) 02/75-79	AF2296-2004
Alfa Romeo	Alfasud, TI Coupe 1.5L L4 (AR301) 07/79-84	AF2296-2004
Alfa Romeo	Alfetta, 1.8 1.8L L4 (AR016) 04/74-78	AF2296-2004
Alfa Romeo	Alfetta, 2000/L 2.0L L4 (AR062) 03/78-84	AF2296-2004
Alfa Romeo	Alfetta, GLKC 2.0L L4 (AR062) 03/84-85	AF2296-2004
Alfa Romeo	Alfetta, GT Coupe 1.8L L4 (AR016) 10/68-76	AF2296-2004
Alfa Romeo	Alfetta, GTV 2000/L 2.0L L4 (AR016.55) 03/77-81	AF2296-2004
Alfa Romeo	Berlina, 2000 2.0L L4 06/72-76	AF2296-2004
Alfa Romeo	Giulietta, 1.8 1.8L L4 (AR016) 04/0-84	AF2296-2004
Alfa Romeo	Giulietta, 2.2 2.0L L4 (AR016) 03/84-86	AF2296-2004
Alfa Romeo	Montreal, Coupe 2.6L V8 (AR10832) 03/74-76	AF2296-2004
Alfa Romeo	Sprint Trophy, 1.2, 1.3, 1.5L L4 74-85	AF2296-2004
Alfa Romeo	Super Sprint, 1.2, 1.3, 1.5L L4 74-87	AF2296-2004

Make	Model	Part No
AUDI		
Audi	80, B4 2.6E 2.6L V6 (ABC) 10/93-95	AF2296-2004
Audi	A4, B5 2.8L V6 (ACK) 10/98-99	AF2296-2004
Audi	A4, B5 Quattro 2.4L V6 (AFM/AGA) 02/98-01	AF2296-2004
Audi	A4, B5 Quattro 2.6L V6 (ABC) 10/96-98	AF2296-2004
Audi	A4, B5 Quattro 2.8L V6 (ACK) 01/97-01	AF2296-2004
Audi	A4, B5 Sedan 2.4L V6 (AGA/APS) 02/98-01	AF2296-2004
Audi	A4, B5 Wagon 2.4L V6 (AGA/APS) 02/98-02	AF2296-2004
Audi	A4, B6 2.4L V6 (BDV) 04/02-05	AF2296-2004
Audi	A4, B6 3.0L V6 (ASN) 07/01-05	AF2296-2004
Audi	A4, B6 Cabriolet 3.0L V6 (BBJ) 12/02-06	AF2296-2004
Audi	A4, B6 Quattro 3.0L V6 (ASN) 07/01-05	AF2296-2004
Audi	A6, C4 2.6L V6 (ABC) 11/94-97	AF2296-2004
Audi	A6, C4 2.8L V6 (ACK) 01/97-11/97	AF2296-2004
Audi	A6, C4 Quattro 2.6L V6 (ABC) 11/94-97	AF2296-2004
Audi	A6, C4 Quattro 2.6L V6 (ACZ) 11/94-97	AF2296-2004
Audi	A6, C4 Quattro 2.8L V6 (ACK) 01/97-11/97	AF2296-2004
Audi	A6, C5 2.4L V6 (AGA/APS) 11/97-01	AF2296-2004
Audi	A6, C5 2.8L V6 (ACK) 11/97-00	AF2296-2004
Audi	A6, C5 Quattro 2.4L V6 (AGA/APS) 11/97-00	AF2296-2004
Audi	A6, C5 Quattro 2.8L V6 (ACK) 11/97-01	AF2296-2004
Audi	A6, C6 4B 3.0L V6 (ASN) 03/02-04	AF2296-2004
Audi	A6, C6 4B Quattro 3.0L V6 (ASN) 03/02-04	AF2296-2004
Audi	A8, D2 2.8E 2.8L V6 (AAH) 05/95-96	AF2296-2004
Audi	Allroad, C5 2.7L Turbo 2.7L V6 (ARE) 02/01-06	AF2296-2004
Audi	S4, C4 2.2L Turbo 2.2L L5 (APB/AGB) 12/99-08/03	AF2296-2004

BMW

BMW	316, E21 1.6L L4 73-80	AF2296-1002
BMW	318i, E30 1.8L L4 (M40B18) 11/88-03/91	AF2296-1002
BMW	320, E21 2.0L L4 (M10B20) 03/76-02/80	AF2296-1002
BMW	320i, E21 2.0L L4 (M10) 03/76-12/79	AF2296-1002

CHEVROLET

Chevrolet	Bell Air, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Bell Air, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Cadillac, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Cadillac, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Camaro, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Camaro, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Chevelle, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Chevelle, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Corvette, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Corvette, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Impala, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Impala, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Nova, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Nova, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002

CHRYSLER

Chrysler	300C Touring Wagon, LE 3.5L V6 (Y1) 06/06-On	AF2296-2004
Chrysler	300C Touring Wagon, LE 5.7L V8 (Y1) 06/06-On	AF2296-2004
Chrysler	300C, LE 3.5L V6 (Y1) 11/05-On	AF2296-2004
Chrysler	300C, LE 5.7L V8 (Y1) 11/05-On	AF2296-2004
Chrysler	300C, LE 6.1L V8 (Y1) 06/06-On	AF2296-2004
Chrysler	Neon FWD, JA SE, LX 2.0L L4 (S4RE/TD5) 07/96-08/99	AF2296-1002
Chrysler	Neon FWD, JB SE, LE 2.0L L4 (YD5) 09/99-07/02	AF2296-1002
Chrysler	PT Cruiser, PFP 2.0L L4 (IT) 07/00-04	AF2296-1002
Chrysler	PT-Cruiser, PG 2.4L L4 (5T) 12/04-04/08	AF2296-1002
Chrysler	Valiant, AP5, AP6 6L & V8 06/63-66	AF2296-3001
Chrysler	Valiant, CL, CM L6 71-81	AF2296-3001
Chrysler	Valiant, VC, VE, VEVG L6 65-71	AF2296-3001
Chrysler	Valiant, VH, VJ, VK 71-81	AF2296-3001
Chrysler	Viper, 8.0L V10 02/10-03/10	AF2296-2004

DAEWOO

Daewoo	1.5i, 1.5L L4 (G15MF) 07/94-10/95	AF2296-2001
Daewoo	All Models - 0.8 3cyl, 1.5-1.6-1.8-2.0-2.2L (L4) 07/94-12/04	AF2296-1001
Daewoo	Cielo, GL 1.5L L4 (G15MF) 10/95-98	AF2296-2001
Daewoo	Cielo, GLX 1.5L L4 (A15MF) 10/95-07/97	AF2296-2001
Daewoo	Espero, CD 2.0L L4 (C20LE4) 03/95-07/97	AF2296-2001
Daewoo	Kalos, T220 1.5L L4 (F15S3) 03/03-12/04	AF2296-2001
Daewoo	Lacetti, J200 1.8L L4 (C18SED) 08/03-12/04	AF2296-2001
Daewoo	Lanos, 1.5L L4 (A15SMS) 07/97-03	AF2296-2001
Daewoo	Lanos, 1.6L L4 (A16DMS) 07/97-03	AF2296-2001
Daewoo	Leganza, 2.0L L4 (C20SED) 07/97-99	AF2296-2001
Daewoo	Leganza, 2.2L L4 (T22SED) 04/99-03	AF2296-2001
Daewoo	Matiz, KL M100 0.8L 3cyl (F8CV) 10/99-02	AF2296-2001
Daewoo	Matiz, KL M150 0.8L 3cyl (F8CV) 07/02-04	AF2296-2001
Daewoo	Nubira, J100 1.6L L4 (A16DMS) 06/97-05/00	AF2296-2001
Daewoo	Nubira, J100/J150 2.0L L4 (X20SED) 05/98-05/03	AF2296-2001
Daewoo	Tacuma, 2.0L L4 (T20SED) 11/00-12/04	AF2296-2001

DAIHATSU

Daihatsu	Charade, G100 1.0L 3cyl (CB23) 06/87-93	AF2296-1003
Daihatsu	Charade, G100 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G100 Turbo 1.0L 3cyl (CB61T) 06/87-89	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E) 06/87-03/98	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E)	
Daihatsu	MPFI SOHC 16V) 07/88-93	AF2296-1003
Daihatsu	Charade, G200 1.0L 3cyl (CB24) 10/93-96	AF2296-1003
Daihatsu	Charade, G200 1.3L L4 (HC-E MPFI SOHC 16V) 06/93-96	AF2296-1003
Daihatsu	Charade, G200 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G200B 1.0L 3cyl (CB24) 05/96-03/98	AF2296-1003
Daihatsu	Charade, G200B 1.3L L4 (HC-E) 05/96-98	AF2296-1003
Daihatsu	Delta (Diesel), 47,48 3.4L L4 (3B) 08/82-84	AF2296-3001
Daihatsu	Delta (Diesel), V116-V119 3.7L L4 (14B) 89-03	AF2296-3001
Daihatsu	Delta (Diesel), V79-V79 3.4L L4 (13B) 11/84-90	AF2296-3001
Daihatsu	Delta (Diesel), V98, V99 3.0L L4 (B) 11/84-96	AF2296-3001
Daihatsu	Delta (Petrol), V30-V35 2.0L L4 (5R Toyota) 79-84	AF2296-3001
Daihatsu	Feroza, F300 1.6L L4 (HD-E)	
Daihatsu	W/Out Oil Cooler 89-02/95	AF2296-1003
Daihatsu	Feroza, F300 1.6L L4 (HD-E)	
Daihatsu	With Oil Cooler 02/95-01/99	AF2296-1003
Daihatsu	Mira, L200 0.7L 3cyl (EF-EL) 04/92-04/95	AF2296-1003
Daihatsu	Mira, L201 0.9L 3cyl (ED10) 11/90-12/92	AF2296-1003

EUNOS

Eunos	30X, EC 1.8L V6 (K8-ZE) 11/92-05/96	AF2296-1010
Eunos	500, CA 2.0L V6 (KF-ZE) 11/92-05/96	AF2296-1010
Eunos	800, TA 2.5L V6 (KL) 03/94-05/96	AF2296-1010
Eunos	800M, TA J76E 2.3L V6 (KJ) 03-94/05/96	AF2296-1010

Make	Model	Part No
FORD		
Ford	B4000 Bravo, 4.0L V6 (14V) 09/05-06	AF2296-2010
Ford	B4000, 4.0L V6 (14V) 10/05-11/06	AF2296-2010
Ford	Capri, SA Series 1 1.6L L4 (B6E) 10/89-90	AF2296-1004
Ford	Capri, SA Series 1 Turbo 1.6L L4 (B63) 10/89-90	AF2296-1004
Ford	Capri, SB Series 2 1.6L L4 (B6D) 10/90-92	AF2296-1004
Ford	Capri, SB Series 2 Turbo 1.6L L4 (B6B) 10/90-92	AF2296-1004
Ford	Capri, SC 1.6L L4 (B6D) 04/92-07/93	AF2296-1004
Ford	Capri, SC Turbo 1.6L L4 (B6T) 04/92-07/93	AF2296-1004
Ford	Capri, SE 1.6L L4 (B6D) 04/93-07/94	AF2296-1004
Ford	Capri, SE Turbo 1.6L L4 (B6T) 04/93-07/94	AF2296-1004
Ford	Cortina TC 2.0L L4 (OHC) 08/71-74	AF2296-2004
Ford	Cortina TD 2.0L L4 (OHC) 10/74-77	AF2296-2004
Ford	Cortina TE 2.0L L4 (OHC) 77-80	AF2296-2004
Ford	Cortina TF 2.0L L4 (OHC) 11/80-82	AF2296-2004
Ford	Cortina, MK1 GT500 1.5L L4 (3036E) 06/65-66	AF2296-3001
Ford	Cortina, MK2 & GT 1.5, 1.6L L4 (120E/3036E) 08/67-71	AF2296-3001
Ford	Cortina, TC200/250 3.3, 4.1L L6 10/72-74	AF2296-3001
Ford	Cortina, TD, TE, TF L4 & L6 78-82	AF2296-3001
Ford	Cougar, SW, SX 2.5L V6 (LCBC) 09/99-01/03	AF2296-2010
Ford	Courier (Petrol), PH & 4WD 4.0L V6 (13V) 02/05-06/05	AF2296-2010
Ford	Courier (Petrol), PH 4WD Series 2 4.0L V6 (13V) 07/05-06	AF2296-2010
Ford	Courier (Turbo Diesel), PE, PG, PH 2.5L L4 (WL) 05/00-12/06	AF2296-3001
Ford	Courier (Turbo Diesel), PH 2.5L L4 (WL) 07/04-12/06	AF2296-2010
Ford	Courier, PC 2WD 2.6L L4 (G6) 10/91-96	AF2296-1010
Ford	Courier, PC, PD, PE, PG, PH & 4WD Model 2.6L L4 (G6 & G6E) 12/92-06	AF2296-1010
Ford	D-Series, Petrol (Most Models With Spin-On Filters) L4 & L6 65-81	AF2296-3001
Ford	Explorer, UN, UP, UQ, US 4.0L V6 (VGE4) 10/96-10/01	AF2296-3001
Ford	Explorer, UT 4.0L V6 (XZA) 11/02-03	AF2296-2010
Ford	Explorer, UT 4.6L V8 (2ZA) 11/02-03	AF2296-2010
Ford	Explorer, UX 4.0L V6 (XZA) 03/03-11/03	AF2296-2010
Ford	Explorer, UX 4.6L V8 (2ZA) 03/03-11/03	AF2296-2010
Ford	Explorer, UZ 4.0L V6 (XZA) 03/03-01/08	AF2296-2010
Ford	Explorer, UZ 4.6L V8 (2ZA) 03/03-01-08	AF2296-2010
Ford	F250, RM 5.4L V8 (Triton) 07/01-03	AF2296-2010
Ford	F250, RN 5.4L V8 (Triton) 11/03-07	AF2296-2010
Ford	F350, RM 5.4L V8 (Triton) 07/01-03	AF2296-2010
Ford	Fairlane, BA Series 1-2 5.4L V8 (Barra 220) 07/03-09/05	AF2296-2010
Ford	Fairlane, BF 4.0L L6 (Barra 190) 10/05-07	AF2296-2010
Ford	Fairlane, BF, BF 68 5.4L V8 (Barra 230) 10/05-07	AF2296-2010
Ford	Fairlane, ZA-BA L6 & V8 67-03	AF2296-3001
Ford	Falcon UTE, AU 5.0L V8 (With Oil Cooler) 07/99-03/00	AF2296-2004
Ford	Falcon UTE, AU 5.6L V8 (With Oil Cooler) 02/01-09/02	AF2296-2004
Ford	Falcon UTE, AU11 5.0L V8 (With Oil Cooler) 04/00-02/02	AF2296-2004
Ford	Falcon UTE, AU11 5.6L V8 (With Oil Cooler) 02/01-09/02	AF2296-2004
Ford	Falcon, AU 5.0L V8 (With Oil Cooler) 09/98-00	AF2296-2004
Ford	Falcon, AU, AU11, AU111 L6 & V8 09/98-09/02	AF2296-3001
Ford	Falcon, AU11 5.0L V8 (With Oil Cooler) 04/00-10/01	AF2296-2004
Ford	Falcon, AU111 5.0L V8 (With Oil Cooler) 11/01-09/02	AF2296-2004
Ford	Falcon, BA 5.4L V8 (Barra 220) 09/02-09/05	AF2296-2010
Ford	Falcon, BA Series 1-2 L6 09/02-09/05	AF2296-3001
Ford	Falcon, BF 5.4L V8 (Barra 220) 10/05-04/08	AF2296-2010
Ford	Falcon, BF Series 1-2 4.0L L6 (Barra 190) 10/05-04/08	AF2296-2010
Ford	Falcon, EA, EB, ED, EF, EL L6 & V8 03/88-08/98	AF2296-3001
Ford	Falcon, FG 4.0L L6 (Barra 195) 05/08-0n	AF2296-2010
Ford	Falcon, FG 5.4L V8 (Barra 290) 05/08-0n	AF2296-2010
Ford	Falcon, XA, XB, XC L6 & V8 08/72-02/79	AF2296-3001
Ford	Falcon, XD, XE, XF L6 & V8 03/79-02/88	AF2296-3001
Ford	Falcon, XK, XL, XM, XP L6 06/60-08/90	AF2296-3001
Ford	Falcon, XR, XT, XW, XY L6 & V8 09/66-03/72	AF2296-3001
Ford	Festiva, WA 1.3L L4 (B3) 10/91-03/94	AF2296-1004
Ford	Festiva, WB 1.5L L4 (B5) 04/94-12/97	AF2296-1004
Ford	Festiva, WB EFI 1.3L L4 (B3) 04/94-96	AF2296-1004
Ford	Festiva, WD 1.3L L4 (B3) 01/97-12/97	AF2296-1004
Ford	Festiva, WD 1.5L L4 (B5) 01/97-12/97	AF2296-1004
Ford	Festiva, WF 1.3L L4 (B3) 01/98-01	AF2296-1008
Ford	Festiva, WF 1.5L L4 (B5) 01/98-01	AF2296-1008
Ford	Focus, LS 2.0L L4 (C3-Zetec) 06/05-07	AF2296-1002
Ford	FPV (All Models), BA-FG 4.0L L6 & 5.4L V8 03/03-0n	AF2296-2010
Ford	F-Series & Bronco, (Most Models With Spin-On Filters) L6 & V8 60-96	AF2296-3001
Ford	KA, TA & TB 1.3L L4 (J4KD/XJ) 10/99-03	AF2296-1002
Ford	Laser, KA-KN All Models Carb/EFI 03/81-04/01	AF2296-1004
Ford	LTD, BA-BF 5.4L V8 06/03-07	AF2296-2010
Ford	Meteor, GA 1.5L L4 (E5) 1 & 2 Barrel Carb 04/82-83	AF2296-1004
Ford	Meteor, GB 1.5L L4 (E5) 1 & 2 Barrel Carb 05/83-85	AF2296-1004
Ford	Meteor, GB 1.6L L4 (B6) EFI 10/85-87	AF2296-1004
Ford	Meteor, GC 1.6L L4 (B6) 2 Barrel Carb 10/85-87	AF2296-1004
Ford	Meteor, GC Ghia 1.6L L4 (B6) EFI 10/85-87	AF2296-1004
Ford	MPV, LW10G 2.5L V6 (GY-DE) 08/99-02	AF2296-2010
Ford	MPV, LW10J2 & LW10J3 3.0L V6 (MZ/AJ) 06/02-06	AF2296-2010
Ford	Mustang Cobra, 4.6L V8 02/01-03/03	AF2296-2010
Ford	Mustang, L6 & V8 65-74	AF2296-3001
Ford	Probe, ST, SU, SV 2.5L V6 (KL) 06/94-98	AF2296-1010
Ford	Raider, UV 2.4L L4 (G6) 08/91-97	AF2296-1010
Ford	Ranger, PJ 2.5L L4 Turbo Diesel (WL-AT) 12/06-03/09	AF2296-1002
Ford	Ranger, PJ 3.0L L4 Turbo Diesel (WE-AT) 12/06-03/09	AF2296-1002
Ford	Ranger, PK 2.5L L4 Turbo Diesel WL-AT) 04/09-0n	AF2296-1002
Ford	Ranger, PK 3.0L L4 Turbo Diesel (WE-AT) 04/09-0n	AF2296-1002
Ford	TE50, AU & AU11 4.9L V8 (Without Oil Cooler) 10/99-12/02	AF2296-3001
Ford	TE50, AU 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TE50, AU 5.6L V8 12/01-12/02	AF2296-2004
Ford	TE50, AU11 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TE50, AU11 4.9L V8 12/01-12/02	AF2296-2004
Ford	Telstar, AT, AV 2.5L V6 (KL) 01/92-96	AF2296-1010
Ford	Territory, SX 2WD & AWD 4.0L L6 06/04-05	AF2296-3001

Make	Model	Part No
Ford	Territory, SY 2WD & 4WD 4.0L V6 10/05-0n	AF2296-2010
Ford	Transit Van, VG 2.0L L4 (NSJ) 01/96-11/00	AF2296-2004
Ford	Tribute, YU08 3.0L V6 (AJ) 02/01-04	AF2296-2010
Ford	TS50, AU 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TS50, AU 5.6L V8 12/01-12/02	AF2296-2004
Ford	TS50, AU11 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TS50, AU11 4.9L V8 12/01-12/02	AF2296-2004
HOLDEN		
Holden	Apollo, JK 2.0L L4 (3SFC) 08/89-91	AF2296-1003
Holden	Apollo, JK 2.0L L4 (3SFE) 08/89-91	AF2296-1003
Holden	Apollo, JL 2.0L L4 (3SFE) 08/91-93	AF2296-1003
Holden	Apollo, JM 2.2L L4 (SSFE) 03/93-95	AF2296-1003
Holden	Apollo, JP 2.2L L4 (SSFE) 03/95-97	AF2296-1003
Holden	Astra, AH & AH Turbo 2.0L L4 (Z20LER) 06/06-03/10	AF2296-1001
Holden	Astra, AH 1.8L L4 (Z18XE) 12/04-03/07	AF2296-2001
Holden	Astra, AH 1.8L L4 (Z18XE) 12/04-03/07	AF2296-1001
Holden	Astra, AH 2.0L L4 (Z20LER) 08/06-03/10	AF2296-2001
Holden	Astra, AH Turbo 2.0L L4 (Z20LER) 06/06-03/10	AF2296-2001
Holden	Astra, LB 1.5L L4 (Nissan E15) 08/84-04/86	AF2296-2008
Holden	Astra, LC 1.6L L4 (Nissan E16) 03/86-07/87	AF2296-2008
Holden	Astra, LD 1.6, 1.8L L4 (16LF/18LE) 07/87-87	AF2296-2001
Holden	Astra, LD, 1.6L (16LF), TR, 1.6 (C16SE), 1.8L (C18SEL), TS 1.8L (X18XE1) 07/87-99	AF2296-1001
Holden	Astra, TR 1.6, 1.8, 2.0L L4 (C16SE/C18SEL/X20XEV) 09/96-09/98	AF2296-2001
Holden	Astra, TS 1.8L L4 (X18XE1) 08/98-99	AF2296-2001
Holden	Astra, TS11 1.8L L4 (Z18XE2) 10/01-04	AF2296-1001
Holden	Astra, TS11 1.8L L4 (Z18XE2) 10/01-04	AF2296-2001
Holden	Astra, TS11 2.0L L4 (Z20LET) 05/03-07/04	AF2296-1001
Holden	Astra, TS11 2.0L L4 (Z20LET) 05/03-07/04	AF2296-2001
Holden	Barina, SB 1.2, 1.4L L4 (C12NZ/C14NZ) 04/94-97	AF2296-2001
Holden	Barina, SB 1.2-1.4-1.6L L4 (All Models) 04/94-04	AF2296-1001
Holden	Barina, SB 1.4L L4 (C14SE) 08/97-01	AF2296-2001
Holden	Barina, SB 1.6L L4 (C16XE) 04/94-95	AF2296-2001
Holden	Barina, SB 1.6L L4 (X16XE) 03/95-99	AF2296-2001
Holden	Barina, TK 1.6L L4 (F16D3) 12/05-0n	AF2296-1001
Holden	Barina, TK 1.6L L4 (F16D3) 12/05-0n	AF2296-2001
Holden	Barina, XC 1.4-1.8L L4 (All Models) 02/01-12/05	AF2296-1001
Holden	Barina, XC 1.4L L4 (Z14XE) 02/01-04	AF2296-2001
Holden	Barina, XC 1.8L L4 (Z18XE) 09/01-12/05	AF2296-2001
Holden	Calibra, YE 2.0L L4 (C20NE, C20XE, X20XEV) 10/91-95	AF2296-1001
Holden	Calibra, YE 2.5L V6 (X25XE) 08/95-07/98	AF2296-1001
Holden	Calibra, YE, YE95 2.0L L4 & 2.5L V6 (All Models) 10/91-07/98	AF2296-2001
Holden	Calibra, YE95 2.0L L4 (C20LET, C20XE) 08/95-98	AF2296-1001
Holden	Calibra, YE95 2.5L V6 (C25/B256) 08/95-07/98	AF2296-1001
Holden	Camira, JB 1.6L L4 (16JH) 08/82-84	AF2296-1001
Holden	Camira, JB, JD, JE 1.6, 1.8, 2.0L L4 (All Models) 08/82-89	AF2296-2001
Holden	Camira, JD 1.6L L4 (16JH) 11/84-86	AF2296-1001
Holden	Camira, JD 1.8 L4 (18JU) 02/86-87	AF2296-1001
Holden	Camira, JD 1.8L L4 (18JH) 11/84-86	AF2296-1001
Holden	Camira, JE 2.0L L4 (Z20J) 04/87-89	AF2296-1001
Holden	Captiva, CG 2.4L L4 (F18D4) 11/06-0n	AF2296-2001
Holden	Captiva, CG 2.4L L4 (F18D4) 11/09-0n	AF2296-1001
Holden	Colorado, RC 2.4L L4 (Y2ASE) 07/08-11/08	AF2296-2001
Holden	Combo Van, SB 1.4L L4 (C14NZ) 03/96-97	AF2296-1001
Holden	Combo Van, SB 1.4L L4 (C14NZ) 03/96-97	AF2296-2001
Holden	Combo Van, XC 1.4L L4 (Z14XE) 05/05-0n	AF2296-2001
Holden	Combo Van, XC 1.4L L4 (Z14XE) 05/05-0n	AF2296-1001
Holden	Combo Van, XC 1.6L L4 (Z16SE) 09/02-05	AF2296-1001
Holden	Combo Van, XC 1.6L L4 (Z16SE) 09/02-05	AF2296-2001
Holden	Commodore Sedan/Wagon/UTE/Statesman VN-VY 3.8L V6 (88-04)	AF2296-1001
Holden	Commodore VE 6.0L V8 (L76) 11/08-08/10	AF2296-1017
Holden	Commodore VE 6.0L V8 (L77) 09/10-04/13	AF2296-1017
Holden	Commodore VE 6.0L V8 (L98) 08/06-04/13	AF2296-1017
Holden	Commodore VF 6.0L V8 (L77) 05/13-0n	AF2296-1017
Holden	Commodore, VB-VK Sedan/Wagon/173 2.8L, 202 3.3L L6 - 253 4.2L, 304 4.9L, 308 5.0L V8 11/78-88	AF2296-1007
Holden	Commodore, VB-VK Sedan/Wagon/173 2.8L, 202 3.3L L6 - 253 4.2L, 304 4.9L, 308 5.0L V8 11/78-88	AF2296-2003
Holden	Commodore, VL 3.0L L6 (RB30E) 03/89-08/88	AF2296-2008
Holden	Commodore, VN-VT Sedan/Wagon/UTE/Statesman 5.0L V8 88-00	AF2296-1007
Holden	Commodore, VN-VY Sedan/Wagon/UTE/Statesman 3.8L V8 88-04	AF2296-2001
Holden	Commodore, VT-VZ Sedan/Wagon/UTE/Statesman 5.7L V8 GENI11 99-06	AF2296-1007
Holden	Cruze, 4-Door Wagon - YG 1.5L L4 (M15A) 06/02-06/06	AF2296-1002
Holden	Frontera, M7 2.0L L4 (X20SE) 10/95-99	AF2296-1001
Holden	Frontera, M7 2.0L L4 (X20SE) 10/95-99	AF2296-2001
Holden	Frontera, MX 2.2L L4 (X22SE) 02/99-02	AF2296-1001
Holden	Frontera, MX 2.2L L4 (X22SE) 02/99-02	AF2296-2001
Holden	Jackaroo (Turbo Diesel), UBS73 3.0L L4 (4JX1) 02/98-04	AF2296-1004
Holden	Jackaroo, UBS17 2.6L L4 (4ZE1) 01/90-91	AF2296-1004
Holden	Jackaroo, UBS25 3.2L V6 (6VD1) 05/92-98	AF2296-1004
Holden	Jackaroo, UBS26 3.5L V6 (6VE1) 02/98-04	AF2296-1004
Holden	Monaro GTS, HK, HT, HG, HQ, HJ	AF2296-2002
Holden	Small Block Chev 07/68-09/77	AF2296-3002
Holden	Monaro GTS, HK, HT, HG, HQ, HJ	AF2296-1007
Holden	Monaro GTS, HK, HT, HG, HQ-WB 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8	AF2296-2003
Holden	Monaro LS, HQ, HJ Small Block Chev 07/71-07/76	AF2296-2002
Holden	Nova, LE 1.4L L4 (6AF) 08/89-91	AF2296-1003
Holden	Nova, LE 1.6L L4 (4AFE) 08/89-91	AF2296-1003
Holden	Nova, LF 1.4L L4 (6AF) 09/91-11/92	AF2296-1003
Holden	Nova, LF 1.6L L4 (4AFE) 09/91-94	AF2296-1003
Holden	Nova, LF 1.6L L4 (4AFE) 09/91-94	AF2296-1003
Holden	Nova, LF 1.8L L4 (7AFE) 09/91-94	AF2296-1003
Holden	Nova, LG 1.6L L4 (4AFE) 10/94-97	AF2296-1003
Holden	Nova, LG 1.8L L4 (7AFE) 10/94-97	AF2296-1003
Holden	Rodeo (Petrol), KB43 2.3L L4 (4ZD1) 01/87-88	AF2296-1004

Make	Model	Part No
Holden	Rodeo (Petrol), KB49 2.3L L4 (4ZD1) 85-88	AF2296-1004
Holden	Rodeo (Petrol), R9 3.2L V6 (6VD) 02/98-02/03	AF2296-1004
Holden	Rodeo (Petrol), RA 3.5L V6 (6VE1) 03/03-05	AF2296-1004
Holden	Rodeo (Petrol), TFR16 2.3L L4 (4ZD1) 01/91-01/93	AF2296-1004
Holden	Rodeo (Petrol), TFR17 2.6L L4 (4ZE1) 07/88-93	AF2296-1004
Holden	Rodeo (Petrol), TFR17.G3 2.6L L4 (4ZE1)	
	MPFI SOHC 8V & SOHC 02/93-95	AF2296-1004
Holden	Rodeo (Petrol), TFR17.G6 2.6L L4 (4ZE1) 11/95-98	AF2296-1004
Holden	Rodeo (Petrol), TFR2.R9 3.2L V6 (6VD1) 02/98-03	AF2296-1004
Holden	Rodeo (Petrol), TFR25.R7 2.3L L4 (4ZD1) & 2.6L (4ZE1) 03/98-06/98	AF2296-1004
Holden	Rodeo (Petrol), TFS17 2.6L L4 (4ZE1) 07/88-93	AF2296-1004
Holden	Rodeo (Petrol), TFS17.G3 2.6L L4 (4ZE1) 02/93-95	AF2296-1004
Holden	Rodeo (Petrol), TFS17.G6 2.6L L4 (4ZE1) 11/95-98	AF2296-1004
Holden	Rodeo (Petrol), TFS2.R9 3.2L V6 (6VD) 01/02-03	AF2296-1004
Holden	Rodeo (Petrol), TFS25.R7 2.6L L4 (4ZE1) 03/98-06/98	AF2296-1004
Holden	Rodeo (Turbo Diesel), RA 3.0L L4 (4JH1TC) 03/03-08	AF2296-1003
Holden	Rodeo, R9 2.2 L4 (C22NE) 06/98-02/03	AF2296-1001
Holden	Rodeo, RA 2.4L L4 (C24SE) 03/03-05	AF2296-1001
Holden	Rodeo, RA 2.4L L4 (Y24SE) 01/06-08	AF2296-1001
Holden	Rodeo, TFR2 & R9 2.2L (C22NE) 06/98-03	AF2296-1001
Holden	Sedan/Wagon/Ute All Models	
	Red/Blue/Black Motor L6 & V8 63-88	AF2296-1007
Holden	Sedan/Wagon/Ute All Models	
	Red/Blue/Black Motor L6 & V8 63-88	AF2296-2003
Holden	Tigra, XC 1.8L L4 (Z18XE) 0805-07	AF2296-1001
Holden	Torana, LC-LJ Sedan & Coupe 173 2.8L, 202 3.3L L6 11/69-74	AF2296-1007
Holden	Torana, LC-LJ Sedan & Coupe 173 2.8L, 202 3.3L L6 11/69-74	AF2296-2003
Holden	Torana, LH,LX,UC Sedan & Hatch 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8 03/74-79	AF2296-1007
Holden	Torana, LH,LX,UC Sedan & Hatch 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8 03/74-79	AF2296-2003
Holden	Vectra, JR 2.0L L4 (C20SEL) 06/97-08/98	AF2296-1001
Holden	Vectra, JR 2.0L L4 (C20SEL) 06/97-08/98	AF2296-2001
Holden	Vectra, JR 2.5L V6 (X25XE) 06/97-08/98	AF2296-1001
Holden	Vectra, JR 2.5L V6 (X25XE) 06/97-08/98	AF2296-2001
Holden	Vectra, JS 2.0L L4 (C20SEL) 08/98-99	AF2296-1001
Holden	Vectra, JS 2.0L L4 (C20SEL) 08/98-99	AF2296-2001
Holden	Vectra, JS 2.2L L4 (C22SEL) 08/98-99	AF2296-1001
Holden	Vectra, JS 2.2L L4 (C22SEL) 08/98-99	AF2296-2001
Holden	Vectra, JSII 2.0L L4 (C20SEL) 07/99-01	AF2296-1001
Holden	Vectra, JSII 2.2L L4 (C22SEL) 07/99-03	AF2296-1001
Holden	Viva, JF 1.8L 4 cyl (F18D3) 10/05-05/09	AF2296-1001
Holden	Viva, JF 1.8L L4 (F18D3) 10/05-05/09	AF2296-2001
Holden	VXR, AH T/Coupe 2.0L L4 (Z20LER) 10/06-09/09	AF2296-1001
Holden	VXR, AH Turbo Coupe 2.0L L4 (Z20LER) 10/06-09/09	AF2296-2001
HONDA		
Honda	Accord, CA 2.0L L4 (A20A4) 87-89	AF2296-1004
Honda	Accord, CA Si Hatch 2.0L L4 (A20A4) 01/87-11/88	AF2296-1004
Honda	Accord, CA Si Sedan 2.0L L4 (A20A4) 01/87-11/88	AF2296-1004
Honda	Accord, CB7 EXi Sedan 2.2L L4 (F22A5) 11/89-11/90	AF2296-1004
Honda	Accord, CD VTI 2.2L L4 (F22B3) 06/94-98	AF2296-1004
Honda	Accord, CD5 EXi Sedan 2.2L L4 (F22B3) 10/93-97	AF2296-1004
Honda	Accord, CD5 EXi-S 2.2L L4 (F22B3) 03/97-12/97	AF2296-1004
Honda	Accord, CG VTI 2.3L L4 (F23A1) 12/97-02/02	AF2296-1004
Honda	Accord, CG1 Sedan 3.0L V6 (J30A1) 12/97-99	AF2296-1004
Honda	Civic, ED3 Sedan 1.5L L4 (D15B4) 10/87-91	AF2296-1004
Honda	Civic, ED6 Hatch 1.5L L4 (D15B4) 10/87-91	AF2296-1004
Honda	Civic, EE3 Wagon 1.5L L4 (D15B4) 05/88-89	AF2296-1004
Honda	Civic, EG Breeze 1.3L L4 (D13B2) 10/91-93	AF2296-1004
Honda	Civic, EG33 Breeze Hatch 1.3L L4 (D13B2) 11/91-93	AF2296-1004
Honda	Civic, EG43 GL Hatch 1.5L L4 (D15B4) 11/91-93	AF2296-1004
Honda	Civic, EG44 GLi Hatch 1.5L L4 (D15B7) 10/93-09/95	AF2296-1004
Honda	Civic, EG5 Si Hatch 1.6L L4 (D16A8) 11/91-93	AF2296-1004
Honda	Civic, EG8 GL Sedan 1.5L L4 (D15B4) 11/91-93	AF2296-1004
Honda	Civic, EG8 GLi Sedan 1.5L L4 (D15B7) 10/93-09/95	AF2296-1004
Honda	Civic, EH9 Si Sedan 1.6L L4 (D16A8) 11/91-93	AF2296-1004
Honda	Civic, EK13, 14CXi,14GLi Hatch 1.6L L4 (D16Y4) 10/95-00	AF2296-1004
Honda	Civic, EK15, 16GLi Sedan 1.6L L4 (D16Y4) 10/95-00	AF2296-1004
Honda	Civic, EK15, 16 Sedan 1.6L L4 (D16Y5) 10/95-00	AF2296-1004
Honda	CRV, RD1 2.0L L4 (B20B3) 09/97-12/01	AF2296-1004
Honda	CRX, ED9 1.6L L4 (ZC/D16A8) 11/87-92	AF2296-1004
Honda	CRX, EG2 1.6L L4 (B16A2) 06/92-09/98	AF2296-1004
Honda	HRV, GH2 1.6L L4 (D16W1) 01/99-02	AF2296-1004
Honda	Insight Hybrid, EZ1 1.0L 3cyl (MF2/ECA1) 03/01-06/04	AF2296-1008
Honda	Integra / GSi, 2.3RD GEN 1.8L L4 06/89-07/01	AF2296-1004
Honda	Integra, DA4 1.8L L4 (B18B1/2) 07/93-01	AF2296-1004
Honda	Integra, DA5 2.0L L4 (K20A2) 08/01-04	AF2296-1004
Honda	Integra, DA9 1.8L L4 (B18A1) 06/89-07/93	AF2296-1004
Honda	Integra, DC2 1.8L L4 (B18C2) 07/93-99	AF2296-1004
Honda	Legend 4 Door, 3.5L V6 (C35A3) 05/96-02/02	AF2296-1004
Honda	Legend, KA9 Sedan 3.5L V6 (C35A3) 05/96-04	AF2296-1004
Honda	NSX-T, 3.0L V6 (C30A3) 05/95-02/02	AF2296-1004
Honda	Odyssey, RA1 2.2L L4 (F22B3/6) 06/95-12/97	AF2296-1004
Honda	Odyssey, RA3 2.3L L4 (F23A1/7/8) 01/98-03/00	AF2296-1004
Honda	Odyssey, RB1 2.3L L4 (F24A6) 06/04-On	AF2296-1004
Honda	Prelude, 2 Door Coupe 2.0L L4 (A20A4) 12/85-87	AF2296-1004
Honda	Prelude, 2 Door Coupe 2.0L L4 (B20A5) 87-91	AF2296-1004
Honda	Prelude, BA3 Si 2.0L L4 (ET) 12/85-87	AF2296-1004
Honda	Prelude, BA4 Si 4WS 2.0L L4 (B20A6) 10/87-91	AF2296-1004
Honda	Prelude, BA8 S 2.2L L4 (F22A1) 12/91-96	AF2296-1004
Honda	Prelude, BB1 VTI-R 2.2L L4 12/94-12-96	AF2296-1004
Honda	Prelude, BB2 Si 4WS 2.3L L4 (H23A1) 12/91-96	AF2296-1004
Honda	Prelude, BB2 SRS 4WS 2.3L L4 (H23A1) 12/91-94	AF2296-1004
Honda	Prelude, BB5 Si 2.2L L4 (F22Z6) 01/97-02	AF2296-1004
Honda	Prelude, BB6 VTI-R 2.2L L4 (H22A4) 01/97-02	AF2296-1004
Honda	S2000, AP11 2.0L L4 (F20C2) 02/06-07/09	AF2296-1004

HYUNDAI

Hyundai	Accent, LC 1.5L L4 (G4ECX) 06/00-03/03	AF2296-1004
Hyundai	Accent, LC 1.6L L4 (G4ED) 03/03-04/06	AF2296-1004
Hyundai	Accent, MC 1.6L L4 (G4ED5) 05/06-01/01	AF2296-1004
Hyundai	Elantra Lavita, FC 1.8L L4 (G4GB) 10/01-06/04	AF2296-1004
Hyundai	Elantra, HD 2.0L L4 (G4GC6) 08/06-On	AF2296-1004
Hyundai	Elantra, XD 1.8L L4 (G4GBX) 10/00-09/03	AF2296-1004
Hyundai	Elantra, XD 2.0L L4 (G4GCX) 10/00-02/07	AF2296-1004

Make	Model	Part No
Hyundai	Excel, X3 1.5L L4 (G4EKR) 09/94-98	AF2296-1004
Hyundai	Excel, X3 1.5L L4 (G4FKR) 01/98-00	AF2296-1004
Hyundai	Getz, TB 1.3L L4 (G4EA1) 03/03-05	AF2296-1004
Hyundai	Getz, TB 1.4L L4 (G4EE5) 10/05-On	AF2296-1004
Hyundai	Getz, TB 1.5L L4 (G4EC2) 09/02-05	AF2296-1004
Hyundai	Getz, TB 1.6L L4 (G4ED5) 10/05-On	AF2296-1004
Hyundai	Grandeur, FT4 3.0L V6 (G6CTX) 09/99-03	AF2296-1004
Hyundai	I20, PB1.4L L4 (G4FA) 07/10-On	AF2296-1004
Hyundai	I20, PB1.6L L4 (G4FC) 07/10-On	AF2296-1004
Hyundai	I30, FD 2.0L L4 (G4GC) 09/07-On	AF2296-1004
Hyundai	I45, YF 2.0L L4 (G4KC4) 05/10-On	AF2296-1004
Hyundai	iLoad, TQ-V 2.4L L4 (G4KG8) 02/08-On	AF2296-1004
Hyundai	iMax, TQ-W 2.4L L4 (G4KG8) 02/08-On	AF2296-1004
Hyundai	IX35, LM 2.0L L4 (G4KD) 02/10-On	AF2296-1004
Hyundai	IX35, LM 2.4L L4 (G4KE) 02/10-On	AF2296-1004
Hyundai	Lantra, KF 1.6L L4 (G4CRL) 05/91-10/92	AF2296-1004
Hyundai	Lantra, KF 1.8L L4 (G4GMR) 09/95-00	AF2296-1004
Hyundai	Lantra, KW 1.8L L4 (G4GFV) 02/99-00	AF2296-1004
Hyundai	S Coupe, Turbo & Non Turbo 1.5L L4 (All Engines) 90-03/96	AF2296-1004
Hyundai	Santa FE, SM 2.4L L4 (G4JSX) 01/01-09/03	AF2296-1004
Hyundai	Santa FE, SM 2.7L V6 (G6EAY) 11/00-06	AF2296-1004
Hyundai	SFX 2D Coupe, 2.0L L4 07/96-08/99	AF2296-1004
Hyundai	Sonata, AF 3.0L V6 (G6AT) 03/90-10/93	AF2296-1004
Hyundai	Sonata, DF2 2.0L L4 (G4CCP) 10/93-96	AF2296-1004
Hyundai	Sonata, DF2,3 3.0L V6 (G6ATP) 10/93-96	AF2296-1004
Hyundai	Sonata, DF2,3 3.0L V6 (G6ATS) 09/96-98	AF2296-1004
Hyundai	Sonata, EF 2.0L L4 (G4JPV) 08/98-01	AF2296-1004
Hyundai	Sonata, EF 2.5L V6 (G6BVV/VE) 08/98-01	AF2296-1004
Hyundai	Sonata, EF-B 2.4L L4 (G4JSY) 09/01-05/05	AF2296-1004
Hyundai	Sonata, EF-B 2.7L V6 (G6BAY) 09/01-05/05	AF2296-1004
Hyundai	Sonata, NF 2.4L L4 (G4KC) 07/05-04/10	AF2296-1004
Hyundai	Terracan, HP 3.5L V6 (G6CU) 12/01/07/08	AF2296-1004
Hyundai	Tiburon, GK 2.0L L4 (G4GC1) 02/02-04	AF2296-1004
Hyundai	Tiburon, GK 2.7L V6 (G6BA) 02/02-07	AF2296-1004
Hyundai	Tiburon, GK 2.7L V6 (G6BA10) 02/07-On	AF2296-1004
Hyundai	Trajet, FO 2.7L V6 (G6BA4) 07/00-On	AF2296-1004
Hyundai	Tucson, JN81 2.7L V6 (G6BA3) 0/04-01/10	AF2296-1004

JEEP

Jeep	Cherokee, XJ 4.0L L6 (MX) 04/94-08/01	AF2296-2004
Jeep	CJ5, SWB/LWB 3.8L L6 (6-232/6-258) 06/73-77	AF2296-2003
Jeep	CJ7 Hardtop, 2.5L L4 (B) 06/81-83	AF2296-2003
Jeep	CJ7 Renegade, 4.2L L6 © 09/78-81	AF2296-2003
Jeep	CJ8 Renegade, 2.5L L4 (B) 06/81-83	AF2296-2003
Jeep	CJ8 Renegade, 4.2L L6 (B8) 06/81-85	AF2296-2003
Jeep	CJ8 Sportsman, 4.2L L6 (B) 84-85	AF2296-2003
Jeep	Grand Cherokee, WH 4.7L V8 (5Y5) 06/05-On	AF2296-2004
Jeep	Grand Cherokee, WH 5.7L V8 (5Y) 06/05-On	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.0L L6 (MX) 07/9-05/05	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.7L V8 (8N) 01/02-05/05	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.7L V8 (8N) 07/99-12/01	AF2296-2004
Jeep	Grand Cherokee, ZG 4.0L L6 (508MX) 03/96-07/99	AF2296-2004
Jeep	Wrangler, TJ 4.0L L6 (MX) 10/96-02/07	AF2296-2004

KIA

Kia	Carens 5D Wagon, 1.8L L4 (TE/T8) 07/00-02	AF2296-1008
Kia	Carnival Van, KV/KVII 2.5L V6 (K5) 09/99-06	AF2296-1010
Kia	Carnival Van, VQ 2.7L V6 (K5) 10/06-On	AF2296-1004
Kia	Cerato, LD 2.0L L4 (G4GC) 07/04-01/09	AF2296-1004
Kia	Cerato, TD 2.0L L4 (G4KD) 01/09-On	AF2296-1004
Kia	Magentis, MG 2.4L L4 (G4KC) 08/06-03/10	AF2296-1004
Kia	Magentis, MG 2.7L V6 (G6EA) 08/06-08/08	AF2296-1004
Kia	Mentor, FA 1.5L L4 (B5) 12/96-05/98	AF2296-1008
Kia	Mentor, FB22 S11 1.5L L4 (BF-E) 05/98-06/00	AF2296-1008
Kia	Mentor, FB24 S11 1.8L L4 (TE) 05/98-06/00	AF2296-1008
Kia	Optima, GD 2.5L V6 (K6/G6BV) 06/00-03	AF2296-1004
Kia	Optima, GD 2.7L V6 (G6BA) 05/04-07/06	AF2296-1004
Kia	Rio, BC 1.5L L4 (B5/A5D) 07/00-03	AF2296-1010
Kia	Rio, BC M-Tech 1.5L L4 (A5D) 01/03-05	AF2296-1010
Kia	Rio, JB 1.4L L4 (G4EE) 03/07-On	AF2296-1004
Kia	Rio, JB 1.6L L4 (G4ED) 08/05-On	AF2296-1004
Kia	Rondo, UN 2.0L L4 (G4KA8) 04/08-On	AF2296-1004
Kia	Shuma, FB24 1.8L L4 (TE) 04/00-01	AF2296-1008
Kia	Sorento, BL 2.4L L4 (G4KE9) 10/09-On	AF2296-1004
Kia	Sorento, BL 3.5L V6 (G6CU) 02/03-05/08	AF2296-1004
Kia	Sorento, BL 3.8L V6 (G6DA) 04/07-09/07	AF2296-1004
Kia	Soul, AM 1.6L L4 (G4FC) 04/06-On	AF2296-1004
Kia	Spectra, FB 1.8L L4 (TE) 05/01-06/04	AF2296-1008
Kia	Sportage, KM 2.0L L4 (G4GC) 08/07-07/10	AF2296-1004
Kia	Sportage, KM 2.7L V6 (G6BA) 04/05-08/09	AF2296-1004

LANDROVER

Landrover	Defender, 200 Diesel & 200TDI Turbo Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Defender, 300 Diesel & 300TDI Turbo Diesel 2.5L L4 94-03/99	AF2296-2004
Landrover	Defender, Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Defender, Turbo Diesel 2.5L L4 03/92-03/99	AF2296-2004
Landrover	Discovery, 200 Diesel & 200TDI Turbo Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Discovery, 300 Diesel & 300TDI Turbo Diesel 2.5L L4 94-03/99	AF2296-2004
Landrover	Discovery, BF7 TDI 2.5L L4 (12L) 03/92-97	AF2296-2004
Landrover	Discovery, MF7 TDI 2.5L L4 (12L) 03/92-97	AF2296-2004
Landrover	Discovery, ML7 3.5L V8 (22D/23D) 04/91-93	AF2296-2004
Landrover	Discovery, Series2 3.5L V8 04/91-10/93	AF2296-2004
Landrover	Discovery, Series2 3.9L V8 11/93-98	AF2296-2004
Landrover	Range Rover, 3.5L V8 07/77-01/89	AF2296-3001
Landrover	Range Rover, 4.0L V8 05/95-07/00	AF2296-2004
Landrover	Range Rover, 4.0L V8 12/89-04/95	AF2296-2004
Landrover	Range Rover, 4.6L V8 05/95-07/02	AF2296-2004

LEXUS

Lexus	ES300, MCV20R 3.0L V6 (1MZ-FE) 10/96-09/01	AF2296-1002
Lexus	ES300, MCV30R 3.0L V6 (1MZ-FE) 10/01-06	AF2296-1002
Lexus	ES300, VCV10R 3.0L V6 (3VZ-FE) 05/92-10/96	AF2296-1002
Lexus	GS300, JZS160R 3.0L L6 (2JZ-GE) 10/97-05	AF2296-1002
Lexus	GS430, UZS190R 4.3L V8 (3UZ-FE) 08/05-02/08	AF2296-1002
Lexus	IS200, GXE10R 2.0L L6 (1G-FE) 03/99-10/05	AF2296-1002
Lexus	IS300, JCE10R 3.0L L6 (2JZ-GE) 09/01-05	AF2296-1002
Lexus	LS400, UCF10R, UCF20R 4.0L V8 (1UZ-FE) 04/90-11/00	AF2296-1002
Lexus	LS430, UCF30 4.3L V8 (3UZ-FE) 12/00-07	AF2296-1002

Make	Model	Part No
Lexus	LX470, UZJ100 4.7L V8 (2UZ-FE) 05/98-03/08	AF2296-1002
Lexus	RX330, MCU38R 3.3L V6 (3MZ-FE) 04/03-01/06	AF2296-1002
Lexus	RX400H, MHU38R 3.3L V6 (3MZ-FSE) 09/06-05/09	AF2296-1002
Lexus	SC430, UZZ40R 4.3L V8 (3UZ-FE) 10/01-07/10	AF2296-1002
MAZDA		
Mazda	121 Hatch, All Models 1.3,1.5L L4 (B3 & B5) 03/87-98	AF2296-1008
Mazda	121 Metro & Metro Shades, All Models 1.3,1.5L L4 (B3 & B5) 10/96-12/02	AF2296-1008
Mazda	323 Astina, BA11F 2.0L V6 ((KF) 07/94-98	AF2296-1010
Mazda	323 Astina, BA11P 1.8L L4 (BPD) 07/94-98	AF2296-1008
Mazda	323 Astina, BG10P SP 1.8L L4 (BPD) 10/89-09/94	AF2296-1008
Mazda	323 Astina, BJ10M 1.6L L4 (B6D/ZMD) 09/98-01	AF2296-1008
Mazda	323 Astina, BJ10P 1.8L L4 (BPD/FPD) 09/98-01	AF2296-1008
Mazda	323 Astina, BJ20 1.6L L4 (ZMD) 02/01-02	AF2296-1008
Mazda	323 Astina, BJ20 1.8L L4 (FPD) 02/01-03	AF2296-1008
Mazda	323 Protege, 2.0L V6 ((KF) 07/94-09/98	AF2296-1010
Mazda	323 Protege, BA116 1.6L L4 (B6) 07/94-09/98	AF2296-1008
Mazda	323 Protege, BA11P 1.8L L4 (BPD) 07/94-09/98	AF2296-1008
Mazda	323 Protege, BJ10M 1.6L L4 (B6D/ZMD) 09/98-01/01	AF2296-1008
Mazda	323 Protege, BJ10P 1.8L L4 (BPD/FPD) 09/98-01/01	AF2296-1008
Mazda	323 Protege, BJ20 1.6L L4 (ZMD) 02/01-02	AF2296-1008
Mazda	323 Protege, BJ20 1.8L L4 (FPD) 02/01-12/03	AF2296-1008
Mazda	323 Protege, Carburettor & EFI 1.3,1.5,1.6,1.8L L4 (All Models) 77-07/94	AF2296-1004
Mazda	323, Carburettor & EFI 1.3,1.5,1.6L L4 (All Models) 77-95	AF2296-1004
Mazda	626, GF 2.0L L4 (FS) 01/98-02	AF2296-1008
Mazda	B2500 (Turbo Diesel), 2.5L L4 06/00-11/06	AF2296-3001
Mazda	B2500 Bravo (Turbo Diesel), 2.5L L4 06/00-11/06	AF2296-3001
Mazda	B2600 & Bravo, 2.6L L4 (G6) 04/90-10/06	AF2296-1010
Mazda	E1800, FWD 1.8L L4 (F8-E) 02/03-06	AF2296-1008
Mazda	Mazda 3 (Turbo Diesel), BK10 2.0L L4 (MZR-CD) 08/07-09/09	AF2296-1004
Mazda	Mazda 3 (Turbo Diesel), BL 2.2L L4 (MZR-CD) 11/09-On	AF2296-1004
Mazda	Mazda 6 (Turbo Diesel), GH 2.2L L4 (MZR-CD) 12/08-On	AF2296-1004
Mazda	Mazda 6 (Turbo Diesel), GY10 & GG10 2.0L L4 (MZR-2DD) 10/06-01/08	AF2296-1004
Mazda	Mazda2, DY10 1.5L L4 (ZY/MZR) 09/07-On	AF2296-1008
Mazda	Mazda2, DY10Y1, 2.15L L4 (ZY/MZR) 12/02-07	AF2296-1008
Mazda	MPV, LV10E1, LV11E1 3.0L V6 (JE) 09/90-99	AF2296-1010
Mazda	MX-5, 1.8L L4 (B8) 01/98-08/05	AF2296-1008
Mazda	MX-5, NA3061, 62 1.6L L4 (B6-ZE) 10/89-11/93	AF2296-1004
Mazda	MX-5, NA30P3 1.8L L4 (BP-ZE) 11/93-98	AF2296-1008
Mazda	MX-5, NC30F1 1.8L L4 (BP-SVT) 01/02-12/02	AF2296-1008
Mazda	MX-6 Turbo, GD1021/22 2WS 2.2L L4 (F28) 10/87-91	AF2296-1008
Mazda	MX-6 Turbo, GD1022 4WS 2.2L L4 (F28) 02/89-91	AF2296-1008
Mazda	MX-6, GE10L1 4WS 2.5L V6 (KL-ZE) 11/91-94	AF2296-1010
Mazda	MX-6, GE20 2WS & 4WS 2.5L V6 (KL-ZE) 09/94-97	AF2296-1010
Mazda	RX-7 (Twin Turbo), FD1031, 33 1.3 Rotary (13BP) 03/92-99	AF2296-1008
Mazda	RX-7, FC1031, 32 1.3L Rotary (13B) 02/86-92	AF2296-1004
Mazda	RX-8, 1.3 Rotary (13B) 07/03-On	AF2296-1008

MITSUBISHI

Mitsubishi	ASX (Diesel), GA 1.8L L4 (4N13) 07/10-On	AF2296-1010
Mitsubishi	ASX (Petrol), GA 2.0L L4 (4B11) 07/10-On	AF2296-1010
Mitsubishi	Challenger, PA,PAII,PAIII 3.0L V6 (G672) 03/98-07/05	AF2296-1004
Mitsubishi	Colt, RG 1.5L L4 (4A91) 03/06-On	AF2296-1010
Mitsubishi	Colt, RG 1.5L L4 (4G15) 08/04-02/06	AF2296-1010
Mitsubishi	Colt, RG Turbo 1.5L L4 (4G15) 07/06-05/10	AF2296-1010
Mitsubishi	Colt, RZ Turbo 1.5L L4 (4G15/135950) 11/06-12/08	AF2296-1010
Mitsubishi	Express Van, SJ,SJ 2WD 2.0,2.4L L4 (4G63B/4G64B) 09/94-On	AF2296-1010
Mitsubishi	Express Van, WA 2.4L L4 (4G64B) 09/94-02	AF2296-1010
Mitsubishi	Galant, HJ1, 2 2.0L L4 (4G63A) 04/93-95	AF2296-1010
Mitsubishi	Galant, HJ3, 4 2.0L V6 (6A12A) 04/93-96	AF2296-1010
Mitsubishi	Lancer, CB,CC,CE,CH,CJ 1.5,1.6,1.8,2.0,2.4L (All Models) 12/91-On	AF2296-1010
Mitsubishi	Magna, TR 3.0L V6 (6Y721) 04/93-94	AF2296-1004
Mitsubishi	Mirage, CE,CE11 1.5L L4 (4G15B) 07/96-04	AF2296-1010
Mitsubishi	Nimbus, UG/UGI 2.4L L4 (4G64B) 11/98-04	AF2296-1008
Mitsubishi	Outlander, ZE 2.4L L4 (4G64A) 01/03-07/04	AF2296-1008
Mitsubishi	Outlander, ZE Mivec 2.4L L4 (4G69) 05/04-06	AF2296-1008
Mitsubishi	Outlander, ZG,ZH 3.0L V6 (6B31) 10/06-On	AF2296-1010
Mitsubishi	Outlander, ZH 2.4L L4 (4B12) 10/09-On	AF2296-1010
Mitsubishi	Pajero (Petrol), NJ,NK 3.0,3.5L V6 (6G72A/6G74A) 05/91-07/97	AF2296-1004
Mitsubishi	Pajero (Petrol), NL,NM,NP SWB/LWB 3.5,3.8L V6 (6G74A/6G75) 08/97-09	AF2296-1004
Mitsubishi	Pajero (Petrol), NP VR-X 3.8L V6 (6G75) 11/05-06	AF2296-1004
Mitsubishi	Pajero (Petrol), NS,NT 3.8L V6 (6G75) 10/06-On	AF2296-1004
Mitsubishi	Pajero IO, QA 3 Door 1.6L L4 (4G18) 03/99-09/01	AF2296-1010
Mitsubishi	Pajero IO, QA 5 Door 1.8L L4 (4G93) 03/99-09/01	AF2296-1010
Mitsubishi	Pajero IO, QAI1 3 & 5 Door 2.0L L4 (4G63) 10/01-03	AF2296-1010
Mitsubishi	Starwagon, SJ Satallite 2.0L L4 (4G63B) 09/95-97	AF2296-1010
Mitsubishi	Starwagon, WA 2.0,2.4L L4 Carb & EFI (4G63/4G64) 97-05/04	AF2296-1010
Mitsubishi	Triton (Petrol), ML 2.4L L4 (4G64B) 03/07-08/09	AF2296-1010
Mitsubishi	Triton (Petrol), MN 2.4L L4 (4G64) 10/09-On	AF2296-1010
Mitsubishi	Verada, KR,KS Sedan/Wagon 3.0L V6 (6Y721) 08/91-02/97	AF2296-1004

NISSAN

Nissan	180SX, 1.8L L4 (CA18DE-T) 89-91	AF2296-2008
Nissan	200SX, 1.8L L4 (CA18DE-T) 89-91	AF2296-2008
Nissan	200SX, S14 Turbo Series 1.2 2.0L L4 (SR20DET) 10/94-00	AF2296-1008
Nissan	200SX, S15 Turbo 2.0L L4 (SR20DET) 11/00-03	AF2296-1008
Nissan	300C, Z311 (Y30) 3.0L V6 (VG30E) 05/84-88	AF2296-2008
Nissan	300ZX, Z31,Z32 3.0L V6 (VG30E,VG30ET,VG30DE) 05/84-97	AF2296-2008
Nissan	350Z, 33 Coupe, Convertible 3.5L V6 (VQ35DE) 02/03-05/09	AF2296-1008
Nissan	Bluebird, 2.0L L4 Import 89	AF2296-1003
Nissan	Bluebird, 910 Series III 2.0L L4 (CA20A) 04/85-86	AF2296-2008
Nissan	Bluebird, U13 2.4L L4 (KA24DE) 10/93-12/97	AF2296-2008

Nissan	Maxima, J30 2.0L V6 (VG30E) 05/90-02/95	AF2296-2008
Nissan	Micra AK11E 1.3L L4 (CG13DE) 06/95-98	AF2296-1003
Nissan	Micra K12 1.4L L4 (CR14DE) 10/07-09/10	AF2296-1003
Nissan	Navara (Petrol), D21 2.4L L4 (KA24) 06/92-97	AF2296-1003
Nissan	Navara (Petrol), D21 3.0L V6 (VG30E) 06/92-02/97	AF2296-2008
Nissan	Navara (Petrol), D22 Series 1 2.4L L4 (KA24E) 03/97-08/99	AF2296-2008
Nissan	Navara (Petrol), D22 Series 2, 4 3.0L V6 (VG30E) 06/00-05	AF2296-1003
Nissan	Navara (Petrol), D22 Series 3 3.3L V6 (VG33E) 03/03-12/05	AF2296-1003
Nissan	NX-NXR Coupe 2.4L L4 (SR20DE) With & With Out ABS 10/91-96	AF2296-1003
Nissan	Patrol (Petrol), GQ 3.0L L6 (RB30S) 03/90-97	AF2296-2008
Nissan	Pintara, R31 Sedan/Wagon 2.0L L4 (CA20E) 06/86-90	AF2296-2008
Nissan	Pintara, U12 2.0L L4 (CA20E) 11/89-93	AF2296-2008
Nissan	Pintara, U12 2.4L L4 (KA24E) 11/89-93	AF2296-2008
Nissan	Pulsar ET, N12 1.3,1.5,1.6L L4 (All Models) 83-87	AF2296-2008
Nissan	Pulsar EXA, 2.0L L4 (SR20DE) 90	AF2296-1003
Nissan	Pulsar EXA, 2.0L L4 (SR20DET) 90	AF2296-1003
Nissan	Pulsar EXA, N12 1.3,1.5,1.6L L4 (All Models) 83-86	AF2296-2008
Nissan	Pulsar N12 Series 2,3 1.3,1.5,1.6L L4 (E13,E15,E16) 09/84-87	AF2296-2008
Nissan	Pulsar, 2.0L L4 (SR20DE) 90	AF2296-1003
Nissan	Pulsar, 2.0L L4 (SR20DET) 90	AF2296-1003
Nissan	Pulsar, N101,3,1.4L L4 (E13,A14) 80-11/82	AF2296-2008
Nissan	Pulsar, N12 Series1 1.3,1.5,1.6L L4 (E13,E15,E16) 10/81-09/84	AF2296-2008
Nissan	Pulsar, N13 1.6L (Non Turbo) L4 (16LF) 07/87-89	AF2296-1001
Nissan	Pulsar, N13 1.8L (Non Turbo) L4 (18LF) 07/87-91	AF2296-1001
Nissan	Pulsar, N13 MPFI Non Turbo 1.8L (18LF) 07/87-91	AF2296-2001
Nissan	Pulsar, N13 SPFI Non Turbo 1.6L (16LF) 07/87-89	AF2296-2001
Nissan	Pulsar, N14 GLI, Q 1.6L L4 (GA16DE) 10/91-09/95	AF2296-2008
Nissan	Pulsar, N14 LX, TI 1.6L L4 (GA16DE) 10/91-09/95	AF2296-2008
Nissan	Pulsar, N15 1.6L L4 (GA16DE) 10/95-98	AF2296-2008
Nissan	Pulsar, N15 2.0L L4 (SR20E) 10/95-09/00	AF2296-1008
Nissan	Pulsar, N15 II 1.6L L4 (GA16DE) 04/98-00	AF2296-2008
Nissan	Pulsar, N15 SSS 2.0L L4 (SR20DE) 10/95-98	AF2296-1008
Nissan	Pulsar, N15II SSS 2.0L L4 (SR20DE) 04/98-00	AF2296-1008
Nissan	Pulsar, N16 1.6L L4 (QG16DE) 06/03-04/04	AF2296-1008
Nissan	Pulsar, N16 LX 1.6L L4 (QG16DE) 07/00-02/03	AF2296-1008
Nissan	Pulsar, N16 TI 1.8L L4 (QG18DE) 07/00-06/03	AF2296-1008
Nissan	Pulsar, N16II 1.8L L4 (QG18DE) 07/03-04	AF2296-1008
Nissan	Silvia, 1.8L L4 (CA18E/CA18DE/CA18DET) 88-91	AF2296-2008
Nissan	Silvia, 2.0L L4 (SR20DE) 91-10/93	AF2296-1003
Nissan	Silvia, 2.0L L4 (SR20DET) 91-10/93	AF2296-1003
Nissan	Silvia, Turbo 2.0L L4 (SR20DT) 10/93-98	AF2296-1008
Nissan	Skyline 2.5L L6 (RB25DE/RB25DET) 11/98	AF2296-1003
Nissan	Skyline, 2.0,2.5,3.0L L6 (RB20/RB25/RB26/RB30 Turbo & Non Turbo) 85-93	AF2296-2008
Nissan	Terrano II (Petrol), R20 2.4L L4 (KA24E) 03/97-06/00	AF2296-2008
Nissan	Tiida, C11 1.8 L4 (MR18B) 02/06-On	AF2296-1008
Nissan	Urvan, E23 2.3L L4 (SD23) 02/83-87	AF2296-2008
Nissan	Urvan, E23 2.4L L4 (Z24S) 02/87-93	AF2296-2008
Nissan	Vanette, C20 1.2L L4 (A12) 10/80-06/82	AF2296-2008
Nissan	Vanette, C22 2.0L L4 (Z20) 12/86-09/93	AF2296-2008
Nissan	X-Trail 4D Wagon, NT30 Series 1,2 2.5L L4 (QR25DE) 10/01-09/07	AF2296-1008
Nissan	X-Trail 4D Wagon, T31 2.5L L4 (QR25DE) 10/07-On	AF2296-1008

PEUGEOT

Peugeot	505, 2.0L L4 (ZDJK) (To Chassis 1578000) 02/86-88	AF2296-2004
Peugeot	505, 2.2L L4 (ZDJK) (To Chassis 1578000) 08/83-86	AF2296-2004
Peugeot	604, SL 2.7L V6 (ZMN/ZMNJ) 04/78-82	AF2296-2004

PONTIAC

Pontiac	Pontiac, Small Block & Big Block Carb & EFI All Models 60-97	AF2296-2002
Pontiac	Pontiac, Small Block & Big Block Carb & EFI All Models 60-97	AF2296-3002

PROTON

Proton	Jumbuck Ute, C97P 1.5L L4 (4G15P) 02/03-On	AF2296-1010
Proton	M21 2D Coupe, C99D 1.8L L4 4G93P) 09/97-00	AF2296-1010
Proton	Persona, C96L 1.3L L4 (4G13P) 09/99-06/02	AF2296-1010
Proton	Persona, C97,C98L 1.6L L4 (4G93P) 11/96-11/00	AF2296-1010
Proton	Satria, C96M GL 1.3L L4 (4G13P) 07/99-02	AF2296-1010
Proton	Satria, C97M,C98M 1.6L L4 (4G92P) 02/97-11/00	AF2296-1010
Proton	Satria, C99M GTI 1.8L L4 (4G93PA) 09/99-05	AF2296-1010
Proton	Waja, CF 1.6L L4 (4G18P-S4) 11/01-05	AF2296-1010
Proton	Wira, C97,C98 1.6L L4 (4G92P) 05/95-96	AF2296-1010

SAAB

Saab	900 Aero Turbo 16S, TU2 2.0L L4 (B202L) 06/85-92	AF2296-2004
Saab	900 GLE, 2.0L L4 (All Models) 79-81	AF2296-2004
Saab	900 Turbo 16 S, TU2 2.0L L4 (B202L) 01/92-93	AF2296-2004
Saab	900 Turbo-Turbo16, TU2 2.0L L4 (B202L) 01/87-89	AF2296-2004
Saab	900 Turbo-Turbo16, TU3 2.0L L4 (B202L) 04/91-92	AF2296-2004
Saab	900 Turbo-Turbo16, TU4 2.0L L4 (B202L) 10/87-92	AF2296-2004
Saab	900 Turbo-Turbo16, TU5 2.0L L4 (B202L) 03/89-92	AF2296-2004
Saab	900, 2.0I 2.0L L4 (B204I) 01/97-98	AF2296-1002
Saab	900, 2.0L L4 80-87	AF2296-1002
Saab	900, 2.0L L4 88-93	AF2296-1002
Saab	900, 2.0L L4 94-98	AF2296-1002
Saab	900, 2.3L L4 94-98	AF2296-1002
Saab	900, 2.5L V6 94-96	AF2296-1001
Saab	900, 2.5L V6 96-97	AF2296-2001
Saab	900, EMS 2.1L L4 (B212L) 03/91-92	AF2296-1002
Saab	900, EMS16 IA2 2.0L L4 (B202) 01/86-90	AF2296-2004
Saab	900, EMS16 IA3 2.0L L4 (B202L) 03/89-91	AF2296-2004
Saab	900, EMS16 IM2 2.0L L4 (B202) 01/86-90	AF2296-1002
Saab	900, EMS16 IM3 2.0L L4 (B202L) 03/89-91	AF2296-2004
Saab	900, GLE16-2/-4 2.0L L4 (B202L) 03/88-90	AF2296-2004
Saab	900, GLE16-5 2.0L L4 (B202L) 11/88-90	AF2296-2004
Saab	9000 Turbo, Aero Hatch 2.3L L4 (B234) 05/93-97	AF2296-1002
Saab	9000 Turbo, Carlson 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000 Turbo, CD 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000 Turbo, CS Turbo 2.3L L4 (B234) 03/92-12/92	AF2296-1002
Saab	9000 Turbo, Turbo 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000, 2.0-2.3L L4 86-92	AF2296-1002
Saab	9000/9000I, CD16 2.3L L4 (B234) 02/95-97	AF2296-1002
Saab	9000/9000I, CDE 3.0I 3.0L V6 (B308) 02/95-97	AF2296-2001
Saab	9000/9000I, CS 2.3L L4 (B234) 03/92-96	AF2296-1002

Make	Model	Part No
Saab	9000/9000I, CS 2.3L L4 (B234) 05/92-96	AF2296-1002
Saab	9000/9000I, Griffin 3.0L V6 (B308) 02/95-97	AF2296-2001
Saab	900S, 2D 2.0-2.3L L4 (B206I) 03/94-98	AF2296-1002
Saab	900S, 5 Door Quad Cam 2.5L V6 (B256/8) 03/94-98	AF2296-1001
Saab	900S, 5 Door Quad Cam 2.5L V6 (B256/8) 03/94-98	AF2296-2001
Saab	900S, 5D 2.0-2.3L L4 (B234) 10/94-98	AF2296-1002
Saab	900S, Convertible 2.3L L4 (B234) 10/94-98	AF2296-1002
Saab	99 EMS, 2.0L L4 (All Models) 73-79	AF2296-2004
Saab	99 GLE, 2.0L L4 (All Models) 73-79	AF2296-2004
Saab	99, 2.0L L4 (All Models) 73-79	AF2296-2004

SUBARU

Subaru	Forester, 2.0L L4 (EJ20E) 10/03-06/05	AF2296-1008
Subaru	Forester, 2.5L L4 (EJ25D) 09/03-On	AF2296-1008
Subaru	Forester, BL5 & BP5 2.0L L4 (EJ204) 01/06-07/07	AF2296-1008
Subaru	Forester, BL9 2.5L L4 (EJ25) 08/07-08/09	AF2296-1008
Subaru	Forester, BL9 2.5L L4 (EJ253) 09/03-08/09	AF2296-1008
Subaru	Forester, BL9 GT 2.5L L4 (EJ255) 09/06-08/06	AF2296-1008
Subaru	Forester, BP9 2.5L L4 (EJ253) 09/03-On	AF2296-1008
Subaru	Forester, GEN5 2.5 & 2.5T 2.5L L4 (EJ253) 09/09-On	AF2296-1008
Subaru	Forester, SG9 Turbo 2.5L L4 (EJ25DET) 08/03-02/08	AF2296-1008
Subaru	Forester, SH9 2.5L L4 (EJ25) 03/08-On	AF2296-1008
Subaru	Forester, SH9 Turbo 2.5L L4 (EJ25DET) 03/08-On	AF2296-1008
Subaru	Impreza, 2.5L L4 (EJ25D) 07/03-09/05	AF2296-1008
Subaru	Impreza, GDE 4WD 2.5L L4 (EJ251) 10/01-09/05	AF2296-1008
Subaru	Impreza, GGE 4WD 2.5L L4 (EJ251) 08/04-09/05	AF2296-1008
Subaru	Impreza, GGE WRX Turbo 2.5L L4 (EJ255) 10/05-08/07	AF2296-1008
Subaru	Impreza, GH7 4WD 2.0L L4 (EJ20) 09/07-On	AF2296-1008
Subaru	Impreza, GHE WRX 169 2.5L L4 (EJ255) 09/07-12/09	AF2296-1008
Subaru	Impreza, GHE WRX 195 2.5L L4 (EJ255) 12/08-On	AF2296-1008
Subaru	Impreza, WRX 168kw 2.0L L4 (EJ20) 07/00-03/08/07	AF2296-1008
Subaru	Liberty, BLE 3.0R,BPE 3.0R 3.0L L6 (EZ30D) 08/04-07/07	AF2296-1004
Subaru	Liberty, GEN5 3.6L L6 (EZ36D) 09/09-On	AF2296-1004
Subaru	Outback, BHE H6 3.0L L6 (EZ30D) 10/00-08/03	AF2296-1004
Subaru	Outback, BP9 2.5L L4 (EJ253) 09/03-08/09	AF2296-1008
Subaru	Outback, BPE 3.0R 3.0L L6 (EZ30D) 10/03-08/09	AF2296-1004
Subaru	Outback, GEN5 2.5L L4 (EJ253) 09/09-On	AF2296-1008
Subaru	Outback, GEN5 3.6L L6 (EZ36D) 09/09-On	AF2296-1004
Subaru	SVX 2 Door Coupe, CXW 3.3L L6 (EG33M) 03/92-04/97	AF2296-1004
Subaru	Tribeca, WX9 3.6R 3.6L L6 (EZ36) 12/07-On	AF2296-1004

SUZUKI

Suzuki	Alto, SH410 1.0L L4 (G10B) 03/96-98	AF2296-1002
Suzuki	Baleno GTX, 1.8L L4 (J18B) 03/96-04/01	AF2296-1002
Suzuki	Baleno, SY416 1.6L L4 (G16B) 04/95-11/01	AF2296-1002
Suzuki	Baleno, SY418 1.8L L4 (J18A) 03/96-01	AF2296-1002
Suzuki	Carry Van, GA413 1.3L L4 (G13BB) 05/99-07/05	AF2296-1002
Suzuki	Carry Van, GA413T 4WD 1.3L L4 (G13BB) 10/00-05	AF2296-1002
Suzuki	Grand Vitar, JB416 1.6L L4 (M16A) 08/05-07/08	AF2296-1002
Suzuki	Grand Vitar, JB420 2.0L L4 (J20A) 08/05-09/08	AF2296-1002
Suzuki	Grand Vitar, SQ420 LWB 2.0L L4 (J20A) 04/98-02	AF2296-1002
Suzuki	Ignis, RG413 1.3L L4 (M13A) 10/00-02/05	AF2296-1002
Suzuki	Ignis, RG415 Sport 1.5L L4 (M15A) 08/03-02/05	AF2296-1002
Suzuki	Jimny SN413 T5,6 1.3L L4 (M13A) 01/05-09/10	AF2296-1002
Suzuki	Jimny, SN413 T1,2, 1.3L L4 (G13BB) 10/98-09/02	AF2296-1002
Suzuki	Jimny, SN413 T3,4 1.3L L4 (M13A) 09/00-05	AF2296-1002
Suzuki	Vitar, SE416 LWB 1.6L L4 (G16B) 08/91-98	AF2296-1002
Suzuki	Vitar, SE416 SWB 1.6L L4 (G16B) 08/91-00	AF2296-1002
Suzuki	Vitar, SV420 SWB 2.0L L4 (J20A) 05/97-04/00	AF2296-1002

TOYOTA

Toyota	4 Runner, VZN130 3.0L V6 (3VZE) 10/90-96	AF2296-1002
Toyota	4-Runner, RN130 2.4L L4 (22RC) 93-06/96	AF2296-1002
Toyota	Avalon, MCX10R 1-3 3.0L V6 (1MZ-FE) 07/00-03/06	AF2296-1002
Toyota	Avensis, ACM20R 2.0L L4 (1AZ-FE) 12/01-10/03	AF2296-1003
Toyota	Avensis, ACM20R 2.4L L4 (2AZ-FE) 12/03-On	AF2296-1003
Toyota	Bundera (Diesel), BJ73 3.4L L4 (3B) 85-86	AF2296-3001
Toyota	Bundera (Turbo Diesel), BJ74 3.4L L4 (13BT) 85-86	AF2296-3001
Toyota	Camry Vienta, VDV10 3.0L V6 (3VZ-FE) 11/92-10/00	AF2296-1002
Toyota	Camry, ACV36R 2.4L L4 (2AZ-FE) 10/02-04	AF2296-1003
Toyota	Camry, ACV36R S2 2.4L L4 (2AZ-FE) 09/04-05	AF2296-1003
Toyota	Camry, ACV36R S3 2.4L L4 (2AZ-FE) 07/05-06	AF2296-1003
Toyota	Camry, ACV40R 2.4L L4 (2AZ-FE) 07/06-On	AF2296-1003
Toyota	Camry, AHV40R Hybrid 2.4L L4 (2AZ-FE) 02/10-On	AF2296-1003
Toyota	Camry, MCV20 3.0L V6 (1MZ-FE) 08/97-02	AF2296-1002
Toyota	Camry, MCV20R 3.0L V6 (1MZ-FE) 11/92-08/02	AF2296-1002
Toyota	Camry, MCV36R 3.0L V6 (1MZ-FE) 09/02-04	AF2296-1002
Toyota	Camry, MCV36R S2 3.0L V6 (1MZ-FE) 09/04-05	AF2296-1002
Toyota	Camry, MCV36R S3 3.0L V6 (1MZ-FE) 07/05-06	AF2296-1002
Toyota	Camry, SDV10 2.2L L4 (5SFE) 02/93-95	AF2296-1003
Toyota	Camry, SV11 2.0L L4 (2SE) 04/83-87	AF2296-1003
Toyota	Camry, SV20 Series 1 1.8L L4 (1SE) 05/85-89	AF2296-1003
Toyota	Camry, SV21 Series 1,2 2.0L L4 (3SFE) 05/87-93	AF2296-1003
Toyota	Camry, SV22 Series 2 2.0L L4 (3SFC) 09/89-91	AF2296-1003
Toyota	Camry, SXV10 2.2L L4 (5SFE) 04/95-97	AF2296-1003
Toyota	Camry, SXV20 2.2L L4 (5SFE) 07/97-02	AF2296-1003
Toyota	Camry, SXV20R 2.2L L4 (5SFE) 10/00-08/02	AF2296-1003
Toyota	Camry, SXV20R 2.2L L4 (5SFE) 11/92-10/00	AF2296-1003
Toyota	Camry, VZV20 S1,2 2.5L V6 (2VZ-FE4) 06/88-91	AF2296-1002
Toyota	Camry, VZV21 2.5L V6 (2VZ-FE4) 06/91-93	AF2296-1002
Toyota	Celica, 1.6L L4 (2T) 02/76-05/76	AF2296-2004
Toyota	Celica, SA63 2.0L L4 (2SC) 10/83-84	AF2296-1003
Toyota	Celica, ST1185 GT 2.0L L4 (3SGTE) 03/90-12-92	AF2296-1003
Toyota	Celica, ST162 ST 2.0L L4 (3SFE) 10/86-89	AF2296-1003
Toyota	Celica, ST162 SX 2.0L L4 (3SGELC) 10/85-89	AF2296-1003
Toyota	Celica, ST184 SX 2.2L L4 (5SFE) 12/89-94	AF2296-1003
Toyota	Celica, ST184R 2.2L L4 (5SFE) 08/91-03/94	AF2296-1003
Toyota	Celica, ST184R 2.2L L4 (5SFE) 10/89-08/91	AF2296-1003
Toyota	Celica, ST204 SX 2.2L L4 (5SFE) 03/94-11/99	AF2296-1003
Toyota	Celica, ST205 Turbo 2.0L L4 (3SGTE) 04/94-12/94	AF2296-1003
Toyota	Celica, TA22 1.6L L4 (2T) 11/71-76	AF2296-2004
Toyota	Celica, ZTZ231 1.8L L4 (2ZZ-GE) 11/99-03/06	AF2296-1003
Toyota	Coaster Bus (Diesel), BB20,BB21 3.4L L4 (3B) 08/82-92	AF2296-3001
Toyota	Coaster Bus (Diesel), BB40 3.4L L4 (3B) 01/93-99	AF2296-3001
Toyota	Commuter Bus (Diesel), LH425R 3.0L 10/90-93	AF2296-3001
Toyota	Corolla, AE101 1.6L L4 (4AFE) 09/94-99	AF2296-1003
Toyota	Corolla, AE102 1.8L L4 (7AFE) 09/94-99	AF2296-1003
Toyota	Corolla, AE102R 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003

Toyota	Corolla, AE102X 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003
Toyota	Corolla, AE112 1.8L L4 (7AFE) 10/98-01	AF2296-1003
Toyota	Corolla, AE112 Turbo 1.8L L4 (7AFE) 04/01-11/01	AF2296-1003
Toyota	Corolla, AE112R 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003
Toyota	Corolla, AE71 1.6L L4 (4AC) 10/83-85	AF2296-1003
Toyota	Corolla, AE80 1.3L L4 (2ALC) 04/85-89	AF2296-1003
Toyota	Corolla, AE82 1.3L L4 85-05/89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC EFI) 85-05/89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC SOHC) 04/85-89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC) 85-05/89	AF2296-1003
Toyota	Corolla, AE90 1.4L L4 (6AF) 06/89-94	AF2296-1003
Toyota	Corolla, AE90 1.6L L4 (4A-FC) 06/89-06/94	AF2296-1003
Toyota	Corolla, AE90 1.6L L4 (4A-FC) 07/91-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AF) 06/89-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AFE) 06/91-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AFE) 10/89-95	AF2296-1003
Toyota	Corolla, AE93 1.6L L4 (4AGE) 06/89-92	AF2296-1003
Toyota	Corolla, AE93 1.6L L4 (4AGE) 08/89-09/94	AF2296-1003
Toyota	Corolla, AE93 1.8L L4 (7AFE) 10/92-09/94	AF2296-1003
Toyota	Corolla, AE93 GTI 1.6L L4 (4AGE) 07/91-92	AF2296-1003
Toyota	Corolla, AE94 1.6L L4 (4AFE) 06/91-95	AF2296-1003
Toyota	Corolla, AE95 1.6L L4 (4AFE) 04/88-95	AF2296-1003
Toyota	Corolla, AE95R 1.6L L4 (4AF) 09/90-94	AF2296-1003
Toyota	Corolla, AE96 1.8L L4 (7AFE) 06/91-94	AF2296-1003
Toyota	Corolla, ZRE152R 1.8L L4 (2ZR-FE) 05/07-01/09	AF2296-1003
Toyota	Corolla, ZZE122R 1.8L L4 (1ZZ-FE) 12/01-04/07	AF2296-1003
Toyota	Corolla, ZZE123R 1.8L L4 (2ZZ-FE) 05/03-05	AF2296-1003
Toyota	Corona, ST170 1.8L L4 (4SF) 87-93	AF2296-1003
Toyota	Corona, XT130 1.9L L4 (Starfire) 10/79-83	AF2296-2003
Toyota	Cressida, MX83 Auto 3.0 L6 (7MGE) 10/88-92	AF2296-1002
Toyota	Crown, (Most Models) 2.0,2.3,2.6,2.8L L6 03/66-76	AF2296-3001
Toyota	Dyna 100, LH80 2.4L L4 (2L) 11/85-91	AF2296-3001
Toyota	Dyna 150, LY211 2.8L L4 (3L) 07/95-01	AF2296-3001
Toyota	Dyna 150, LY60 2.4L L4 (2L) 11/85-88	AF2296-3001
Toyota	Dyna 200, BU100 3.4L L4 (CB11) 07/95-98	AF2296-3001
Toyota	Dyna 300, BU88 3.7L L4 (14B) 09/88-95	AF2296-3001
Toyota	Dyna, LY220R,LY230R 3.0L L4 09/01-04/05	AF2296-3001
Toyota	Dyna, LY61R 3.0L L4 (3L) 88-06/95	AF2296-3001
Toyota	Echo, NCP10 1.3L L4 (2NZ-FE) 09/99-05	AF2296-1003
Toyota	Echo, NCP12,13 1.5L L4 (1NZ-FE) 09/99-05	AF2296-1003
Toyota	Harrier, MCU10, 15 3.0L V6 97-03	AF2296-1002
Toyota	Hiace (Diesel), All Models 2,2,2.4,2.8L L4 02/83-00	AF2296-3001
Toyota	Hiace (Diesel), KDH200R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Diesel), KDH201R 3.0L L4 (1KD-FTV) 11/06-On	AF2296-1002
Toyota	Hiace (Diesel), KDH220R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Diesel), KDH222R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Petrol), RZH103 LWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), RZH103 SWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH103 SWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), RZH113 LWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH125 LWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH125 LWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), TRH201R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace (Petrol), TRH221R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace (Petrol), TRH223R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace SBV VAN (Petrol), RCH12 SWB 2.4L L4 (2RZE) 10/95-02/05	AF2296-1002
Toyota	Hiace SBV VAN (Petrol), RZH22 LWB 2.4L L4 (2RZE) 10/99-05	AF2296-1002
Toyota	Hiace, RZH103 SWB 2.4L L4 (2RZ) 10/89-92	AF2296-2004
Toyota	Hiace, RZH125 LWB 2.4L L4 (2RZ) 10/89-98	AF2296-2004
Toyota	Hilux (Diesel), LN147 3.0L L4 (5L Japan/Thailand) 10/97-00	AF2296-3001
Toyota	Hilux (Diesel), LN167 3.0L L4 (5L) 10/97-00	AF2296-3001
Toyota	Hilux (Diesel), LN172 3.0L L4 (5L) 01/98-00	AF2296-3001
Toyota	Hilux (Diesel), LN30,40,46,55 LWB 2.2L L4 (L) 10/78-84	AF2296-3001
Toyota	Hilux (Diesel), LN56,65 LWB, 65-SR5, LN85 2.4L L4 (2L) 09/84-91	AF2296-3001
Toyota	Hilux (Diesel), LN86,106,107 SR5,111 2.8L L4 (3L) 09/91-97	AF2296-3001
Toyota	Hilux (Petrol), GGN15 4.0L V6 (1GR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), GGN25 4.0L V6 (1GR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), RN85 2.4L L4 (22RC) 01/93-97	AF2296-1002
Toyota	Hilux (Petrol), RN90 2.4L L4 (22RC) 01/93-97	AF2296-1002
Toyota	Hilux (Petrol), RZN147 2.0L L4 (1RZ-FE) 10/97-02	AF2296-1002
Toyota	Hilux (Petrol), RZN149 2.7L L4 (3RZ-FE) 10/97-02	AF2296-1002
Toyota	Hilux (Petrol), RZN149 Series3 2.7L L4 (3RZ-FE) 11/02-05	AF2296-1002
Toyota	Hilux (Petrol), RZN154 2.7L L4 (3RZ-FE) 01/98-02	AF2296-1002
Toyota	Hilux (Petrol), RZN154 Series 3 2.7L L4 (3RZ-FE) 11/02-05	AF2296-1002
Toyota	Hilux (Petrol), RZN174 2.7L L4 (3RZ-FE) 01/98-02	AF2296-1002
Toyota	Hilux (Petrol), TGN16 2.7L L4 (2TR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), VZN167 3.4L V6 (5VZ-FE) 11/02-04/05	AF2296-1002
Toyota	Hilux (Turbo Diesel), KUN16 3.0L L4 (1KD-FTV) 04/05-On	AF2296-1002
Toyota	Hilux (Turbo Diesel), KUN26 3.0L L4 (1KD-FTV) 04/05-On	AF2296-1002
Toyota	Kluger, MCU28 S1-2 3.3L V6 (3MZ-FE) 10/03-07/07	AF2296-1002
Toyota	Landcruiser (Diesel), BJ40 3.0L L4 (B) 12/77-80	AF2296-3001
Toyota	Landcruiser (Diesel), BJ42 3.4L L4 (3B) 10/80-84	AF2296-3001
Toyota	Landcruiser (Diesel), BJ70 Hard Top 3.4L L4 (3B) 11/84-02/90	AF2296-3001
Toyota	Landcruiser (Diesel), BJ73 FRP 3.4L L4 (3B) 11/84-03/90	AF2296-3001
Toyota	Landcruiser (Petrol), FJ40 3.9,4.2L L6 (F2F) 66-11/84	AF2296-3001
Toyota	Landcruiser (Petrol), FJ45 3.9,4.2L L6 (F2F) 66-11/84	AF2296-3001

Make	Model	Part No
Toyota	Landcruiser (Petrol), FJ55 3.9,4.2L L6 (F2F) 03/69-11/80	AF2296-3001
Toyota	Landcruiser (Petrol), FJ60 4.2L L6 (2F) 01/75-11/80	AF2296-3001
Toyota	Landcruiser (Petrol), FJ62 4.0L L6 (3F) 11/84-90	AF2296-3001
Toyota	Landcruiser (Petrol), FJ70 Hard Top 4.0L L6 (3F) 11/84-09/92	AF2296-3001
Toyota	Landcruiser (Petrol), FJ73 4.0L L6 (3F) 11/84-02/91	AF2296-3001
Toyota	Landcruiser (Petrol), FJ75 LWB 4.0L L6 (3F) 11/84-10/92	AF2296-3001
Toyota	Landcruiser (Petrol), FJ80 4.0L L6 (3F) 05/90-08/92	AF2296-3001
Toyota	Landcruiser (Petrol), FZJ105 4.5L L6 (1FZ-FE) 03/98-03	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ70 4.5L L6 (1FZ-FE) 04/96-11/99	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ75 LWB 4.5L L6 (1FZ-FE) 04/96-11/99	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ75 LWB 4.5L L6 (1FZ-FE) 11/92-03/96	AF2296-3001
Toyota	Landcruiser (Petrol), FZJ78 4.5L L6 (1FZ-FE) 10/99-02	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ79 C/Ch 4.5L L6 (1FZ-FE) 10/99-07	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ80 4.5L L6 (1FZ-FE) 04/96-98	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ80 4.5L L6 (1FZ-FE) 11/92-04/96	AF2296-3001
Toyota	Landcruiser (Petrol), UZJ100 4.7L V8 (2UZ-FE) 06/98-05	AF2296-1002
Toyota	Landcruiser (Petrol), UZJ100R 4.7L V8 (2UZ-FE) 10/02-10/07	AF2296-1002
Toyota	Landcruiser (Petrol), VZJ200 4.7L V8 (2UZ-FE) 11/07-On	AF2296-1002
Toyota	Landcruiser (Turbo Diesel), BJ74 3.4L L4 (13BT) 03/86-90	AF2296-3001
Toyota	Landcruiser Prado (Petrol), GRJ20R 4.0L V6 (1GR-FE) 03/03-11/09	AF2296-1002
Toyota	Landcruiser Prado (Petrol), RZJ120R 2.7L L4 (3RZ-FE) 03/03-08/04	AF2296-1002
Toyota	Landcruiser Prado (Petrol), RZJ95R 2.7L L4 (3RZ-FE) 07/96-05/02	AF2296-1002
Toyota	Landcruiser Prado (Petrol), VZJ95R 3.4L V6 (5VE-FE) 07/96-02/03	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ120 3.0L V6 (1KD-FTV) 11/06-11/09	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ150R 3.0L V6 (1KD-FTV) 11/09-On	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ155R 3.0L V6 (1KD-FTV) 11/09-On	AF2296-1002
Toyota	Lexcen - KT,MT,PT,ST T4 3.8L V6 89-97	AF2296-1001
Toyota	Lexcen, KT,MT,PT 3.8L V6 09/89-95	AF2296-2001
Toyota	Lexcen, ST T4 3.8L V6 09/89-95	AF2296-2001
Toyota	Lite Ace, CM20 Diesel 1.8L L4 (1C) 02/83-85	AF2296-2004
Toyota	Lite Ace, CM35 Diesel 1.8L L4 (1C) 01/86-92	AF2296-2004
Toyota	MR-2, AW11 1.6L L4 (4AGEL) 11/87-90	AF2296-1003
Toyota	MR-2, SW20 2.0L L4 (3SGE) 03/90-00	AF2296-1003
Toyota	MR-2, ZZW30 S1-2 1.8L L4 (1ZZ-FE) 10/00-05	AF2296-1003
Toyota	MR-2, ZZW30R 1.8L L4 (1ZZ-FE) 10/00-03/06	AF2296-1003
Toyota	MRS, 2.0L L4 (1ZZ-FE) 89-85	AF2296-1003
Toyota	Paseo, EL44R 1.5L L4 (5F-FE) 07/91-96	AF2296-1003
Toyota	Paseo, EL54R 1.5L L4 (5F-FE) 11/95-99	AF2296-1003
Toyota	Prius, NHHW11 Hybrid 1.5L L4 (1NZ-FXE) 10/01-10/03	AF2296-1003
Toyota	Prius, NHHW20R Hybrid 1.5L L4 (1NZ-FXE) 10/03-06/09	AF2296-1003
Toyota	RAV 4, ACA20 3 Door 2.0L L4 (1AZ-FE) 07/00-09/03	AF2296-1003
Toyota	RAV 4, ACA21 5 Door 2.0L L4 (1AZ-FE) 07/00-09/03	AF2296-1003
Toyota	RAV 4, ACA22 3 Door 2.4L L4 (2AZ-FE) 10/03-06	AF2296-1003
Toyota	RAV 4, ACA23 5 Door 2.4L L4 (2AZ-FE) 10/03-06	AF2296-1003
Toyota	RAV 4, ACA33 2.4L L4 (2AZ-FE) 11/06-On	AF2296-1003
Toyota	RAV 4, SXA10 3 Door 2.0L L4 (3S-FE) 05/94-97	AF2296-1003
Toyota	RAV 4, SXA11 5 Door 2.0L L4 (3S-FE) 07/95-97	AF2296-1003
Toyota	RAV 4, SXA20 3 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	RAV 4, SXA21 5 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	RAV 4, SXA216 Cabriolet 3 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	Soarer, 2.5L L6 (1JZG-TE) 90-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (E6FJZZ31) 86-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (MZZ20) 86-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (MZZ21) 86-97	AF2296-1002
Toyota	Soarer, 4.0L V8 (1UZ-FE) 90-97	AF2296-1002
Toyota	Spacia, SR40,SR43 2.0L L4 (3S-FE) 01/98-08/02	AF2296-1003
Toyota	Spacia, YR22 2.2L L4 (4YEC) 10/93-01/98	AF2296-1003
Toyota	Sprinter, 1.6L L4 (4A-CF) 07/83-86	AF2296-1003
Toyota	Sprinter, 1.8L L4 (7A-FE) 05/94-97	AF2296-1003
Toyota	Starlet, 1.3L L4 88-94	AF2296-1003
Toyota	Starlet, EP91 1.3L L4 (4E-FE) 04/96-10/99	AF2296-1003
Toyota	Tarago, ACR30R Series 1-2 2.4L L4 (2AZ-FE) 06/00-02/06	AF2296-1003
Toyota	Tarago, ACR50R 2.4L L4 (2AZ-FE) 03/06-On	AF2296-1003
Toyota	Tarago, TCR10 2.4L L4 (2TZ-FE) 09/90-08/00	AF2296-1002
Toyota	Tarago, TCR11 IRS 2.4L L4 (2TZ-FE) 09/90-08/00	AF2296-1002
Toyota	Tarago, TCR20 4WD 2.4L L4 (2TZ-FE) 09/90-91	AF2296-1002
Toyota	Tarago, TCR21R IRS 2.4L L4 (2TZ-FE) 09/90-93	AF2296-1002
Toyota	Townace, KR42 SBV 1.9L L4 (7K-E) 01/97-98	AF2296-1003
Toyota	Townace, KR42R SBV 1.9L L4 (7K-E) 12/98-04	AF2296-1003
Toyota	Townace, YR39 2.0L L4 (3YC) 04/92-96	AF2296-1003
Toyota	Toyocoe (Petrol/Diesel), All Models 2.0,2.2,2.4L L4 06/80-86	AF2296-3001
Toyota	Vienta, MCV20 3.0L V6 (1MZ-FE) 08/97-00	AF2296-1002
Toyota	Vienta, SDV10 3.0L V6 10/95-10/00	AF2296-1002
Toyota	Vienta, VCV10 3.0L V6 (3VZ-FE) 08/95-97	AF2296-1002
Toyota	Yaris, NCP90R 1.3L L4 (1NZ-FE) 11/05-On	AF2296-1003
Toyota	Yaris, NCP91R 1.5L L4 (1NZ-FE) 11/05-On	AF2296-1003
Toyota	Yaris, NCP93R 1.5L L4 (1NZ-FE) 03/06-On	AF2296-1003

VOLVO

Volvo	260 Series, 2.7,2.8L V6 (All Models) 05/75-86	AF2296-2004
Volvo	360 Series, 2.0L L4 (All Models) 03/84-87	AF2296-2004
Volvo	740 Series, 2.3L L4 (All Models) 02/83-86	AF2296-2004
Volvo	850 Series, 2.3,2.5L L5 (All Models) 10/92-97	AF2296-2004
Volvo	940 Series, 2.3L L4 (All Models) 11/90-95	AF2296-2004

Make	Model	Part No
Volvo	960 Series, Sedan 2.9L V6 (B280F) 11/90-91	AF2296-2004
Volvo	960 Series, Sedan, Wagon 2.9L L6 (B6304F) 11/91-97	AF2296-2004
Volvo	C70, 2.3,2.5L L5 01/98-99	AF2296-2004
Volvo	S40, 1.8,1.9L L4 02/97-99	AF2296-2004
Volvo	S40, VS14 1.8L L4 (B4184S2) 07/99-09/00	AF2296-2004
Volvo	S40, VS14II 1.8L L4 (B4184S2) 08/00-05/04	AF2296-2004
Volvo	S70, 2.3,2.5L L5 (All Models) 02/97-08/00	AF2296-2004
Volvo	S80, 2.8,2.9L L6 (All Models) 05/98-99	AF2296-2004
Volvo	S90, Royale SE 2.9L L6 (B6304SF1) 02/97-08/98	AF2296-2004
Volvo	V40, 1.8,1.9L L4 (All Models) 02/97-99	AF2296-2004
Volvo	V40, VW18 T4 1.9L L4 (B4194T) 09/97-09/00	AF2296-2004
Volvo	V70, LW53 R AWD 2.3L L5 (B5234T3) 11/97-10/98	AF2296-2004
Volvo	V70, LW53 T5 2.3L L5 (B5234T3) 02/97-08/98	AF2296-2004
Volvo	V70, LW55 2.5L L5 (B5254S) 07/99-08/00	AF2296-2004
Volvo	V70, LW55 T5 2.3L L5 (B5254S) 02/97-07/99	AF2296-2004
Volvo	V70, LW56 2.5L L5 (B5254T) 07/99-08/00	AF2296-2004
Volvo	V70, Turbo 2.3,2.5L L5 02/97-99	AF2296-2004
Volvo	V90, SE 2.9L L6 (B6304SF1) 02/97-08/98	AF2296-2004



Automotive and Marine Oil Filters

K&N Performance Gold® Oil Filters for automotive and marine applications has been constructed from the ground up to satisfy the high performance needs of race car owners and drivers, as well as the average vehicle or boat owner who wants the very best oil filter available. Our oil filter's efficiency rating meets or exceeds the requirements of high performance automotive engine builders. The heavy duty construction provides over 550 PSI hydrostatic burst*, and helps reduce the risk of rock and stone damage. The real quality isn't just on the outside... the inner filter element traps contaminant as small as 10 to 20 microns in size. We use metal top end caps instead of paper to ensure that no unfiltered oil can get back into the system. The solid construction allows for oil flow rates between 12-16 gpm (depending on filter size), and is unaffected by racing fuels. All K&N Performance Gold® Oil Filters are manufactured to exacting engineering standards. They are covered by a limited warranty to be free from defects in materials and workmanship when installed and replaced using engine and equipment manufacturers recommended service interval.

- Drilled safety wire holes for racing • Sturdy 1" wrench nut makes removal quick and easy
- Metal leaf spring provides a positive seal between element and lid
- Heavy-duty construction provides up to 550 PSI hydrostatic burst strength* • Resin-impregnated filter media provides maximum filtering surface for contaminant removal • Inner core provides extra structural support to prevent filter collapse
- Anti-drainback valve (where applicable) eliminates dry starts, prevents oil from draining back into crankcase during engine shutdown • Internally lubricated gasket provides positive seal while allowing easy on and off of filter • Rolled threads provide extra protection against stripping

FOR FURTHER INFORMATION & PART No's see pages 31 - 39 (vehicle applications) or please ring ROCKET

AUTOMOTIVE OIL FILTER CROSS REFERENCE - RYCO TO K&N

RYCO	K&N Part No	RYCO	K&N Part No	RYCO	K&N Part No	RYCO	K&N Part No
Z9	KNHP-1001	Z89A	KNHP-1009	Z423	KNHP-2005	R2604P	KNPS-7013
Z10	KNHP-2004	Z115	KNHP-3001	Z426	KNHP-1010	R2605P	KNPS-7003
Z24	KNHP-3002	Z125	KNHP-1002	Z429	KNHP-1006	R2613P	KNPS-7005
Z30	KNHP-2003	Z131A	KNHP-2005	Z432	KNHP-1003	R2614P	KNPS-7006
Z37	KNHP-3001	Z139	KNHP-3002	Z436	KNHP-1015	R2615P	KNPS-7031
Z38	KNHP-3001	Z142A	KNHP-1004	Z442	KNHP-1003	R2623P	KNPS-7028
Z40	KNHP-2002	Z145A	KNHP-2008	Z445	KNHP-1008	R2632P	KNPS-7015
Z56B	KNHP-1005	Z148	KNHP-1004	Z516	KNHP-2010	R2651P	KNPS-7018
Z62	KNHP-2005	Z154	KNHP-1001	Z547	KNHP-1010	R2663P	KNPS-7024
Z63	KNHP-2005	Z158	KNHP-1003	Z553	KNHP-2005	R2664P	KNPS-7023
Z79A	KNHP-1004	Z160	KNHP-1007	Z596	KNHP-2009	R2694P	KNPS-7027
Z80	KNHP-2003	Z170	KNHP-1009	Z632	KNHP-1002	R2695P	KNPS-7029
Z82	KNHP-1002	Z172	KNHP-1009	Z642	KNHP-6001	R2731P	KNPS-7025
Z84	KNHP-2004	Z386	KNHP-1003	Z663	KNHP-1017	R2743P	KNPS-7030
Z88A	KNHP-2005	Z411	KNHP-1010	Z2592P	KNPS-7007	R2753P	KNPS-7026
		Z418	KNHP-1002	Z2596P	KNPS-7004		

Powersports Oil Filters

K&N world renown for its high-performance powersports air filters, has now introduced a complete line of performance oil filters for motorcycles and ATVs. K&N has actually been offering automotive performance and racing oil filters for more than 15 years and we're excited to present our new powersports oil filter.

MOTORCYCLE AND ATV OIL FILTER FEATURES:

- Includes a new high-quality rubber anti drain back valve
- An improved pressure relief valve • A strong inner core
- A heavy-duty base plate with an improved rolled seal

Chev Extra Long Oil Filter

This extra long oil filter suits Chev Small Block and Big Block V8 engines and remote oil filter mounts with 13/16" thread. It is 8.28" (210mm) long and has a 2 quart (1.89L capacity).

Extra Long Chev Oil Filter KNHP-6002

HP6 Style Racing Filter

This filter is a replacement for the popular Fram HP6 oil filter as used in many racing applications. It features a large body and 1-1/2" thread for high flow and fits the System One remote filter mount part number: SY221-900010-12 or Moroso part number MO23766.

HP6 Style Racing Oil Filter KNHP-5001



K&N Pro Series Premium Oil Filters

K&N Pro Series Oil Filters have been specially designed for professional installers and service providers. Their high flow design can help to improve engine performance by reducing oil filter restriction. Our Pro Series Oil Filters have a fluted canister shape so they can be removed with a traditional oil filter wrench commonly available to commercial installers. These Pro Series oil filters provide outstanding filtration and engine protection throughout their service life. They are engineered to handle all grades of synthetic, conventional and blended motor oils. The pleated media provides high capacity making them suitable for extended oil change intervals when used in accordance with the vehicle and motor oil manufacturers recommendation. K&N Pro Series Oil Filters are available for canister and cartridge type oil filter applications.

- High-Flow / Low Restriction Design
- Rolled Threads - Fluted shape for traditional oil filter wrenches
- Anti-drainback valves (where applicable) PSI relief valves (where applicable)

KNPS-1001 HOLDEN 3.8L V6 Z154 COMMODORE VN-VY
KNPS-1002 TOYOTA, SUZUKI Z82, Z125, Z418, Z463
KNPS-1003 HOLDEN, TOYOTA Z158, Z386, Z432, Z442
KNPS-1004 MAZDA, FORD, Z79A HONDA, HOLDEN, HYUNDAI

KNPS-1007 HOLDEN V8, LS1 Z160 5.0L VN-VT & LS1, LS6
KNPS-1008 MAZDA, MITSUBISHI Z436, Z445, LANCER EVO

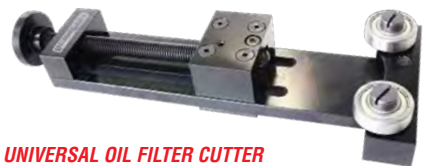
KNPS-1010 MAZDA, MITSUBISHI Z411
KNPS-1011 CHEV SHORT RACE 13/16" THREAD, 3.41" TALL

KNPS-1015 SUBARU Z495
KNPS-1017 HOLDEN LS2 6.0L Z663
KNPS-2001 HOLDEN 3.8L V6 Z154 129MM LONG CHECK FITMENT

KNPS-2002 CHEV SHORT Z40
KNPS-2003 HOLDEN V8 253 308 Z30, Z80
KNPS-2004 JEEP, TOYOTA Z10, FORD SHORT
KNPS-2005 AUDI, VOLKSWAGEN Z63 VW
KNPS-2006 HUMMER H3, SAAB Z689
KNPS-2008 HOLDEN, NISSAN Z145A
KNPS-2009 FORD, MAZDA, JEEP Z596
KNPS-2010 FORD FALCON 5.4L Z516 BA BF FG INCL FPV
KNPS-2011 FORD, MAZDA, JEEP DODGE
KNPS-3001 FORD 6CYL & V8 Z9
KNPS-3002 CHEV LONG Z24
KNPS-3003 CHEV SILVERADO GMC 6.6L V8 DIESEL
KNPS-4003 DODGE RAM 5.9L 6.7L L6 DIESEL
KNPS-6001 FORD F250 7.3L Z642
KNPS-7000 HOLDEN ZAFIRA R2602P
KNPS-7013 MAZDA 3, MAZDA 6 ESCAPE, TRIBUTE R2604P

KNPS-7020 TOYOTA RAV4 3.5L R2648P
KNPS-7021 TOYOTA PRIUS 1.8L COROLLA 2.0L 06/10-ON, R2620P

KNPS-7022 HYUNDAI SONATA
KNPS-7006 SANTA FE 3.3L V6, R2618P
KNPS-7018 BMW 91-06 L6, V8, V12 Cartridge Filter
KNPS-7018 Lexus LX570 5.7L, IS F 5.0L V8, 08-15
KNPS-7018 Toyota Tundra 4.6-5.7L V8, 07-15

**UNIVERSAL OIL FILTER CUTTER**

Want to see the contaminants that your oil filter has prevented from destroying your engine? That's now easier than before with the AeroFlow oil filter cutters to cut your filter so you can scrutinize the particles confined inside. Much like a hand held tubing cutter, they use a cutting wheel and a pair of opposing ball bearings to easily rotate the filters as they cut. Made from aluminium to guarantee ease of use and durability.

AF98-2047 Universal Oil Filter Cutter
AF59-2047 Replacement cutting blades (2 pack)

OIL FILTER ADAPTERS**Universal Billet Aluminum Remote Oil Filter Mount.**

2 x 1/2" NPT horizontal inlets & 1/2" NPT vertical outlet. Accepts GM style spin on oil filter
CVROFM61

Oil Filter Bypass Adapter.

Spins on to oil filter mount to relocate oil filter. 1/2" NPT inlet & outlet.
SB/BB Chev '68-on CVROFB67
Ford/Chrys with 3/4"-16 thread CVROFB69

**CHEVROLET OIL FILTER ADAPTER**

Fits Chev Small Block and Big Block (Mark IV) engines. Designed to lump Moroso Accumulators and External or Dry Sump Oil Pumps without the need for a remote oil filter and associated plumbing hardware. Standard spin-on filter attaches to the bottom.

- Lowers oil filter by 1-1/2"
- Equipped with 1/2" NPT inlet and outlet ports
- Includes full instructions, mounting bolts and o-rings

Part No: M023690

**CHEVROLET OIL FILTER BLOCK-OFF PLATE**

The Chevrolet aluminium oil filter block-off plate is designed for Dry Sump or external wet sump oiling Systems and fits Small Block and Big Block (exc. Gen V and Gen VI) Chev applications without bolt hole at center of pad. It is drilled and tapped to accept an 1/2" NPT fitting to provide increased clearance for installing the input pressure line.

Part No: M023840

**BILLET OIL FILTER BYPASS PLATE**

Fits: World Products Merlin Big Block or standard Small Block and Big Block (Mark IV) Chevy applications without bolt hole at center of filter pad

- Machined billet anodized aluminium Bypass Plate is needed when using a remote oil filter or returning oil from dry sump oiling system
- Sealing washers are captured in the plate for tight seal against block surface, are installed under bolt heads for leak-free performance
- Drilled and tapped to accept -10AN fittings
- Includes all mounting hardware and o-rings

M023782 Billet Bypass Plate

**REMOTE OIL FILTER MOUNT**

Revised Design

- Now accepts both Chevy style spin-on filters (13/16" -3/14" O-ring) and others with 3/4" -16 thread and 2-5/8" O-ring, such as early Ford and imports
- Includes two screw-in center nipples for either type of filter
- Manufactured from billet aluminium for strength, doesn't crack and isn't porous like cast aluminium pieces
- Black anodized finish to protect against corrosion
- Designed with two -12AN inlets and three outlets, one -12AN and two 1/4" NPT
- Includes One -12AN Port Plug and Two 1/4" NPT Plugs
- Easy plumbing of oil pressure lines to turbos, superchargers, and valve spring oilers

M023764 Remote Oil Filter Mount, Front Port Style

**FORD MODULAR V8 OIL FILTER ADAPTER**

Replaces larger factory casting and provides for easy plumbing of remote oil filters and coolers, enabling the plumbing of external, wet or dry sump oil pumps when lower port is plugged.

- -16AN fitting supplied for water outlet to radiator
- Includes 2 -10AN to -12AN Fittings for oil line plumbing and 1-10AN Plug



Description
 Oil Filter Adapter, 4.6L & 5.4L Ford Modular V8

Part No. M023681

SPORT COMPACT OIL FILTER ADAPTER

Moroso's billet aluminum Sport Compact Oil filter adapter fits Honda, Mazda & Nissan engines that have a block thread of M20 x 1.5 and a sealing pad of 2.243" I.D. and 2.637" O.D. This adaptor is designed to plumb remote filters, coolers and oiling accessories and is equipped with -10AN inlet and outlet fittings.

Description
 Sport Compact Oil Filter Adapter

Part No. M023825

LARGE DIAMETER REMOTE OIL FILTER MOUNT

Moroso's large diameter remote oil filter mount is machined from 6061-T6 billet aluminium and features -12AN inlet and outlet threaded ports positioned vertically to improve flow, a 1/8" NPT gauge port and two screw-in adapters to accept a wide range of large-diameter filters including HP6, SY210-006, KNHP-4002 & KNHP-5001.

Description
 Billet Large-Diameter Remote Oil Filter Mount.



Part No. M023766

OIL FILTER BYPASS ADAPTER

OEM style bypass adapter mounts the oil filter on Chev Small Block engines and allows oil to bypass the filter to ensure adequate oil delivery in all conditions. Recommended for all street and most race applications.

Description
 Oil Filter Bypass Adapter, OEM Style

Part No. P1839049

MELLINGS OIL FILTER ADAPTER

OEM Style Oil Filter Bypass Adapter
MEMFA-350 SB Chev

**Oil Filter Block Off Plates**

Our filter block off plates facilitate the hook up of wet and dry sump oil pressure lines to the engines stock oil filter pad with a -12 AN fitting. Plates are made from billet aluminium and come with all mounting hardware necessary.

Application

Early Chev V8 with 1 x 3/8" bolt mount
 Chevy Bow Tie Block with 2 x 5/16" bolt mount
 Ford 302-351 & 429-460
 Ford 302-351 & 429-460 With -10 AN Inlet

Part No.

PFS09-0002
PFS09-0004
PFS09-0011
PFS08-0010

Remote Filter Mount With Primer Pump

Peterson's new primer filter mount allows you to use a standard drill to prime your engine easily. Utilizing our unique R4 rotor design, this small pump can give you 20psi of oil pressure in as little as 10 sec. to make sure all your bearing surfaces are properly oiled cutting down on engine wear. Features billet aluminium construction, AN port fittings and tube or firewall mount. For plumbing instructions click here.

**Large Filters****1 1/2" - 12" Thread Filters****Description**

-10 AN Fittings - Left Side Primer Inlet
 -12 AN Fittings - Left Side Primer Inlet
 -10 AN Fittings - Right Side Primer Inlet
 -12 AN Fittings - Right Side Primer Inlet

Part No.

PFS09-1560
PFS09-1561
PFS09-1570
PFS09-1571

1 1/2" - 16" Thread Filters**Description**

-10 AN Fittings - Left Side Primer Inlet
 -12 AN Fittings - Left Side Primer Inlet
 -10 AN Fittings - Right Side Primer Inlet
 -12 AN Fittings - Right Side Primer Inlet

Part No.

PFS09-1562
PFS09-1563
PFS09-1572
PFS09-1573

**Small Filters****Chevy Post****Description**

Left to Right -10AN
 Left to Right -12AN
 Right to Left -10AN
 Right to Left -12AN

Part No.

PFS09-1501
PFS09-1502
PFS09-1503
PFS09-1504

Ford Post**Description**

Left to Right -10AN
 Left to Right -12AN
 Right to Left -10AN
 Right to Left -12AN

Part No.

PFS09-1511
PFS09-1512
PFS09-1513
PFS09-1514

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
 Mount Bracket 1 3/8" Tube
 Mount Bracket 1 1/2" Tube
 Mount Bracket 1 3/4" Tube
 Mount Bracket-Small Mount Flange Mount
 Mount Bracket-Large Mount Flange Mount

Part No.

PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593
PFS09-1584
PFS09-1594

Remote Filter Mounts

Machined from billet 6061-T6 aluminium for durability. Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets. Fittings are included.

**Chevrolet Filter 13/16" Thread****Description**

-10 AN Fittings - Firewall Mount
 -12 AN Fittings - Firewall Mount

Part No.

PFS09-1301
PFS09-1302

Ford Filter 3/4" Thread**Description**

-10 AN Fittings - Firewall Mount
 -12 AN Fittings - Firewall Mount

Part No.

PFS09-1311
PFS09-1312

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
 Mount Bracket 1 3/8" Tube
 Mount Bracket 1 1/2" Tube
 Mount Bracket 1 3/4" Tube
 (Converts Firewall Mount To Tube Mount)

Part No.

PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593

Large Diameter**Remote Filter Mounts**

Machined from billet 6061-T6 aluminum for durability.

Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets. Fittings are included.

1 1/2" - 12" Thread Filters**Description**

-10 AN Fittings - Firewall Mount
-12 AN Fittings - Firewall Mount
(Suit Fram, Moroso, WIX)

1 1/2" - 16" Thread Filters**Description**

-10 AN Fittings - Firewall Mount
-12 AN Fittings - Firewall Mount
(Suit AC, Hastings, Motorcraft, Purolator)

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
Mount Bracket 1 3/8" Tube
Mount Bracket 1 1/2" Tube
Mount Bracket 1 3/4" Tube
(Converts Firewall Mount To Tube Mount)



Part No.
PFS09-1351
PFS09-1352

Part No.
PFS09-1361
PFS09-1362

Part No.
PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593

**Oil Filter****Conversion Kit**

This kit converts a bolt-on, can-type filter to a full-flow, spin-on filter. The one-piece construction allows easy installation for a fast, clean filter change. A rubber O-ring is included. Must use with original bypass valve. Filter is not included, use Chev filter MGT270

Chev 1957 thru 67 SB & 1965 thru 67 BB.

**BILLET REMOTE FILTER MOUNTS**

Billet aluminium remote filter mounting brackets with 1" filter mounting thread for use with System One spin on oil filters. Available in clamp-on style to suit various chassis tubing sizes or in 2-bolt flat mount style for firewalls and other flat surfaces. Inlet and outlet fittings available in -10AN and -12AN sizes.

Description

2-Bolt Flat Mount, -10AN Fittings
2-Bolt Flat Mount, -12AN Fittings
2-Bolt Flat Mount, -10AN Fittings Black finish
2-Bolt Flat Mount, -12AN Fittings Black finish
Clamp-on, Fits 0.750" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.000" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.250" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.375" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.500" OD Tubing, -12AN Fittings
Clamp-on, Fits 7/8" OD Tubing, -10AN Fittings
Clamp-on, Fits 7/8" OD Tubing, -12AN Fittings
Clamp-on, Fits 1" OD Tubing, -10AN Fittings
Clamp-on, Fits 1" OD Tubing, -12AN Fittings
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-3/8" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-3/8" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.500" OD Tubing, -12AN Fittings
Replacement Short Fitting For Remote Mounts -10
Replacement Short Fitting For Remote Mounts -12

Part No.
SY221-90004-10
SY221-90004-12
SY221-90004-10-B
SY221-90004-12-B
SY220-90000-12
SY220-90001-12
SY220-90002-12
SY220-90003-12
SY220-90006-12
SY220-90000-10
SY220-90000-12
SY220-90001-10
SY220-90001-12
SY220-90002-10
SY220-90002-10-B
SY220-90002-12
SY220-90003-12-B
SY220-90003-12
SY220-90006-12
SY231-90668-12
SY231-90670-22

BILLET REMOTE FILTER MOUNTS - Side Ports

Billet aluminium filter mounting brackets with inline side ports for use with System One spin on oil filters. Available with AN fittings in various sizes with 2-bolt flat mount.

Description

2-Bolt Flat Mount, LH Inlet, -6AN Fittings
2-Bolt Flat Mount, LH Inlet, -8AN Fittings
2-Bolt Flat Mount, LH Inlet, -10AN Fittings
2-Bolt Flat Mount, LH Inlet, -12AN Fittings
2-Bolt Flat Mount, RH Inlet, -10AN Fittings
2-Bolt Flat Mount, RH Inlet, -12AN Fittings
2-Bolt Flat Mount, RH Inlet, -10AN Fittings, Black

Part No.
SY222-90007-06
SY222-90007-08
SY222-90007-10
SY222-90007-12
SY223-90008-10
SY223-90008-12
SY223-90008-10-B

SPIN-ON BLOCK ADAPTERS

Billet aluminium block adapters for use with remote filter mounts. Available With -10AN or -12AN fittings.

Description

Chevrolet SB & BB, -10AN Fittings
Chevrolet SB & BB, -12AN Fittings
Ford & Chrysler SB & BB, -10AN Fittings
Ford & Chrysler SB & BB, -12AN Fittings

Part No.
SY228-90556-10
SY228-90556-12
SY229-90559-10
SY229-90559-12

BOLT-ON BLOCK ADAPTERS

Billet block adapters to replace the bypass housing on Chevrolet engine blocks. The non-bypass block adaptor features a 1" thread to mount a System One oil filter and allows all of the oil to be filtered instead of bypassing the filter. Oil return adapters have a -10AN or -12AN fitting to allow dry sump systems to return oil in the conventional manner.

Description

Chevrolet Non-Bypass Block Adapter
Chevrolet Oil Return Adapter, -12AN Fitting
Chevrolet BB Gen V & VI, -12AN Fittings
Filter thread lock nut 1"-12
(Nut suit SY226-90005-00)



Part No.
SY226-90005-00
SY226-90005-12
SY227-90555-12
SY216-0112

DELUXE REMOTE MOUNT KITS

System One deluxe remote kits include tall filter, 2-bolt remote filter mount and Spin-on block adapter.

Description

Chevrolet Remote Mount Kit, -12AN Fittings
Ford & Chrysler Remote Mount Kit, -10AN Fittings
Ford & Chrysler Remote Mount Kit, -12AN Fittings

Part No.
SY230-900662-12
SY230-900663-10
SY230-900664-12

BILLET REMOTE 3 PORT REMOTE FILTER MOUNT**1 1/2"-12 THREAD**

This New HP-6 Style 3 Port Billet Mount will fit 4 1/4" thru 5" wide Oil Filters with 1 1/2"-12 threaded nipple. This mount has 2 Inlet ports for R/H Inlet or L/H Inlet and ORB Plug to seal the opposing port. The Clean Oil Return is on the top of the mount. Available in Black Anodize only. Chose -12 AN or -16 AN fittings. Fits all HP6, 210-006, 804, or 904 style Oil Filters

Description

Billet 3 Port Mount with AN-12 Fittings, 1-1/2"-12 Nipple
Billet 3 Port Mount with AN-16 Fittings, 1-1/2"-12 Nipple

Part No.
SY221-3P-12
SY221-3P-16

CAST REMOTE FILTER MOUNTS - Side Ports

Cast aluminium filter mounting brackets with side ports can be plumbed for right or left hand flow and feature 1/2" NPT ports and 13/16" filter mounting thread for use with System One or Chevrolet style oil filters.

Description

4-Port Cast Mount, Black Anodized

Part No.
SY225-900012

**ENGINE SPIN ON ADAPTERS**

Kit includes a high quality, die cast aluminium 1/2" NPT spin-on adapter designed to fit most passenger vehicles on the road today with 2 1/2" to 3 1/2" oil filter landings. Spin-on adapters provide external oil lines to allow the addition of an engine oil cooler and/or remote filter mount, installing at the stock engine oil filter location. This all-new version has a billet style look and has an ultra-bright, polished appearance.

•Provides external oil lines for remote filter mounts and oil cooler
•Ultra bright finish •New billet style design •1/2" NPT ports
•Thread size: 3/4"-16, 13/16"-16, 18 x 1.5mm, 20 x 1.5mm, & 22 x 1.5mm
•O-ring size: 2-1/2", 2-3/4" or 3-1/2" •Thickness: 1-3/4" or 2"
•Inlet size: 1/2" NPT

STANDARD SERIES

Part No	Ports	Thread Size	O-Ring Dia
DP15703	1/2" NPT	3/4"-16	2 1/2", 2 3/4"
DP15704	1/2" NPT	18X1.5mm	2 1/2", 2 3/4"
DP15705	1/2" NPT	13/16"-16	2 1/2", 2 3/4", 3 1/2"
DP15706	1/2" NPT	20X1.5mm	2 1/2", 2 3/4"
DP15724	1/2" NPT	22X1.5mm	2 1/2", 2 3/4"
DP15747	1/2" NPT	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm	2 1/2", 2 3/4", 3 1/2"

DUAL SIDE PORTS

Part No	Ports	Thread Size	O-Ring Dia
DP15746	1/2" NPT	3/4"-16	2 1/2", 2 3/4"

REPLACEMENT O-RINGS

PART NO	SIZE
DP15710	2.5"
DP15711	3 1/8"

GM FILTER ADAPTER

Converts Chev SB & BB V8 from factory canister To spin-on type oil filter

Part No.	Thread Size
DP15761	13/16"-16

**REMOTE FILTER MOUNTS**

High quality aluminium die cast remote mount with 3/4"-16 or 13/16"-16 filter threads with 1/2" or 3/8" NPT inlet & outlet ports allows for remounting filter for easy access to make messy filter changes under the vehicle a thing of the past. Kit includes a threaded filter nipple.

•Allows oil filter to be remote mounted anywhere
•Cast from high quality aluminium
•Ultra bright finish
•3 bolt heavy duty mounting plate
•3/4"-16 or 13/16"-16 filter thread size

**SINGLE MOUNT - PORTS UP**

Part No	Filter Thread	Inlet/Outlet Port
DP25708	3/4"-16	1/2" NPT
DP25728	13/16"-16	1/2" NPT

SINGLE MOUNT - SIDE PORTS

Part No	Filter Thread	Inlet/Outlet Port
DP25709	3/4"-16	1/2" NPT

SINGLE MOUNT - LEFT OR RIGHT PORT

Part No	PORTS	Filter Thread	Inlet/Outlet Port
DP25750	LEFT	3/4"-16	3/8" NPT
DP25751	RIGHT	3/4"-16	3/8" NPT

REPLACEMENT NIPPLES

Part No.	Description
DP98020	3/4"-16
DP98021	13/16"-16

**ENGINE SANDWICH ADAPTERS**

•Provides external oil lines for oil coolers without relocating the factory oil filter
•Cast from high quality aluminium
•Maintain factory equivalent oil filter
•sizes, fits most applications
•Includes sandwich adapter, filter adapter ring, sleeve nuts & O-rings

**THERMOSTATIC****(GM APPLICATION ONLY)**

Part No	Thread Size	O-Ring Dia	THICKNESS	Inlet/Outlet Port
DP25720	13/16"-16	3 1/2"	2 1/4"	1/2" NPT

**LOW PROFILE WITH PRESSURE RELIEF**

Part No	Thread Size	O-Ring Dia	THICKNESS
DP25770	3/4"	2 1/2", 2 3/4"	1"
DP25771	13/16"	2 1/2", 2 3/4"	1"
DP25772	20 X 1.5mm	2 1/2", 2 3/4"	1"
DP25773	18 X 1.5mm	2 1/2", 2 3/4"	1"
DP25774	22 X 1.5mm	2 1/2", 2 3/4"	1"

**ENGINE OIL FILTER RELOCATION KITS**

This Universal single filter kit allows oil filter to be relocated to a convenient, easy-access location. Includes a high quality die cast aluminium 1/2" NPT ports up filter mount and a 1/2" NPT ports spin-on adapter with most everything you need for an easy installation.

Allows for oil filter to be moved to a more convenient location
•Faster and easier filter changes
•Ideal for engine swaps •Increases oil capacity
•Single ports-up style filter mount •Dual ports- side mount
•Cast from high quality aluminium •10 ft 1/2" OEM spec hose provided •Complete hardware kit included

SINGLE MOUNT PORTS UP

Part No	DP15748
Thread Size	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm
Filter Thread	3/4" NPT
O-Ring Dia	2 1/2", 2 3/4", 3 1/2"
Inlet/Outlet Port	1/2" NPT

DUAL MOUNT SIDE PORTS

Part No	DP15749
Thread Size	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm
Filter Thread	3/4" NPT
O-Ring Dia	2 1/2", 2 3/4", 3 1/2"
Inlet/Outlet Port	1/2" NPT

REMOTE FILTER MOUNTS

- PREMIUM SERIES

This high quality die cast aluminium filter mount features a billet look without the expensive billet price tag. The -10AN (7/8"-14) O-ring inlet & outlet ports allow for simple relocating of an oil filter. With the 3 hole bracket included this unique mounting system allows mount to be rotated 180°, therefore switching the port locations.

- Removable 3 hole mounting bracket
- Powdercoated black finish
- Allows oil filter to be remote mounted anywhere
- New innovative 180° double mount design
- 10AN / 7/8"-14 O-ring ports •3/4"-16 filter thread size



Suits Aeroflow Oil Filters
Small AF2296-2008 (No Bypass)
Large AF2296-3001 (With Bypass)



Note: Please check oil filter landing for above sizes and other fitments

BILLET REMOTE BLOCK ADAPTER

Universal fitment with a range of adapters to suit various makes and models. -8 orb inlet and outlet ports

Part No	Block Thread	Seal	I.D.	O.D.
AF64-2076	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	62mm(2-7/16) - 87mm(3-3/8)		

AF59-2016 Replacement thread inserts

SINGLE MOUNT - PORTS UP

Part No	Filter Thread	Filter Landing	Inlet/Outlet Port
DP35708	3/4"-16	2 1/2", 2 3/4", 3 1/2"	-10 AN

FLUID CONTROL THERMOSTATS

This Billet Style Cast Aluminium Fluid Control Thermostat allows the oil to bypass the cooler until it reaches 180°F at which point the internal thermostatic valve will close and force 100% of the oil through the cooler while maintaining a constant pressure system. This process allows the engine/transmission to achieve the ideal operating temperature quicker before passing the oil through the cooler.

- Bypasses cooler at 180°F
- Provides quicker warm-up temperatures
- Perfect for cold weather climates
- Can be rotated 180° to switch flow direction
- Flows up to 200 gallons per minute
- Rated up to 200 psi
- Ultra bright finish
- New billet style design
- Thermostat only-no bracket



BILLET REMOTE FILTER HEAD With Thermostat

Perfect for use with Aeroflow oil coolers this Remote filter head has a thermostat built in to help maintain engine oil temperature by holding the oil until it reaches operating temperature (82°C) 180°F and then opens to allow full flow to the oil cooler. It adjusts flow according to oil temperature to maintain constant operating oil temperature. Hard anodised black finish. -10 ORB inlet & outlet ports.

AF64-4112 3/4" -16 filter thread with thermostat
AF59-2075 Replacement 3/4" -16 thread insert



Includes 2 x 1/8" NPT auxiliary port

DUAL BILLET REMOTE FILTER HEAD Side Entry

Machined from 6061-T6 billet aluminium and utilises side entry-8ORB inlet and outlet ports. Provides superior engine protection. Perfect combination when used with Aeroflows Billet Oil filters!

3/4" -16 filter thread (2 -8 port plugs included)
AF64-2089



Includes 2 x 1/8" NPT auxiliary port

Replacement 3/4" -16 thread insert AF59-2075

BILLET REMOTE FILTER HEAD Side Entry

For use with filter relocation, suits left or right entry. Double black anodised finish. Side entry-8 ORB inlet & outlet ports.

3/4" -16 filter thread (2 -8 port plugs included)
AF64-2061



Includes 1/8" NPT auxiliary port

Replacement 3/4" -16 thread insert AF59-2075

THERMOSTAT

Part No	Inlet/Outlet ports
DP25719	1/2" NPT
DP25011	3/8" NPT



FUEL FILTER/WATER SEPARATOR

These fuel filter/water separator kits extend carburettor/injector life, improve engine performance and are designed to be used with all fuel types. A petcock located at the base of the filter allows quick and easy water draining.

- Extends carburettor/fuel injector life
- Designed for all fuel types
- Improves engine performance
- Petcock allows for convenient draining of water



BILLET LS OIL COOLER ADAPTERS

Now you can bolt on oil coolers and redirect your engine oil with these LS oil adapters. AF64-2114BLK is designed to directly bolt in place of the factory bypass cover on front sump LS Chevy engines (VT-VX-VY & VZ Commodore, 04-06 GTO) allowing you to run an oil cooler. This adapter feature's 2 x female -8ORB ports and 2 x 1/8" NPT ports for running temp or pressure gauges or an oil feed line for a turbocharger or supercharger.

AF64-2084BLK is designed for rear sump LS applications.

Part No	Description
AF64-2114BLK	Suits front sump LS Commodore / GTO
AF64-2084BLK	Suits LS Series
	2 x -10 ports, 2 x 1/8" NPT ports.
AF64-2184BLK	VT-VZ extension to clear block.



SINGLE MOUNT - SIDE PORTS

Part No	Thread Size	Filter Landing	Inlet/Outlet Port
DP13070	1"-14	2 1/2", 2 3/4"	1/2" NPT

REPLACEMENT FILTER

Part No.	FILTER DIMENSION
DP13075	3 1/2" OD X 7 5/8"



90° Oil Filter Adapter

Screws into block and rotates filter toward front of engine to provide clearance for engine swaps and chassis modifications. Fits most Ford engines that use Motorcraft FL-1A oil filter (filter not included).

90° Oil Filter Adapter

FMM-6880-A50



331 - 392 Hemi oil filter bypass block off valve

RP-OFB

331 - 392 Hemi oil filter bypass block off valve



BILLET 6061-T6 OIL COOLER & SENDER ADAPTER

Aeroflow's billet 6061-T6 oil cooler and sender adapter allows the adaptation of an oil cooler and/or a gauge sender and/or oil feed to most engines while maintaining the stock oil filter location. With 2 x -8 ORB ports not only allows the addition of an oil cooler but the 2 x 1/8 NPT ports let you run both a pressure, temp gauge or oil feed line, 1/8 NPT plugs included. Fits most makes and model - Holden, Ford, Nissan, Toyota, Subaru, Honda & BMW.

Part No	Block Adapters	Seal I.D.	O.D.
AF64-2108	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	2-9/16" - 2-13/16"	65mm - 71mm

Note: Please check oil filter landing for above sizes and other fitments
AF59-2108 Replacement O-Ring for AF64-2108



Top View Bottom View

SPIN ON OIL FILTER ADAPTER WITH BY-PASS

Aeroflow's small block Chevy canister to spin-on oil filter adapter will fit Chevy block's from 1968 to 1999 and will allow the bypass to open when there is 15psi pressure difference in the filter. Manufactured from 6061-T6 Aluminium for light weight and hard anodised black for case hardness.

AF64-2185BLK

SBC / BBC with 15psi by-pass



BILLET SANDWICH ADAPTER

Universal fitment with a range of adapters to suit various makes and models. Replacement filter thread 3/4 -16 or Aeroflows universal billet filter AF64-2016. -8 orb inlet and outlet ports

Part No	Block Thread	Seal	I.D.	O.D.
AF64-2060	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	62mm(2-7/16) - 87mm(3-3/8)		

Note: Please check oil filter landing for above sizes and other fitments

OIL COOLER THREAD INSERTS

These thread inserts are included in our Billet cooler and adapter kits but are sold separately if required. These thread inserts are suitable for use with AF64-2108 and AF64-2098

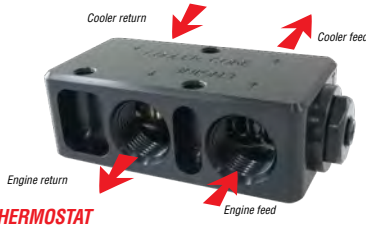
Part no	Thread Size
AF59-2108-34	3/4"-16
AF59-2108-1316	13/16"-16
AF59-2108-M18	M18 x 1.5
AF59-2108-M20	M20 x 1.5
AF59-2108-M22	M22 x 1.5



OIL THERMOSTAT

Perfect for use with Aeroflow oil coolers this thermostat helps maintain engine oil temperature by holding the oil until it reaches operating temperature (82°C) 180°F and then opens to allow full flow to the oil cooler. It adjusts flow according to oil temperature to maintain constant operating oil temperature.

Part No	Description
AF64-4111	Oil thermostat block
AF59-4111	Replacement thermostat





OIL COOLER LINE KIT

Aeroflows Universal Oil Cooler adapter and line kit has been designed for the ultimate in high performance and reliability. This Oil Cooler line kit offers our black light weight 450 series hose and our 550 one piece fittings. The universal sandwich plate not only allows the user to install an oil cooler but also offers 2 x 1/8 NPT ports for auxiliary inputs. This kit is a simple fix to all install problems. Fits most makes and model - Holden, Ford, Nissan, Toyota, Subaru, Honda & BMW.

Part No Description

AF30-4000 Kit Includes: 3 metre 450 series hose, 2 x 90 deg -10 fittings, 2 x straight -10 fittings, 4 x ORB fittings, 1 x Billet Adapter, 1 x O-Ring (65-71mm), 2 x 1/8" Port Plugs, 5 x Thread inserts: M18 x1.5, M20 x1.5, M22 x1.5, 3/4" x16, 13/16 x16



OIL FILTER RELOCATION KIT

Fast and easy no mess oil changes are now possible thanks to Aeroflow's Universal Oil Filter Relocation System! The system contains an adapter to convert the stock filter landing to an oil passage, a remote single filter mount and 2.5 metres of -10 braided hose for custom fit oil lines. Anodised aluminium ORB fittings eliminate messy sealants, thread tape and the chance of cracking the housing due to over tightening.

Part No Description

AF64-2042 Billet oil filter remote mount kit (-10 hose)

Universal Oil Filter Relocation Systems fit engines with the following spin-on oil filter thread sizes: 3/4"-16, 13/16"-16, 1"-12, 18 x 1.5mm, 20 x 1.5mm and 22 x 1.5mm. They are designed for the use of oil filters with a thread size of 3/4"-16, such as AF64-2016S or AF64-2016BLK or equivalent.

NOTE: OIL FILTER NOT INCLUDED.

OIL COOLERS

Chevrolet Engine Oil Cooler Kit

The same design as the B&M transmission SuperCooler! Without a cooler, high engine speeds and oil temperatures can break down lubricants and destroy your engine. This cooler is 11" x 8" x 1-1/2". Includes mounting hardware, filter adapter, hoses and fittings Chevrolet V8 with recessed filter.

BM70270

Hi-Tek Engine or Transmission Cooling System

- Fin and plate cooler construction
- Includes 12 volt high flow fan
- Pressure tested to 200psi
- Units has 1/2 NPT female inlet & outlet and thermal switch

The newest addition to B&M's line of SuperCooler and engine oil coolers is the Hi-Tek cooling system. Fitted with a high quality 12 volt electric fan and built-in mounting brackets, these coolers handle tough cooling jobs. They include a thermal switch to activate the fan when the fluid temperature reaches 160 degrees F. Can be used for racing, RV and street performance vehicles.

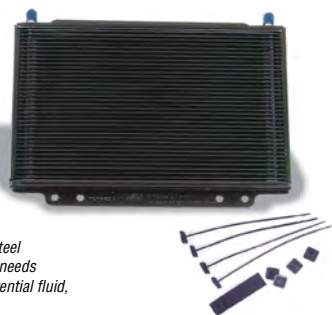
BM70297 Hi-Tek Cooling System
13-1/2" x 9" x 3-1/2" with 9-1/2" diameter fan

BM70298 Hi-Tek Cooling System
10" x 7-1/2" x 4" with 7" diameter fan



SuperCooler Engine Oil Coolers

- Stacked Plate design provides better cooling than ordinary fin & tube coolers
 - Resistant to damage from flying rocks or other debris
 - Pressure tested to 200 PSI
 - 1/2" NPT female threads easily adapt to steel braided lines • Suitable for all fluid cooling needs including: auto trans fluid, engine oil, differential fluid, power steering and turbocharger oil)
- B&M SuperCoolers are 100% aluminum construction and use stamped plates sandwiched together to create one of the most efficient oil cooling devices available. Not only does this unique design provide for maximized cooling through more efficient heat dissipation but it also provides a much sturdier cooler which is practically impervious to flying rocks or other debris. Suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in circle track, road racing, off-road, tractor pulling and monster truck applications.
- SuperCooler 11" x 8" x 1-1/2" **BM70266**
SuperCooler 11" x 11" x 1-1/2" **BM70274**
Polished Aluminium SuperCooler 11" x 4-1/2" x 1-1/2" **BM70265**
Polished Aluminium SuperCooler 11" x 8" x 1-1/2" **BM70272**



OIL FILTER THREAD GUIDE

MAKE	MODEL	YEAR	RYCO FILTER	FILTER THREAD
AUDI	80, 90, 100, 200, 5+5, FOX	1967 - 1992	Z63	3/4" - 16
BMW	320i, 318i, 320i, 520i	1973 - 1991	Z88A	3/4" - 16
BMW	2002, 320, 318i, 520	1973 - 1987	Z422	3/4" - 16
BMW	323i, 325e, 325i, 525e	1978 - 1995	Z63	3/4" - 16
CHEV	V8 & 6 CYL		Z24	13/16" - 16
CHRYSLER	VALIANT-SLANT 6, HEMI	ALL - 1973	Z9/Z96	3/4" - 16
DATSUN	P510, 1600			3/4" - 16
FORD	CAPRI 1.6	1989 - 1995	Z79A	M20 x 1.5
FORD	CORTINA - 6 CYL	1974 - 1982	Z9	3/4" - 16
FORD	FALCON, FAIRMONT	1960 - 2001	Z9	3/4" - 16
FORD	FESTIVA	1992 - 2000	Z79A	M20 x 1.5
FORD	LASER, METEOR	1981 - 2001	Z79A	M20 x 1.5
FORD	TELSTAR, TX5 4 CYL	1983 - 1992	Z568	M20 x 1.5
FORD	TELSTAR, TX5 V6	1992 - 1998	Z411	M20 x 1.5
HOLDEN	V8 & 6 CYL	1963 - 1984	Z30	13/16" - 16
HOLDEN	APOLLO	1989 - 1995	Z158/Z38	3/4" - 16
HOLDEN	COMM 4.6 & 8 CYL	1978 - 1991	Z30	13/16" - 16
HOLDEN	COMM VL (NISSAN) 6 CYL	1986 - 1988	Z145A	3/4" - 16
HOLDEN	COMM VP - VU (V6)	1988 - 2001	Z154	M18 x 1.5
HOLDEN	COMM VP - VU (V8)	1988 - 2001	Z160	13/16" - 16
HOLDEN	GEMINI, PETROL	1975 - 1987	Z568	M20 x 1.5
HONDA	ACCORD, PRELUDE 1.8	1983 - 1985	Z148A	M20 x 1.5
HONDA	ACCORD 4CYL	1986 - 2001	Z79A	M20 x 1.5
HONDA	CRX	1988 - 1998	Z79A	M20 x 1.5
HONDA	INTEGRA	1987 - 2001	Z79A	M20 x 1.5
HONDA	PRELUDE	1985 - 2001	Z79A	M20 x 1.5
HYUNDAI	EXCEL	1986 - 2001	Z142A	M20 x 1.5
HYUNDAI	LANTRA/ELANTRA	1993 - 2001	Z142A	M20 x 1.5
KIA	CARNIVAL	1998 - 2001		M20 x 1.5
MAZDA	323, A5, A6, A8	1980 - 2001	Z79A	M20 x 1.5
MAZDA	626, (2.0- 2.2)	1987 - 1994	Z148A	M20 x 1.5
MAZDA	MX5	1989 - 2001	Z79A	M20 x 1.5
MAZDA	MX6 TURBO	1987 - 1991	Z568	M20 x 1.5
MAZDA	RX3, RX4, RX5, RX7	1972 - 1985	Z148A	M20 x 1.5
MAZDA	RX7	1986 - 1992	Z79A	M20 x 1.5
MITSUBISHI	ALL MODELS	1978 - 2001	VARIOUS	M20 x 1.5
NISSAN	180B, 200B	1972 - 1981	Z115	3/4" - 16
NISSAN	240KZ, 260Z, 280Z/ZX	1971 - 1984	Z115	3/4" - 16
NISSAN	300ZX, TURBO & GTR-GTS	1984 - 1997	Z145A	3/4" - 16
NISSAN	200SX, SR20DET	1997 - 2001	Z445	M20 x 1.5
NISSAN	EXA	1983 - 1991	Z145A	3/4" - 16
NISSAN	PATROL, GQ 4.2	1987 - 1997	Z170	3/4" - 16
NISSAN	PULSAR N12 inc TURBO	1980 - 1987	Z145A	3/4" - 16
NISSAN	PULSAR N13 1.6-1.8	1987 - 1991	Z154	3/4" - 16
NISSAN	PULSAR N14 1.6	1991 - 1998	Z145A	3/4" - 16
NISSAN	PULSAR N14 2.0, NX & NXR	1991 - 1997	Z442	3/4" - 16
NISSAN	STANZA	1978 - 1983	Z115	3/4" - 16
PORSCHE	924, 944	1976 - 1982	Z63	3/4" - 16
ROVER	MOST V8	1977 ON	Z9	3/4" - 16
SAAB	ALL MODELS	1973 - 1981	Z89A	3/4" - 16
SUBARU	IMPREZA, inc WRX	1993 - 2001	Z495	M20 x 1.5
SUBARU	LIBERTY	1989 - 2001	Z495	M20 x 1.5
SUZUKI	VITARA 1.6		Z172	3/4" - 16
TOYOTA	Most petrol models	1972 - 2001	VARIOUS	3/4" - 16
VOLVO	ALL MODELS	1969 - 1990	Z89A	3/4" - 16
VW	Water cooled model	1976 - 1983	Z63	3/4" - 16

OIL COOLERS

Aeroflow offers a tremendous selection of the industry's highest quality coolers in a wide range of applications and profiles. These stack plate (modular style) coolers are fully brazed on all contact surfaces inside and out, further more they have a brazed seam that withstands vibrations and pulsations in the toughest environment.

Any performance vehicle can benefit from an Aeroflow Cooler. Motor homes, tow vehicles, passenger cars and even motorcycles can realize extended engine and/or transmission efficiency and life.

Technical Specifications:

- Connections: -10 Female ORB thread, Adapters to suit any applications
- For use in engines, transmissions, hydraulic systems, etc.
- Max working pressure is 10 Bar (1 MPa or 145 PSI)
- Burst pressure is 25 Bar (2.5 MPa or 362 PSI) • Must use mounting kit in all performance applications

Part No	Rows	Depth	Length	Height	Thread
AF72-4010	10	51mm	330mm	77mm	FEMALE -10 ORB
AF72-4016	16	51mm	330mm	123mm	FEMALE -10 ORB
AF72-4019	19	51mm	330mm	146mm	FEMALE -10 ORB
AF72-4025	25	51mm	330mm	193mm	FEMALE -10 ORB
AF72-4030	30	51mm	330mm	231mm	FEMALE -10 ORB
AF72-4034	34	51mm	330mm	265mm	FEMALE -10 ORB
AF72-4040	40	51mm	330mm	312mm	FEMALE -10 ORB

OIL COOLER MOUNTING KIT

Properly mount your Aeroflow Oil Cooler with this Universal Aeroflow oil cooler mounting bracket (Simply cut on the line of how many row cooler you have). It is made from quality materials for strength and durability. This bracket securely holds the oil cooler preventing vibration damage. The bracket is pre-drilled for ease of mounting to any surface and comes complete with all necessary hardware to mount the cooler.

Part No Description

AF72-4000 Oil cooler mounting kit suits all sizes.



COMPETITION OIL COOLER

Aeroflow's new engine and transmission oil coolers feature -10 ORB female fittings for a perfect O-ring seal, thermostat wiring, plug kit and a high quality electric fan. It accepts engine oil, transmission and power steering applications and has been pressure tested to over 200psi.

The thermal switch included activates the fan at 175°F/79.5°C. The cooler also features a fin and plate construction. The dimensions are 13.5" (34cm) x 9" (23cm).

- AF72-6000 Comp oil cooler with fan & thermostat 1/2" NPT
- AF72-6001 Comp oil cooler with fan & thermostat -10ORB
- AF59-6000 Replacement temperature switch
- AF59-6001 Replacement temperature switch wire loom



DYNO-COOL

REMOTE COOLERS

The Dyno-Cool Universal Remote

Cooler can be mounted anywhere space

permits, using a highly efficient copper tube/aluminium fin cooled and a curved blade fan to provide airflow and extend transmission life. Perfect for medium duty use.

Mounting kit not included.

- Efficient copper/aluminium tube & fin 6 pass cooler -6AN inlets
- 450 CFM reversible Dyno-Cool Straight Blade electric fan
- Cooler style: Tube & Fin •Inlet size: -6AN male
- Fan size: 8 •CFM: 450 •Amp draw: 5.3

Cooler	Cooler	No. Of	Width	Height
-6 AN	11/32"	Passes	-6AN / 11/32"	
Inlets	Barb Inlet			
DP12730	DP12740	6	13 5/8" / 12 3/4"	7 5/8"
DP12731	DP12741	6	17 1/2" / 16 5/8"	7 5/8"
DP12732	DP12742	8	13 5/8" / 12 3/4"	10 1/4"
DP12733	DP12743	8	17 1/2" / 16 5/8"	10 1/4"



ATOMIC-COOLER WITH FAN & HARDWARE KIT SUIT ENGINE -8AN

With its own air supply, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, this universal kit comes with a complete installation kit to install easily on most vehicle engines. Also included is an 180°F in-line thermostat for activating the electric fan. •Mounts anywhere space permits •Electric fan supplies optimum airflow •Dramatically extends engine and transmission life •High efficiency OEM style Plate & Fin cooler

- Clear anodized aluminium shroud •500 CFM reversible Tornado electric fan •8AN inlet size •Engine cooler kit includes fan mounted cooler, universal thermostatic sandwich adapter, 13/16-16", 3/4-16", 18mm, 20mm, & 22mm sleeve nuts, two -8AN fittings, four brass 1/2" hose barb fittings, 180°F In-line thermostat, 10 ft. OEM spec. hose & hardware

Cooler Size

Part No	Width	Height	Depth
DP15450	12 3/4"	9 3/8"	4 15/16"
Mounting	Width	Height	
	11 5/8"	4"	

FRAME RAIL COOLERS

With the same 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators as our larger transmission coolers, this cooler uses a slim design to enable frame mounting in limited space applications. It includes -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. Includes mounting hardware only.

- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- Extruded plastic cooling fin guards
- 2 pass cooler design
- 1/2" copper tubing expanded into aluminium cooling fins
- 6AN inlets
- transmissions, power steering & fuel

Part No	Width	Height	Depth
DP13221	17 3/4"	2 1/2"	1 3/4"
DP13223	13 3/4"	2 1/2"	1 3/4"
DP13225	24 3/4"	2 1/2"	1 3/4"

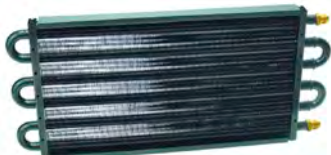


Series 7000 - AN Tube & Fin Cooler Kits

This Tube & Fin cooler features 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators. It is built with -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. No mounting hardware included.

- Cooler style: Tube & Fin •Extruded plastic cooling fin guards
- Construction: Copper tube and aluminium fin
- Inlet size: -6AN •4 pass cooler design
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- 1/2" copper tubing expanded into aluminium cooling fins

Part No	Width	Height	Depth
DP13311	13 1/2"	5 1/8"	3/4"
DP13312	17 1/2"	5 1/8"	3/4"
DP13313	17 1/2"	7 5/8"	3/4"
DP13314	17 1/2"	10 1/4"	3/4"
DP13315	17 1/2"	12 5/8"	3/4"
DP13316	13 1/2"	7 5/8"	3/4"
DP13317	13 1/2"	10 1/4"	3/4"
DP13318	13 1/2"	12 5/8"	3/4"



DYNO-COOL SERIES 6000 TUBE & FIN COOL

This universal all-aluminium transmission cooler is perfect for todays smaller, highly-stressed sub-compact and compact car automatic transmissions. Featuring embossed turbulators inserted into full 1/2" tubing to agitate fluid and louvered cooling fins, it extends transmission life by helping to prevent heat-related transmission failures while improving shift performance. This kit comes with a complete transmission cooler hardware kit to easily install onto vehicles with 5/16" transmission cooler lines.

- Prevents heat related transmission failures
- Extends life of transmission
- Improves transmission performance
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- 4 pass cooler design
- 1/2" aluminium tubing expanded into aluminium cooling fins
- 11/32" hose barb inlets
- Complete hardware kit included

Part No	Width	Height	Depth
DP12901	13"	5"	3/4"
DP12902	15 1/4"	5"	3/4"
DP12903	15 1/4"	7 1/2"	3/4"
DP12904	15 1/4"	10"	3/4"
DP12906	13"	7 1/2"	3/4"
DP12907	13"	10"	3/4"

BRASS HOSE FITTINGS

Part No	Description
DP98102	3/8" NPT Male X 1/2" Barb
DP98103	1/2" NPT Male X 1/2" Barb



PLASTIC ROD MOUNTING KIT

Part No. DP13001



ADJUSTABLE FAN CONTROLLERS

This newly redesigned adjustable electric fan thermostat kit is designed to activate up to 2 fans with a maximum draw of 25 amps.

Two kits to chose from, water jacket 3/8" NPT thread-in probe or push-in radiator probe, kit includes relay wire harness and electrical connectors for an easy installation. A/C override circuit included.

- Adjustable fan controller turn-on range from 150°F - 240°F, and turn-off preset at 10°F lower than turn-on.
- Adjustable turn-on temperature from 150-240°F
- Turn-off temperature is preset at 10°F below turn-on temperature
- Thread in 3/8" NPT probe or Push-in radiator probe
- Heavy duty 40/60 amp relay •rated at maximum 25 amp continuous draw
- AC override circuit included •Ground circuit relay
- Note - Operates up to a 25 amp fan or two fans with a combined draw of 25 amps or less

Part No	Description
DP16749	3/8" NPT Thread-in Probe
DP16759	Push-in Radiator Probe



OIL PUMPS & ACCESSORIES



Speed-Pro has an oil pump to meet the lubrication needs of most high performance engines. All Speed-Pro pumps are tested for smooth rotation and correct oil pressure prior to shipment, ensuring dependable performance and long life. Options range from stock replacement to specialty high output pumps for racing use.

Standard Oil Pumps

- SB CHEV 283-400 STANDARD OIL PUMP
- BB CHEV 396-454 STANDARD OIL PUMP
- CHRYSLER 273-360 STANDARD OIL PUMP
- CHRYSLER 383-440 STANDARD OIL PUMP
- FORD 289-302W STANDARD OIL PUMP
- FORD 302-351C STANDARD OIL PUMP
- FORD BA 5.4L V8 SOHC - REBUILD KIT ONLY
- FORD 429-460 STANDARD OIL PUMP
- FORD 272-312 Y-BLOCK STANDARD OIL PUMP
- FORD 390-428 (FE) STD OIL PUMP

- SP224-4146
- SP224-4154
- SP224-4166
- SP224-4174
- SP224-41118
- SP224-41166
- SP224-43498
- SP224-41139
- SP224-41123
- SP224-41173

High Volume Oil Pumps

- SB CHEV 283-400 HI-VOLUME OIL PUMP
- SB CHEV 283-400 HI-VOL, HI-PRESS - INC SCREEN
- SB CHEV 350 HI-VOL OIL PUMP LATE 3/4" INLET
- BB CHEV 396-454 HI-VOLUME OIL PUMP
- CHRYSLER 273-360 HI-VOLUME OIL PUMP
- CHRYSLER 383-440 HI-VOLUME OIL PUMP
- FORD 289-302W HI-VOLUME OIL PUMP
- FORD 302-351C HI-VOLUME OIL PUMP
- FORD 351W HI-VOLUME OIL PUMP
- FORD 429-460 HI-VOL OIL PUMP INC SCREEN
- FORD 390-428 (FE) HI-VOL OIL PUMP

- SP224-4143
- SP224-4153S
- SP224-43469V
- SP224-4153
- SP224-4166V
- SP224-4174V
- SP224-41128
- SP224-4166V
- SP224-41143V
- SP224-41139V
- SP224-41177

Oil Pump Pick-ups

- SB CHEV 283-400 OIL PUMP PICK-UP
- SB CHEV 350 OIL PUMP PICK UP LATE 3/4 HOLE
- BB CHEV 396-454 OIL PUMP PICK UP - SHORT
- B/B CHEV OIL PICK UP - CORVETTE
- CHRYSLER 318-360 OIL PUMP PICK UP
- FORD 289-302W OIL PUMP PICK UP
- FORD 302-351C OIL PUMP PICK UP
- FORD 351 WINDSOR OIL PUMP PICKUP
- FORD 429-460 OIL PUMP PICK UP

- SP224-1246
- SP224-14258
- SP224-43620
- SP224-14264
- SP224-1166
- SP224-11118
- SP224-11166
- SP224-13143
- SP224-12139

Oil Pump Driveshafts

- SB CHEV H/D OIL PUMP DRIVE SHAFT
- BB CHEV H/D OIL PUMP DRIVE SHAFT
- CHRYSLER 318-360 H/D OIL PUMP DRIVE SHAFT
- CHRYSLER 383-440 H/D OIL PUMP DRIVE SHAFT
- FORD 289-302W H/D OIL PUMP DRIVE SHAFT
- FORD 302-351C H/D OIL PUMP DRIVE SHAFT
- FORD 351W H/D OIL PUMP DRIVE SHAFT
- FORD 429-460 H/D OIL PUMP DRIVE SHAFT
- FORD 272-312 (Y-BLOCK) OIL PUMP DRIVE SHAFT
- FORD 390-428 (FE) OIL PUMP SHAFT
- FORD FLATHEAD OIL PUMP SHAFT & GEAR

- SP224-6146E
- SP224-6154
- SP224-6166
- SP224-6174
- SP224-61118
- SP224-61166
- SP224-61143
- SP224-61127
- SP224-61123
- SP224-61114
- SP224-41108



- FORD XY-XF 250 6-CYL - STANDARD VOLUME
- FORD XY-XF 250 6-CYL - HIGH VOLUME
- FORD EA-EL 3.9L & 4.0L - STANDARD VOLUME
- FORD EA-EL 3.9L & 4.0L - HIGH VOLUME
- FORD AU SER I, II, III 4.0L - STANDARD VOLUME
- HOLDEN 6-CYL EH-VK - STANDARD VOLUME
- HOLDEN 6-CYL EH-VK - HIGH VOLUME
- HOLDEN V8 253-304-308 - STANDARD VOLUME
- HOLDEN V8 253-304-308 - HIGH VOLUME

- JP9438
- JP9436
- JP9439
- JP9437
- JP9440
- JP9451
- JP9456
- JP9471
- JP9491



HEAVY DUTY RACING OIL PUMPS

Moroso "Race" Oil Pumps are designed to accommodate the consistent oil pressure and volume requirements for today's racing engine. Moroso engineers anti-cavitation grooves into the pump housing to prevent pump and an enlarged bypass area ensures a smooth flow rate throughout any RPM range.

Application

- Chev Small Block, Standard Volume
- Chev Small Block, High Volume
- Chev Big Block, High Volume



- Part No.
- MO22101
- MO22111
- MO22160

BLUEPRINTED RACING OIL PUMP

Moroso's CNC machined blueprinted oil pump ensures the tightest tolerances and most consistent performance of any cast oil pump in its class. Anti-cavitation slots and enlarged feeder grooves are ball milled smooth, providing steady oil flow to each side of the gears for high RPM lubrication, cavitation relief and reduced spatter scatter. Drive and idler shafts are extended to locate in the bottom cover, preventing dynamic shaft deflection and a socket head screw makes it easy to change pressure. Includes additional spring to suit oil pressure requirements and intermediate shaft.

Chev Big Block, High Volume

MO22162



LS1, LS6 & LS2 HIGH VOLUME OIL PUMP

Moroso's LS series high volume oil pump will increase volume by 18% over stock oil pumps. It features a hard anodized coating and will fit with the stock timing cover. LS1, LS6 & LS2 HIGH VOLUME OIL PUMP



MO22120

OIL PUMP / PICKUP COMBINATIONS

Moroso's oil pump/pickup combinations include a fabricated Moroso pick-up welded to the oil pump for leak free operation and a simple bolt-on installation. The pick-up orientation ensures 1/4" clearance from pick-up to the bottom of any 8-1/4" deep oil pan and the oil pump is a standard unit that is not modified internally.

Application

Chev Small Block, Standard Volume
Chev Small Block, High Volume
Chev Small Block, High Volume, 3/4" Inlet



Part No.
MO22124
MO22134
MO22146

HEAVY DUTY OIL PUMP / PICKUP COMBINATIONS

Moroso's heavy duty oil pump/pickup combinations include a fabricated Moroso pick-up welded to the oil pump for leak free operation and a simple bolt-on installation. The pick-up orientation ensures 1/4" clearance from pick-up to the bottom of any 8-1/4" deep oil pan. The oil pump is a heavy duty unit with a 3/4" inlet, drive and idler shafts extended into the bottom cover for extra durability and optional anti cavitation grooves.

Application

Chev Small Block, High Volume
Chev Small Block, High Volume, Anti-Cavitation



Part No.
MO22138
MO22139

BILLET ALUMINIUM SPUR GEAR PUMP

Moroso's billet aluminium spur gear oil pump features a 6061-T6 billet housing with 3 times larger mounting boss area to prevent breaking. The inlet area is increased to prevent cavitation and a thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear. The small block pump will clear 4-1/4" stroke with most steel rods and is made to work with 8-1/4" deep oil pans. The big block pump will clear 4-3/4" stroke with most steel rods and is made to work with 8" deep oil pans.

The big block pump will clear 4-3/4" stroke with most steel rods and is made to work with 8" deep oil pans.

Application

Chev Small Block, High Volume Billet Oil Pump
Chev Big Block, High Volume Billet Oil Pump



Part No.
MO22171
MO22163

BILLET ALUMINIUM GEROTOR PUMP

Moroso's billet aluminium gerotor oil pump features a 6061-T6 billet housing with a hard coated finish and 5.7 times larger mounting boss area to prevent breaking. The 1.100" Gerotor puts out 25% more volume to maintain ideal pressure round after round and external adjustment allows fine tuning of bypass pressure. The inlet area is increased to prevent cavitation and a thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear. This pump will clear 5.25" stroke with most aluminium rods and is made to work with 8" deep fabricated aluminium oil pans.

Chev Big Block, High Volume Billet Oil Pump

MO22167



OIL PUMP DRIVE SHAFTS

Moroso oil pump drive shafts are made from high quality steel for extended reliability. The steel sleeve is pinned to maintain correct alignment between the oil pump and shaft.

Application

Chev Small Block
Chev Big Block
Chev Small Block using Big Block Oil Pump
SBC Dart block .391 raised cam 6.24 length.

Part No.
MO22070
MO22080
MO22090
MO22077



U-WELD-IT EXTENDED OIL PUMP PICKUPS

U-Weld-It Oil Pump Pickup Kits can be tailored for either standard or High-Volume pumps and suit oil pans up to 10-3/4" deep. Intended for Street/Strip use, these kits include one tube, one bracket, one box style screen and the small block Chev kit also includes fasteners. Small Block Chev, 5/8" Tube
Big Block Chev, 3/4" Tube

MO24861
MO24862



OIL PUMP PICK-UP

MO24150 - Oil Pump Pick-Up Std SB Chev Oil Pump extended depth, suits 9.5" oil pans.

MO24310 - Oil Pump Pick-Up Std BB Chev Oil Pump

MO24350 - SB Chev Oil Pick Up, Suit H/V Pumps & Any 8-1/4" Deep Pans

MO24515 - Moroso 351W Oil Pickup Use With MO20522 Oil Pan
MO24532 - Moroso Ford 351W Oil Pickup Use With MO20532 Oil Pan

MO24212 - Moroso SB Chev use with oil pan 20170, 20171, 20172, 20185, 21804, 21808, 21813, 21814, 21815

MO24213 - Moroso SB Chev use with oil pan 20170, 20171, 20172, 20185, 21804, 21808, 21813, 21814, 21815

GM LS OIL PUMP FLANGE REINFORCEMENT

Based on customer inquiries, this product is for the individual who would like their O.E.M. or aftermarket oil pump pick up to be secured in two locations

Flange reinforcement is installed by screwing in the supplied hardware into the unused screw hole in the Moroso, GM or Melling LS oil pump
Can be installed without removing an already installed oil pump pickup
MO24890



Adjustable Pressure Oil Pumps

The System One adjustable pressure oil pumps are the industry's finest cast pump! Available for Chev small and big block engines, they feature adjustable oil pressure from 75 to 125 psi (factory set at 65psi) and bypass oil anti-aeration diffusion screen technology. Uses Stock Big Block Pickup.

Description

Chev Small Block Adjustable Oil Pump
Chev Big Block Adjustable Oil Pump
Chev Big Block Adjustable With Billet Cap

Part Number.
SY234-900773-1
SY234-900773-1
SY234-900773-2



Melling Cast Iron Oil Pumps

OEM quality, economical price. These pumps are manufactured from high-quality steel with all-new components and are individually hand-turned and pressure-tested to guarantee they'll perform as good as OEM.

Standard Oil Pumps

CADILLAC 427-500 1968-1976

CHEV SMALL BLOCK 283-400 USE 5/8"

PRESS IN SCREEN

CHEV SMALL BLOCK 283-400 USE 3/4"

PRESS IN SCREEN

CHEV BIG BLOCK 396-454

CHEV & HOLDEN LS1, LS6 & LS2

CHEV SMALL BLOCK 283-400 USE 5/8"

PRESS IN SCREEN, STD VOL, HIGH PRESS

GM LS4 5.3L & L92 VORTEC 6.2L

CHRYSLER SMALL BLOCK 273-360

CHRYSLER BIG BLOCK 361-440 1959-1978

FORD 289-302 WINDSOR

FORD 351 WINDSOR

FORD 302-351 CLEVELAND

FORD MODULAR 4.6L & 5.4L SOHC V8

FORD 429-460 BIG BLOCK

FORD 332-428 FE BIG BLOCK

FORD 272-312 Y-BLOCK 1955-1960

FORD FLATHEAD 221-239-255 1932-1954

MITSUBISHI 4G63 1990-1999

PONTIAC 400-455 1963-1976 (Includes Screen)

MEM-58F

MEM-55

MEM-155

MEM-77

MEM-295

MEM-55A

MEM-355

MEM-72

MEM-63

MEM-68

MEM-83

MEM-84A

MEM-176

MEM-84

MEM-57

MEM-42

MEM-19

MEM-198

MEM-54D-S

Hi-Volume Oil Pumps

CHEV SMALL BLOCK 283-400 1955-1992

CHEV SMALL BLOCK 305-350 1993-ON 3/4" INLET

CHEV SMALL BLOCK HI-PRESS (Includes Screen)

CHEV BIG BLOCK 396-454

CHRYSLER SMALL BLOCK 273-360

CHRYSLER BIG BLOCK 361-440

FORD BA 5.4L V8 DOHC 2004-ON

FORD 289-302 WINDSOR

FORD 351 WINDSOR

FORD 302-351 CLEVELAND

FORD 429-460 BIG BLOCK (Includes Screen)

FORD 332-428 FE BIG BLOCK

FORD FLATHEAD 221-239-255 1932-54

OLSMOBILE 403-455 V8 1965-1979

MEM-55HV

MEM-155HV

MEM-99HV-S

MEM-77HV

MEM-72HV

MEM-63HV

MEM-360

MEM-68HV

MEM-83HV

MEM-84AHV

MEM-84BHV-S

MEM-57HV

MEM-15

MEM-22FHV

Melling Select Performance Oil Pumps

Melling select oil pumps are extra insurance for high performance and race engines with CNC machined, heavy duty castings and high performance features such as billet steel gears, chromemoly shafts and adjustable pressure relief.



Chev Small Block

These pumps are a performance upgrade for M-55 & M-155. The housing and cover are CNC machined and phosphate coated. A lower pressure spring is included to reduce pressure if desired. Includes intermediate shaft with steel guide. The high volume pumps feature a 25% increase in volume over stock oil pumps. Uses press in screen.

STD VOLUME, USE 5/8" PRESS IN SCREEN

STD VOLUME, USE 3/4" PRESS IN SCREEN

HIGH VOLUME, USE 5/8" PRESS IN SCREEN

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

ME10553

ME10554

ME10550

ME10551

Chev Small Block - Anti Cavitation

These pumps are the same as ME10552 & ME10555 with the addition of grooves machined in the body and cover. The grooves reduce cavitation effects in high RPM applications but will also reduce pressure at idle. Includes intermediate shaft with steel guide and uses the high pressure spring only. For racing applications only. Uses both 3/4" bolt on or press in screens.

10% EXTRA VOLUME, USE 3/4"

PRESS OR BOLT IN SCREEN

25% EXTRA VOLUME, USE 3/4"

PRESS OR BOLT IN SCREEN

ME10552C

ME10555C

Chev Small Block - Extra Heavy Duty

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. A Screw in plug retains the relief valve spring instead of a pin and the relief hole in the cover uses a screw in plug instead of a pressed cup plug. All bolts are self locking socket heads, with the wrench supplied. Includes intermediate shaft with steel guide and a lower pressure spring to reduce pressure if desired. Uses both 3/4" bolt on or press in screen.

10% EXTRA VOLUME, USE 3/4"

PRESS OR BOLT IN SCREEN

25% EXTRA VOLUME, USE 3/4"

PRESS OR BOLT IN SCREEN

ME10552

ME10555

GM LS4 5.3L & L92 VORTEC 6.2L OIL PUMP

Stock volume performance upgrade for M355. Standard volume for 5.3L & 6.2L engines. 33% increase in volume over the 10295. LS4 L92 the 10355 features a hard coat anodized body with a cast iron phosphate coated cover. The relief valve features a screw in valve plug with the optional lower stock pressure spring supplied. Uses stock bolt on screen.

LS4 5.3L & L92 VORTEC 6.2L Stock volume performance upgrade

ME10355

CHEV & HOLDEN LS1, LS6 & LS2

These pumps are a high pressure performance upgrade for MEM-295 with a 10% increase in pressure over the stock oil pump. The cast aluminum housing is CNC machined and hardcoat anodized and the cast iron cover is CNC machined and phosphate coated. The relief valve features a screw in valve plug with the optional lower stock pressure spring supplied. The high volume pump features an 18% increase in volume over stock oil pumps. Uses stock 1-1/4" bolt on screen.

STD VOLUME, USE STOCK BOLT ON SCREEN

HIGH VOLUME, USE STOCK BOLT ON SCREEN

MEM10295

MEM10296

Chev Big Block

These pumps are a performance upgrade for M-77 & M-77HV. The housing and cover are CNC machined and phosphate coated. A lower pressure spring is included to reduce pressure if desired. Includes intermediate shaft with steel guide. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 3/4" press in screen.

STD VOLUME, USE 3/4" PRESS IN SCREEN

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

LOW PRESSURE OIL PUMP SPRING

ME10774

ME10770

MEM-70077

Chev Big Block - Extra Heavy Duty

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. A Screw in plug retains the relief valve spring instead of a pin. Includes intermediate shaft with steel guide and a lower pressure spring to reduce pressure if desired. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 3/4" press in screen.

STD VOLUME, USE 3/4" PRESS IN SCREEN

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

LOW PRESSURE OIL PUMP SPRING

ME10775

ME10778

MEM-70077

Chev Big Block - Anti Cavitation

This pumps is the same as ME10778 with the addition of grooves machined in the body and cover. The grooves reduce cavitation effects in high RPM applications but will also reduce pressure at idle. Includes intermediate shaft with steel guide and uses the high pressure spring only. For racing applications only. Uses 3/4" press in screen.

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

LOW PRESSURE OIL PUMP SPRING

ME10778C

MEM-70077

FORD 289-302 WINDSOR

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. The relief valve has a pressure adjustable screw-in plug instead of a cup plug. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 5/8" bolt on screen.

STD VOLUME, USE 5/8" BOLT ON SCREEN

HIGH VOLUME, USE 5/8" BOLT ON SCREEN

ME10687

ME10688

FORD 351 WINDSOR

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. The relief valve has a pressure adjustable screw-in plug instead of a cup plug. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 5/8" bolt on screen.

STD VOLUME, USE 5/8" BOLT ON SCREEN

HIGH VOLUME, USE 5/8" BOLT ON SCREEN

ME10832

ME10833

STD VOLUME FORD BA 5.4L

These ford Standard volume oil pumps are a performance upgrade for the M227. For use with the 5.4L SOHC BA 5.4L2004-on.

Supplied with chrome-moly Billet Steel Rotors. The 10227 also features an anodized hard coated body and a phosphate coated cover. Uses 15/16" diameter 335S oil pickup screen.

STD VOLUME FORD BA 5.4L

V8 2004 ON FITS SOHC ENGINE

ME10227

Oil Pump Pick Ups (Screens)

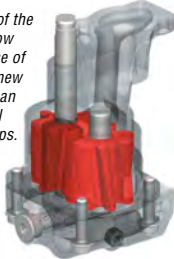
CHEV SMALL BLOCK 283-400 5/8" PRESS IN	ME55-S1
CHEV SMALL BLOCK 283-400 3/4" PRESS IN	ME155S
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 7" DEEP PAN	ME12557
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 7 1/2" DEEP PAN	ME12558
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 8" DEEP PAN	ME12559
CHEV BIG BLOCK 396-454	ME305S
CHEV BIG BLOCK 396-454 CORVETTE	ME241S
CHRYSLER SMALL BLOCK 273-360	ME72-S2
CHRYSLER 440 BB	ME63-S3
FORD 289-302 WINDSOR	ME68-S
FORD 351 WINDSOR	ME83-S
FORD 302-351 CLEVELAND	ME84-AS1
FORD BIG BLOCK 429-460	ME84-CS2
FORD BIG BLOCK 332-428 FE	ME57-S1
OLDSMOBILE 403-455 V8 1965-1979	ME22-FS

Oil Pump Drive Shafts

CHEV SMALL BLOCK, HEAVY DUTY WITH SLEEVE	MEIS-55E
CHEV SMALL BLOCK HEAVY DUTY CHROMEMOLY	ME12550
CHEV BIG BLOCK, HEAVY DUTY WITH SLEEVE	MEIS-77
CHEV BIG BLOCK HEAVY DUTY CHROME MOLY	ME12770
CHRYSLER 273-360, HEAVY DUTY WITH GEAR	MEIS-72
CHRYSLER 383-440 HEAVY DUTY	MEIS-63
FORD 272-312 Y-BLOCK HEAVY DUTY	MEIS-42
FORD 289-302 WINDSOR HEAVY DUTY	MEIS-68
FORD 351 WINDSOR HEAVY DUTY	MEIS-83
FORD 302-351 CLEVELAND HEAVY DUTY	MEIS-84A
FORD BIG BLOCK 390-428 FE HEAVY DUTY	MEIS-60
FORD BIG BLOCK 429-460 HEAVY DUTY	MEIS-84
OLDSMOBILE 403-455 V8 1965-1979	MEIS-22-F
PONTIAC 265-455 V8	MEIS-54A

MELLING SHARK TOOTH HELICAL ASYMMETRICAL GEAR OIL PUMP

Melling has improved the heart-beat of the traditional internal gear pump. It is now significantly smoother through the use of new helical asymmetrical gears. The new gear design provides the engine with an improved flow of oil without the usual pulsing found in traditional gear pumps. The reduction in the pressure ripple from the pump will also provide benefits to the distributor and camshaft drive. All pumps includes 12550 chrome-moly intermediate shaft w/steel guide.



- SMOOTHER**
- Significant reduction in pressure ripple (pulsing)
 - Reduction in torque ripple in pump drive
 - Improved distributor operation - reduction in spark scatter
 - Improved distributor gear wear & intermediate shaft wear
- TIGHTER**
- Improved sealing of gear tips to housing
 - Reduced internal leakage
 - Improved efficiency and performance

- QUICKER**
- Increased inlet vacuum
 - Primes faster

SB CHEV 262-400 (1975-80) & PONTIAC 305 (1982-87)

25% Extra Volume, Uses 5/8" Press Fit Screen	ME10550ST
25% Extra Volume, Uses 3/4" Press Fit Screen	ME10551ST
10% Extra Volume, Uses 3/4"	
Bolt-On Or Press Fit Screen	ME10552ST
25% Extra Volume, Uses 3/4"	
Bolt-On Or Press Fit Screen	ME10555ST
Standard Volume, Uses 5/8" Press Fit Screen	ME10553ST
Standard Volume, Uses 3/4" Press Fit Screen	ME10554ST

GM OIL PUMP PICK-UP

LS Series Pick-Up **GM12572654**
(Not LS7/LS9)

**ARP Oil Pump Shaftdrive Kits**

Lose oil pressure and the engine is trash! Now you don't have to depend on a stock oil pump drive shaft in your expensive high performance or wet sump racing engine. ARP oil pump drive shafts are made from heat treated, premium, aerospace chrome moly. Plus, we've increased the body diameter to make it tougher - more able to handle the added torque requirements of increased capacity oil pumps or heavy viscosity racing lubricants. Rated at 170,000psi the added tensile strength delivers longer service life of this critical component.

Application CHEVROLET

Small Block, all
Big Block, all
Tall BBC +.400

FORD

239-312 Y Block
351 Windsor
FE Series
429-460 ci
289-302 ci, Boss 302
351 Cleveland -400M

Part-No.

AR134-7901
AR135-7901
AR135-7902

AR135-7902
AR154-7901
AR154-7902
AR154-7903
AR154-7904
AR154-7905

**MELLING SHARK TOOTH BILLET OIL PUMPS**

Melling Shark Tooth Billet oil pumps utilize an exclusive helical asymmetrical steel gear design which improves the operation of the distributor resulting in less spark scatter and wear on the drive gear. These pumps consume less power as compared to competitor pumps. The length of the pump's drive shaft has been increased to allow for additional support in the cover eliminating shaft deflection to allow the gears to run true at high RPM levels.

- 70% less pressure pulsing and resultant cyclic loads
- Reduced time to prime and oil delivery to engine components
- Improved tip sealing and overall operating efficiency
- Weighs 1.75 lbs less than the traditional SB cast iron pump
- Chrome moly shafts with additional shaft support
- Fits into the same space as the stock oil pump and pickup
- Integral Pickup Improves overall performance & eliminates potential failures

CHEV SMALL BLOCK - STREET & STRIP

SBC, 25% Higher Volume, for 7.5" Deep Pans
SBC, Stock Volume, for 7.5" Deep Pans
SBC, 25% Higher Volume, for 8.25" Deep Pans
SBC, 25% Stock, for 8.25" Deep Pans

ME10050ST-750SS
ME10055ST-750SS
ME10050ST-825SS
ME10055ST-825SS

CHEV SMALL BLOCK - CIRCLE TRACK

SBC, 25% Higher Volume, for 7" Deep Pans
SBC, Stock Volume, for 7" Deep Pans

ME10050ST-700CT
ME10055ST-700CT

**Holden V8 Oil Pump & Distributor Gears**

Distributor and oil pump gears for Holden 253-304-308 V8 engines. Bronze gears are required for engines with steel billet roller cams and the hardened iron oil pump gear is suitable for factory roller and aftermarket flat tappet cams.

Description	Part No.
Bronze Distributor Gear	HA-99GER1825-00
Bronze Oil Pump Gear	HA-99GER1824-00
Hardened Iron Oil Pump Gear	HA-99GER7122-00

EXTERNAL OIL PUMPS**EXTERNAL OIL PUMPS**

External oil pumps have many performance benefits over internal, stock type pumps. External oil pumps run cooler than internal pumps and eliminate the spark scatter and cam shaft loads that come with an internal pump. Bypass adjustment and oil system priming is made easier and having the pump easily accessible greatly simplifies service and maintenance. The Chevrolet pump has an integral mount and the Ford and Honda pumps require a mounting kit.

Description
External oil pump, L/H Mount, Chevrolet
External oil pump, R/H Mount, Ford
External oil pump, L/H Mount, Honda

Part No.
M022600
M022596
M025610

OIL PUMP DRIVE KIT - HONDA

This kit fits Honda 1.6L, 1.8L & 2.0L B-series engines and drives the oil pump at 53% of crankshaft speed. The kit includes all necessary hardware: Stepped steel washer, drive pulley, drive mandrel, radiused tooth gears, and correct length drive belt, Crank bolt, and alternator drive.
Drag Race Oil Pump Drive Kit, Honda B-Series

M025710

EXTERNAL OIL PUMP PICKUP KIT

Complete kit including everything needed to convert a steel wet sump oil pan for use with an external pump. Adapts to a variety of pans, welding required. Includes screened pickup box, pickup tube and specially machined -12AN fitting.

External Oil Pump Pickup Kit for Steel Oil Pans

M024840

**WET SUMP OIL PUMPS**

Our Wet Sump Pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors. R4 Single Stage Pump

Chevrolet**Application**

Left Side Mount, Standard Pressure
Left Side Mount, HV Pressure

Ford Cleveland/Windsor**Application**

Right Side Mount, Standard Pressure
Right Side Mount, HV Pressure



Part No.
PFS04-1000
PFS04-1002

Part No.
PFS04-1020
PFS04-1022

WET SUMP/VACUUM OIL PUMPS

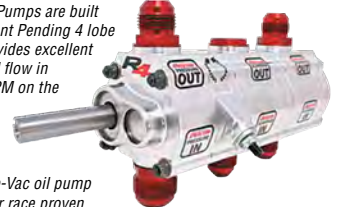
Our Wet Sump pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors.

Peterson's Wide-Vac oil pump incorporates our race proven Wet Vac oil pump design with a wider vacuum section. This pump provides an external wet sump pump that incorporates a vacuum section which allows the engine builder to pull vacuum in the crankcase.

Description

Left Side Mount, 1.2 Pressure Rotor
Right Side Mount, 1.2 Pressure Rotor

Part No.
PFS04-3800
PFS04-3820

**DRY SUMP PUMPS & ACCESSORIES****VACUUM PUMP, DRY SUMP PUMP DRIVE KIT****Big and Small Block Chrysler**

- Extra long to accommodate any combination
 - Specially engineered kit ensures perfect belt alignment when driving Moroso Dry Sump Pump and Racing Vacuum Pump
 - 6-bolt self centering aluminium hub fastens to balancer
 - Steel mandrel mounts to hub and provides rigid pulley mounting
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Comes complete with all mounting hardware
 - For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley No. 64885
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit.**
Big and Small Block Chrysler. M063848

**VACUUM PUMP, DRY SUMP PUMP DRIVE KITS****Big and Small Block Chevy**

- Extra long to accommodate any combination
 - Specially engineered kit ensures perfect belt alignment when driving Moroso Dry Sump Pump and Racing Vacuum Pump
 - Steel, self-centering mandrel bolts directly to harmonic balancer for dead-accurate concentricity
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Comes complete with all mounting hardware
 - For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley No. 64885
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit, Big Block Chevy. M063844**
Vacuum Pump, Dry Sump Pump Kit, Small Block Chevy. M063845

**VACUUM PUMP, DRY SUMP PUMP DRIVE KIT****Small Block Ford**

- Extra long to accommodate any combination
 - Specially engineered for perfect fit
 - Hub mounted to harmonic balancer
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit.**
Small Block Ford 289-351W. M063846



MOROSO



MOROSO TRI-LOBE LINE OF DRY SUMP PUMPS, DOOR CARS

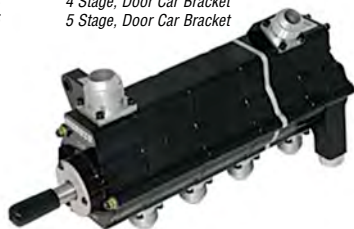
The best performing dry sump pump line that Moroso has ever produced! Moroso's new aluminium dry sump pumps have been developed with our decades of oiling system expertise to give you a lighter, better performing oil pump that will save weight and make more crankcase vacuum!

The new oil pumps feature:

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest RPM's
- Spur gear pressure section based off Moroso's highly successful billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Multiple #16 scavenge outlet options for increased flow back to your dry sump tank and/or fitment requirement on your application
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive!
- Custom pressure section sizes for increased efficiency with different pump speeds
- Door car and dragster brackets available, includes all necessary fittings

Dry Sump Pump, T3 Series

No.	Description/Application
MO22341	Single Stage, Door Car Bracket
MO22343	3 Stage, Door Car Bracket
MO22344	4 Stage, Door Car Bracket
MO22345	5 Stage, Door Car Bracket



DRY SUMP OIL PUMPS, DOOR CAR

Chevrolet Small Block & Big Block Door Car applications
INCREASED POWER!

- Steady oil pressure throughout RPM range •Increased vacuum
- Consistent oil pressure at high heat levels
- Consistent oil pressure at high vacuum levels
- Oil pressure adjustability, allows for finer tuning of pressure levels
- EASIER TO PLUMB AND FIT!** • Includes all necessary fittings
- Internal Manifold w/ -16 AN return, no need for separate manifold
- Built-in bracket mounts pump higher and closer to the engine, for better engine compartment packaging in a Dragster
- Two pressure outlet locations for easier plumbing
- Vertical oil pressure adjuster makes it easier to change oil pressure settings
- Made in the USA

Part#	Description
1.100 Pressure/1.100 Scavenge	
MO22241	Single Stage
MO22243	Three Stage
MO22244	Four Stage
MO22245	Five Stage



OIL PUMP AND VACUUM PUMP DRIVE KITS

- Flange Style •Bolts to balancer-balancer does not need to be drilled like older designs
- Pulleys are hard coat anodized and mandrel is black oxide for exceptional strength and extended service life
- Kits include: one-piece, forged steel drive mandrel, 4" V-belt pulley for alternator, 2-1/2" V-belt pulley for vacuum pump, 1" (16 tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware
- MO63853** - SBF, Style: Short, Mandrel Length Minus Flange: 3.500"
- Required Balancer: 4-Bolt, 3.30" bolt circle, 2.382" male register, Length: 4.125"
- MO63857** - SBC, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.380"
- MO63858** - BBC, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.645"
- MO63860** - GM LS Series, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: Aftermarket, using GM LS bolt pattern, 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.645"



DRAG RACE OIL PUMP DRIVE KITS

With Electric or Crank-Drive Water Pump

- Fits most popular drive setups including 1/4" front engine plate mounting and crank trigger ignition unless otherwise stated
- Drives Oil Pump at 57% of crankshaft speed
- Kits include all necessary hardware: Grade 8 fasteners, hard coat anodized Gilmer pump and drive pulleys and correct Length drive belts
- Works with all Moroso Dry Sump Pumps and External Oil Pumps
- Also see Moroso Alternator Drive Kits on page 166-168

MO23600 Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with crank-driven water pump. Use Moroso Water Pump Pulley No. 64900.

MO23610 Oil Pump Drive Kit, BBC, Drag Race with crank-driven water pump.

MO23660 Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with electric-driven water pump.

MO23672 Oil Pump Drive Kit, BBC, Drag Race with electric-drive water pump, works with both crank trigger ignition and 1/4" motor plate.

DRY SUMP PUMP PULLEY

Gilmer Style. Machined from billet aluminium for unmatched precision. Hard coat anodized for extended durability. 3/8" pitch pulleys fit 5/8" diameter shafts. Use with Moroso Gilmer Drive Pulleys to suit desired drive ratio. Compatible with 3/8" pitch gilmer tooth drive pulleys and belts manufactured by Moroso and others. Includes key and 4 set screws to lock pulley to the shaft in a positive manner.



28-Tooth Dry Sump Pump Pulley
32-Tooth Dry Sump Pump Pulley

MO23528
MO23532

CRANKSHAFT PULLEY

Gilmer Style 3/8" pitch pulley fits 1" diameter keyed drive mandrels. Machined from billet aluminium for unmatched precision and hard-coat anodized for extended durability.

16-Tooth Mandrel Drive Crankshaft Pulley **MO97170**
18-Tooth Mandrel Drive Crankshaft Pulley 1" Wide **MO97171**
18-Tooth Mandrel Drive Crankshaft Pulley 1/2" Wide **MO97172**

VACUUM PUMP, EXTERNAL OIL PUMP DRIVE KIT

Includes One-piece forged steel Drive Mandrel, Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium. Pulleys are hard coat anodized and mandrel is black anodized for exceptional strength and extended service life. Spacers & hardware included.

Description
Small Block Chev, 4.655" overall length
Big Block Chev, 4.655" overall length
Big Block Ford 429-460, 4.80" overall length

Part No.
MO63859
MO63849
MO63847

DRY SUMP SCAVENGE MANIFOLDS

Fully fabricated 3 or 4 Stage scavenge manifolds with quick release fittings. Designed for Moroso Dry Sump Pumps. Includes -10AN inlet cups and -16AN outlet. Complete kits with machined aluminium pump fittings, O-rings and quick release pins for an easy installation. For use with dry sump tanks with a single -16AN inlet.

3 Stage Dry Sump Scavenge Manifold **MO22692**
4 Stage Dry Sump Scavenge Manifold **MO22693**



GILMER DRIVE BELT

- For Moroso Dry Sump Pump setups
- Will also work with other manufacturers' 3/8" pitch Gilmer Drive setups

Gilmer Belt, 60 - Tooth, 22-1/2" x 1" **MO97110**



RADIUS TOOTH BELTS-8 MM PITCH

- Thin Series Belts for Moroso Vacuum Pump and Alternator Pulleys
- Fits 1/2" wide or greater pulleys
- Strong and lightweight with less belt stretch
- Provides lower tension with positive engagement and no slippage
- 8mm Radius Tooth, 30.6" long (776 mm)** **MO97152**
- 8mm Radius Tooth, 10.158" Long (258 mm)** **MO97151**

DRY SUMP OIL TANKS

Moroso Dry Sump Tanks separate air quickly from oil, prevent foaming and insure a continuous supply of oil to the pump under all racing conditions! As oil enters the tank, it rotates around the tank wall and deaerates by spreading over a large surface area, allowing trapped air bubbles dissipate quickly. This then lets the restored oil flow easily to the bottom outlet of the tank where it can return to the pump and engine. Tanks are supplied with or without integral filtered breather tanks and all have carefully engineered inlet locations with -AN fittings, large diameter billet aluminium screw-on filler caps and drain plugs.



MO22683 Dry Sump Tank, 7" Diameter x 13" Tall, 5 Quart Capacity, 3 x -12AN inlets, -12AN outlet and -12AN Breather fitting. Use with MO85465 or MO85466 Breather Tanks.

MO22684 Dry Sump Tank, 7" Diameter x 13" Tall, 5 Quart Capacity, 3 x -12AN inlets, -12AN outlet and integral filtered breather tank.

MO22686 Dry Sump Tank, 7" Diameter x 15" Tall, 5 Quart Capacity, 1 x -16AN inlet, -12AN outlet and -12AN Breather fitting. Use with MO85465 or MO85466 Breather Tanks.

MO22687 Dry Sump Tank, 7" Diameter x 15" Tall, 6 Quart Capacity, 1 x -16AN inlet, -12AN outlet and integral filtered breather tank.

MO97571 - Replacement Lid with O-ring

DRY SUMP TANK MOUNTING KIT

- Lightweight Mounting Kit comes complete with all hardware to secure dry sump tank to Drag Race car
- Stainless steel clamps with T-bolt fastener and vibration-proof nylon insulated lock nut keep tank secure under severe conditions
- Removable rubber clamp inserts insulate the dry sump tank from vibration and damage

MO22676 Dry Sump Tank Mounting Kit, fits tanks with 6-1/2" to 7" diameters.



OIL PUMP BLOCK-OFF PLATE

Easy, bolt-on anodized aluminium plate seals oil passage on rear main cap when dry sump systems are used. Requires no drilling or tapping for installation. Fits Small Block, Big Block and 90° Chevy V6.

Oil Pump Block-Off Plate, Chevy V8 & 90° V6

MO23790



EXTENDED DRY SUMP TANK MOUNTS

Moroso offers aluminium Dry Sump Tank Mounts for all 7" diameter Moroso tanks. The kits include a .250" thick billet aluminium mounting flange to mount to any motor plate application. The rounded aluminium saddle ensures proper contact to the tank and along with the rubber strips, vibration is reduced to a minimum. The stainless steel clamps are sanctioning body legal, and will hold the tank securely to the mount. Mounts are 5.25" from mount to saddle base.

MO22677 Straight Extended Tank Mount.
MO22678 30 Degree Extended Tank Mount.
MO22679 U-Weld-It Extended Tank Mount



90 DEGREE SCAVENGE FILTER

Aeroflow now offers this great 90 degree dry sump pan filter that protects your valuable dry sump pump from debris in your engine oil. The filter allows for easy cleaning and inspection without removing the engine sump.

Part No	Colour	Description
AF64-4100	Blue	-12AN 90° inline filter
AF64-4100BLK	Black	-12AN 90° inline filter
AF64-4100S	Silver	-12AN 90° inline filter
AF59-4100		Replacement Screen



R4 DRY SUMP OIL PUMPS

Peterson Dry Sump Pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors.

The 4 lobe rotor also provides excellent vacuum to free up horsepower in the engine. 1.200" Scavenge Rotors

Description
3 Stage, Left Side 1.2" Pressure
3 Stage, Right Side 1.2" Pressure, Rear Drive
4 Stage, Left Side 1.2" Pressure
4 Stage, Left Side 1.2" Pressure, Rear Drive
4 Stage, Right Side 1.2" Pressure
5 Stage, Left Side 1.4" Pressure

1.400" Scavenge Rotors

Description
3 Stage, Right Side 1.4" Pressure
3 Stage, Right Side 1.2" Pressure, Rear Drive
4 Stage, Left Side 1.2" Pressure

1" Scavenge Rotor

Description
4 Stage, Left Side 1" Pressure

CAM DRIVE PUMPS

Description
3 Stage Cam Drive With Rear Drive
(-12 Press Out, -12 Scav In X2, -16 Press In, -16 Scav Out)
3 Stage Cam Drive With Rear Drive
(All Fittings -12)

R4 DRY SUMP PUMP MOUNT BLADES

R4 pump feature a unique tab mounting system that allows a lighter mount system and eliminates a separate mounting block. Mounting blocks come Complete with hardware for mounting to pump.

Application

Small Block Chev, Left Side
Small Block Chev, Right Side
Big Block Chev, Left Side
Big Block Chev, Right Side
Small Block Ford, Right Side



Part No.
PFS04-3000
PFS04-3024
PFS04-4000
PFS04-4004
PFS04-4020
PFS04-5002

Part No.
PFS04-3072
PFS04-3074
PFS04-4060

Part No.
PFS04-4060-100

Part No.
PFS04-3040
PFS04-3044



Part No.
PFS14-3100-001
PFS14-3101-001
PFS14-3120-001
PFS14-3121-001
PFS14-3201-001

OIL PAN PICK UP

Peterson external wet sump oil pickups are made to convert wet sump pans to utilize an external wet sump pump. welding is required for installation.

Description
Steel -12 AN



Part No.
PFS07-2002



R4 DRY SUMP PUMP FITTINGS

Our new pump fittings have a short depth to reduce weight and allow a smaller pump profile. They also feature a full flow design that features the largest possible hole and internal radius for superior flow.

Application

R4 Pump Fitting, -6AN
R4 Pump Fitting, -8AN
R4 Pump Fitting, -10AN
R4 Pump Fitting, -12AN
R4 Pump Fitting, -16AN
R4 Pump Fitting, -20AN

Part No.
PFS14-0006
PFS14-0008
PFS14-0010
PFS14-0012
PFS14-0016
PFS14-0020

REMOTE RELIEF VALVE

Peterson's Remote Relief Valve enables the racer to adjust oil pressure on engines where the rules require that the oil pump be in its stock location in the pan. This can also be used in dry sump applications to make the pressure regulator more accessible.

Description
Remote relief valve -10AN
Remote relief valve -12AN w/ -10AN relief fitting
Remote Relief Valve Outer Spring
Remote Relief Valve Inner Spring

VACUUM REGULATOR

Peterson's new adjustable vacuum regulator is on the leading edge of engine management. It has been proven to regulate crankcase vacuum and hold a steady level through extensive testing. Vacuum can be regulated from as high as 29.7 in/hg down to 2 in/hg. This regulator is machined from Billet aluminum and features the same great quality as all of Peterson's products.

Description
Vacuum Regulator w/-12AN Bung



Part No.
PFS09-0160
PFS09-0161
PFS13-2912
PFS13-2913



Part No.
PFS08-0455

OIL PRESSURE GAUGE FITTING

This oil pressure fitting gets the oil pressure gauge line connection up where it is more accessible. Fitting is 1/8 NPT on engine side -4 AN for Gauge connection.

PFS15-1041 Oil pressure gauge fitting straight



LIFTER VALLEY RISER TUBES

Peterson's lifter valley riser tubes are installed in the lifter drain back holes to prevent oil drain back through these holes while allowing the engine to breathe through the holes. 70 micron filter screens are installed in the tube opening. Filter drain holes need to be taped to 1/4 NPT

Description
SB Chev riser tube 9/16" Hex top 1/4 NPT thread

Part No.
PFS15-1050



ALUMINIUM MALE Y-MANIFOLDS

Peterson's return line manifolds consolidate scavenge return lines from the pump to a single return line to the oil tank & for use with dual fuel pumps to a single line fuel system.

Description
Y-Manifold -10 AN, -10 AN, -10 AN
Y-Manifold -10 AN, -10 AN, -12 AN
Y-Manifold -12 AN, -12 AN, -12 AN



Part No.
PFS10-1709
PFS10-1711
PFS10-1721

Billet Manifolds

Peterson's billet manifolds are ideal for fuel and oil lines where lines need to be consolidated for easier plumbing.

Description
Y Manifold -6AN, -6AN, -6AN
Y Manifold -8AN, -6AN, -6AN
Y Manifold -8AN, -8AN, -8AN
Y Manifold -10AN, -8AN, -8AN
4 Way Manifold -8AN, -6AN, -6AN, -6AN, -6AN



Part No.
PFS10-0030
PFS10-0031
PFS10-0032
PFS10-0033
PFS10-0041

Direct Mount Scavenge Manifolds

Direct mount scavenge manifolds attach directly to the pump, reducing the hoses necessary to return scavenge oil from the pump to the tank.

Description
3 Stage Manifold -12AN, -12AN, -12AN
3 Stage Manifold -12AN, -12AN, -16AN
4 Stage Manifold -12AN, -12AN, -12AN, -16AN



Part No.
PFS10-0100
PFS10-0101
PFS10-0103

Oil Inlet Fittings

Peterson's new oil inlet fittings are made to allow oil input at the front of the block over the water pump on small block Chevy engines. Available in several pipe and AN sizes to fit most applications.

Description
-10 AN x 1/2 NPT x 3" aluminium
-12 AN x 1/2 NPT x 3" aluminium



Part No.
PFS15-1061
PFS15-1062

Inline Ball Valves

Peterson Fluid Systems has produced the best shutoff valve in the racing industry. Produced from aircraft quality aluminium, these valves utilize hard coated aluminium balls and bodies along with Teflon seals. Available in several combinations, these valves make fuel and oil shut off easy.

Description
-6AN Flare to -6AN Flare
-6AN Flare to -6AN Flare, Panel Mount
-6AN Push On to -6AN Push On
-6 AN Flare X -6 B Nut
-8AN Flare to -8AN Flare
-8AN Push On to -8AN Push On
-10AN Flare to -10AN Flare
-10AN Push On to -10AN Push On
-10AN Flare to -10AN B-Nut
-12AN Flare to -12AN Flare
-12AN Push On to -12AN Push On
-12AN Flare to -12AN B-Nut
Tap Handle Suit Panel Mount Ball Valve



Part No.
PFS09-0900
PFS09-0910
PFS09-0902
PFS09-0903
PFS09-0920
PFS09-0922
PFS09-0940
PFS09-0942
PFS09-0943
PFS09-0960
PFS09-0962
PFS09-0963
PFS09-0910021001

Oil Return Manifolds

Peterson's return line manifolds consolidate scavenge return lines from the pump to a single return line to the oil tank.

Description
3 Stage -12 AN, -12 AN, -12 AN
3 Stage -12 AN, -12 AN, -16 AN
4 Stage -12 AN, -12 AN, -12 AN, -12 AN
4 Stage -12 AN, -12 AN, -12 AN, -16 AN
Y-Type -12 AN, -12 AN, -12 AN, -12 AN
Y-Type -10 AN, -10 AN, -10 AN
Y-Type -12 AN, -10 AN, -10 AN

Part No.
PFS10-0001
PFS10-0002
PFS10-0003
PFS10-0004
PFS10-0006
PFS10-0016
PFS10-0017

Inline Temperature Port Assembly

Peterson's inline temperature sender fitting assembly has a standard 5/8-18 threaded port for a mechanical temperature probe.

Description
-10AN x -10AN Hose
-10AN x -10AN Bulkhead
-12AN x -12AN Male

Part No.
PFS09-1940
PFS09-1941
PFS09-1960



PUMP & Tank Fittings

- MALE THREAD

Description
-10AN Flare to -10AN O-Ring
-12AN Flare to -10AN O-Ring
-16AN Flare to -10AN O-Ring
-10AN Flare to -12AN O-Ring
-12AN Flare to -12AN O-Ring
-16AN Flare to -12AN O-Ring
-6 AN Port Plug (Tank Drain)
-12 AN Port Plug (Tank Drain)
-12AN O-Ring kit, 5 pack



Part No.
PFS15-1005
PFS15-1006
PFS15-1007
PFS08-0501
PFS08-0502
PFS08-0503
PFS08-0504
PFS08-0505
PFS08-0506

GILMER BELTS

These belts are 1" wide with 3/8" pitch for use with Peterson Gilmer pulleys and drive kits.

Description
21.0" Long Gilmer Belt, 210-L-100
22.5" Long Gilmer Belt, 225-L-100
24.0" Long Gilmer Belt, 240-L-100
25.5" Long Gilmer Belt, 255-L-100
27.0" Long Gilmer Belt, 270-L-100
28.5" Long Gilmer Belt, 285-L-100
30.0" Long Gilmer Belt, 300-L-100

3/4" Wide Gilmer Belt

27.0" Long Gilmer Belt, 270-L-075



Part No.
PFS05-0902
PFS05-0905
PFS05-0908
PFS05-0911
PFS05-0914
PFS05-0917
PFS05-0920

PFS05-0913

HTD BELTS

These belts are 20mm or 30mm wide with 3/8" pitch for use with Peterson HTD pulleys and drive kits.

20mm wide belts

Description
480mm Long HTD Belt
536mm Long HTD Belt
560mm Long HTD Belt
576mm Long HTD Belt
592mm Long HTD Belt
600mm Long HTD Belt
608mm Long HTD Belt
624mm Long HTD Belt
632mm Long HTD Belt
640mm Long HTD Belt
656mm Long HTD Belt
672mm Long HTD Belt
680mm Long HTD Belt
720mm Long HTD Belt
760mm Long HTD Belt
776mm Long HTD Belt
784mm Long HTD Belt
800mm Long HTD Belt
840mm Long HTD Belt
880mm Long HTD Belt

30mm wide Belts

536mm Long HTD Belt
560mm Long HTD Belt
592mm Long HTD Belt
600mm Long HTD Belt
640mm Long HTD Belt
656mm Long HTD Belt

Part No.
PFS05-1900
PFS05-1901
PFS05-1902
PFS05-1916
PFS05-1913
PFS05-1903
PFS05-1911
PFS05-1908
PFS05-1904
PFS05-1905
PFS05-1909
PFS05-1950
PFS05-1910
PFS05-1906
PFS05-1912
PFS05-1941
PFS05-1942
PFS05-1907
PFS05-1914
PFS05-1915

PFS05-1931
PFS05-1932
PFS05-1934
PFS05-1933
PFS05-1935
PFS05-1939

BELT DRIVE KITS

Peterson oil pump drives are available in either Gilmer or HTD (High Torque Drive) belt configurations. Gilmer belts are the standard square tooth style and HTD belts have round teeth and deeper pulley engagement. Peterson drive kits come complete with the appropriate mandrel or hub assembly, crankshaft pulleys and oil pump pulleys and belt to provide a 57% ratio on the oil pump drive. Pulley guide washers and installation hardware included.

Application	Gilmer Drive	HTD Drive
Small Block Chev	PFS05-0100	PFS05-1100
Big Block Chev	PFS05-0150	PFS05-1150
Ford Windsor 3 Bolt	PFS05-0170	PFS05-1170
Ford Windsor 4 Bolt	PFS05-0171	PFS05-1171

OVAL TRACK/ROAD RACE BELT DRIVE KIT

Includes 3.250" Mandrel, double groove v-belt pulley for water pump. Designed for pre-1964 short water pump. Drives oil pump at 57% of crank speed.

Application	Gilmer Drive	HTD Drive
Small Block Chev	PFS05-0301	PFS05-1103

V-BELT CRANK PULLEYS

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and suit standard V-belts.

Description
2.50" Diameter Crank Pulley
3.50" Diameter Crank Pulley



Part No.
PFS05-0529
PFS05-0530

GILMER PULLEYS

Peterson's gilmer pulleys are machined from aircraft quality aluminium to exacting tolerances to insure concentricity and accurate fit.

Crank Pulleys

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and are 1.020" Wide for use with 1" wide gilmer belts.

Description

14 tooth Gilmer Crank Pulley
16 tooth Gilmer Crank Pulley
18 tooth Gilmer Crank Pulley
Replacement Key 1/8" X 6" long (2 Per Pkg)

Part No.
PFS05-0214
PFS05-0216
PFS05-0218
PFS05-0299



Oil Pump Pulleys

These pulleys have a 5/8" bore and 3/16" keyway to fit Peterson oil pumps and are 1.020" wide for use with 1" wide gilmer belts.

Description

28 tooth Gilmer Oil Pump Pulley
32 tooth Gilmer Oil Pump Pulley
36 tooth Gilmer Oil Pump Pulley

Part No.
PFS05-0328
PFS05-0332
PFS05-0336

Spline Drive for ATI/MSD combo

Our new spline drive is available for engines running the popular ATI dampener with MSD crank trigger combo. Made from billet aluminium and then anodized for durability, these drives feature the next evolution in drive design. Featuring a large nut to aid in turning the motor over, this design gets rid of the key and mandrel and features a modular spline design. Includes adapter and bolt for crank, spline drive hub and hardware, and end cap and bolt for drive. Pulleys and belt sold separately.

Description

Chev Small Block with ATI/MSD Combo
Chev Big Block with ATI/MSD Combo
Ford Windsor 3 Bolt with ATI/MSD Combo
Ford Windsor 4 Bolt with ATI/MSD Combo
18 Tooth Spline Drive HTD Crank Pulley

Part No.
PFS06-4111
PFS06-4112
PFS06-4113
PFS06-4114
PFS06-1218



SPLINE DRIVE PULLEYS

Peterson's Spline pulleys are made to work with our popular spline drive setup. We offer a wide range of sizes in Gilmer, HTD and V-Belt styles. Machined from billet aluminium and hard coat anodized for superior wear protection.

GILMER PULLEYS

Description

18 tooth .560" Wide
16 tooth 1" Wide
18 tooth 1" Wide

HTD PULLEYS

Description

18 tooth 1" Wide

Part No.
PFS06-0208
PFS06-0216
PFS06-0218



HUB & CAP GUIDE WASHER

Peterson's Spline Drive requires washers on the hub and cap for belt retention and pulley alignment. Caps and hubs include one size washer but we also offer the washers separate for changes in pulley diameters giving a cost effective solution for a drive change.

Description

Guide Washer 2.250 Dia X 1/8"
For 18-21 HTD & 14-17 Gilmer
Guide Washer 2.750 Dia X 1/8"
For 22-25 HTD & 18-21 Gilmer

Part No.
PFS06-0711

PFS06-0712



SPLINED GUIDE WASHERS

Peterson's Spline Drive requires washers on the hub and cap for belt retention and pulley alignment. Caps and hubs include one size washer but we also offer the washers separate for changes in pulley diameters giving a cost effective solution for a drive change

Description

Guide Washer 2.250 Dia X 1/8"
For 18-21 HTD & 14-17 Gilmer
Guide Washer 2.750 Dia X 1/8"
For 22-25 HTD & 18-21 Gilmer
Guide Washer 3.250 Dia X 1/8"
For 24-26 Gilmer
Guide Washer 3.500 Dia X 1/8"
For 33 HTD

Part No.

PFS06-0734

PFS06-0735

PFS06-0736

PFS06-0737



DRIVE PULLEY GUIDE WASHER

Mandrel step washers and guide washers are machined from billet aluminium.

Description

step washer 2 1/2" OD W/ 7/16" bolt Hole
step washer 2 1/2" OD W/ 1/2" bolt Hole
Guide washer 2 3/4" OD W/ 1" bolt Hole, .125" Thick
Guide washer 3 1/4" OD W/ 1" bolt Hole, .125" thick

Part No.
PFS05-0730
PFS05-0731
PFS05-0735
PFS05-0736

OIL PUMP DRIVE MANDRELS

Peterson Fluid Systems small block dry sump mandrels fit most applications. Precision machined from stress proof steel, they will provide the precision and dependability that racers demand.

Small Block Chevrolet Comes complete with half-moon key

Description

(Length)
1.250" Long
2.400" Long
3.250" Long
5.000" Long

Part No.
(Steel Mandrel)
PFS05-0701
PFS05-0702
PFS05-0703
PFS05-0704



SPLINED MANDREL SPACERS

Description

1.500" OD

1/8" Spacer
1/4" Spacer
1/2" Spacer
3/8" Spacer
3/4" Spacer
1" Spacer
1-1/4" Spacer

2.25" OD

1.020" Spacer
1.520" Spacer
2.020" Spacer
3.020" Spacer
3.520" Spacer
4.020" Spacer

Part No.

PFS06-0739
PFS06-0740
PFS06-0741
PFS06-0742
PFS06-0743
PFS06-0744
PFS06-0746

PFS06-0750
PFS06-0751
PFS06-0752
PFS06-0754
PFS06-0755
PFS06-0756



MANDREL SPACERS

Mandrel Spacers Machined From 6061-T6 Aluminium

Description

Mandrel Spacer .250 Thick
Mandrel Spacer .375 Thick
Mandrel Spacer .500 Thick
Mandrel Spacer .750 Thick
Mandrel Spacer 1.000 Thick
Mandrel Spacer 1.250 Thick

Part No.
PFS05-0740
PFS05-0741
PFS05-0742
PFS05-0743
PFS05-0744
PFS05-0746



MANDREL BOLT

Peterson Mandrel Bolts Are Grade 8 Bolts In Specific Lengths For Our Mandrels. Also Available In Intermediate Sizes For Custom Length Mandrels. Note: Mandrel Bolts Are Supplied With A L-9 Washer.

Application

7 1/6"-20 X 3 1/2" Use With PFS05-0701 Mandrel
7 1/6"-20 X 5" Use With PFS05-0702 Mandrel

Part No.
PFS05-0751
PFS05-0752



SPLINE DRIVE SETS AND ACCESSORIES

Peterson's Spline Drive system is the easiest and strongest drive system available. It includes a splined mandrel hub that allows you to retain a stock crank bolt to eliminate breakage. The splined pulleys and accessories feature a keyless assembly allowing for easy pulley changes.

Description

Small Block Chevy/ATI/MSD

3 Bolt Spline Drive Hub 2.25" Long

Big Block Chevy/ATI/MSD

3 Bolt Spline Drive Hub 2.25" Long

FORD

4 Bolt Spline Drive Hub 2.25" Long

Part No.

PFS06-4001

PFS06-4002

PFS06-4004



HUB SPACERS

Description

.250" SB Chev Spacer
.375" SB Chev Spacer
.500" SB Chev Spacer
.250" BB Chev Spacer
.375" BB Chev Spacer
.500" BB Chev Spacer
.625" BB Chev Spacer
.375" SB Ford Spacer

Part No.

PFS06-4211

PFS06-4212

PFS06-4213

PFS06-4221

PFS06-4222

PFS06-4223

PFS06-4224

PFS06-4242



PULLEY FLANGES

Flanges press into Peterson pulleys and acts as belt guide. Machined from billet aluminium and anodized for durability.

Note: May not fit pulleys from other manufacturers

Part No.

PFS05-0624

PFS05-0632

PFS05-0628

PFS05-0636

PFS05-1633

PFS05-1640

PFS05-1644

Application

Fits 05-0328, 05-1334, 05-1335 Pulley
Fits 05-0324 Pulley
Fits 05-0332 Pulley
Fits 05-0336 Pulley
Fits 05-1333 Pulley
Fits 05-1640 Pulley
Fits 05-1644 Pulley



HTD PULLEYS

HTD (High Torque Drive) pulleys are CNC machined from billet aircraft aluminium and hard coat anodized for durability. Pulleys are 8mm pitch.

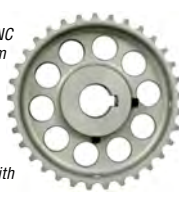
Crank Pulleys

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and are 1.020" Wide for use with 20mm wide HTD belts.

Description

18 tooth HTD Crank Pulley
19 tooth HTD Crank Pulley
20 tooth HTD Crank Pulley
21 tooth HTD Crank Pulley
22 tooth HTD Crank Pulley
23 tooth HTD Crank Pulley
25 tooth HTD Crank Pulley
33 tooth HTD Crank Pulley

Part No.
PFS05-1218
PFS05-1219
PFS05-1220
PFS05-1221
PFS05-1222
PFS05-1223
PFS05-1225
PFS05-1233



Water Pump Pulleys

These pulleys are 2" wide and include mounting hardware and bushing to change from 3/4" to 5/8" bore.

Description

35 tooth HTD Water Pump Pulley
37 tooth HTD Water Pump Pulley

Part No.
PFS05-1435
PFS05-1437

LIGHTWEIGHT OIL PUMP PULLEYS

5/8" Bore, 3/16" Keyway

These lightweight pulleys feature less rotating mass to free up horsepower and lower strain on the engine.

These feature the same CNC precision and rugged construction as the rest of our popular drive line.



Gilmer Pulley

Description

24 tooth 1.020" Wide
32 tooth 1.020" Wide

Part No.
PFS06-0324
PFS06-0332

HTD Pulleys

Description

36 Tooth 1.020" Wide
37 Tooth 1.020" Wide
38 Tooth 1.020" Wide
39 Tooth 1.020" Wide
40 Tooth 1.020" Wide
44 Tooth 1.020" Wide
49 Tooth 1.020" Wide

Part No.
PFS06-1336
PFS06-1337
PFS06-1338
PFS06-1339
PFS06-1340
PFS06-1344
PFS06-1349

HTD & GILMER PULLEY ACCESSORIES

Application

Retaining Bolt. 1/4-20 X 3/4
Washer For Pulley Retention. 1/4 X 3/4 X .080
Set Screws - 10 Pack For Pulleys. 10-24 X 3/8
Key For Pump Pulleys. 3/16 X 1.500

Part No.
PFS05-0396
PFS05-0397
PFS05-0398
PFS05-0399

SPLINED

V-BELT PULLEYS

Description

2.5" Single 7/16" Belt
3.5" Single 7/16" Belt
4" Single 7/16" Belt
5" Single 7/16" Belt

Part No.
PFS06-0529
PFS06-0530
PFS06-0531
PFS06-0532



WATER PUMP PULLEYS

5/8" - 3/4" BORE 2" WIDE

Includes mounting hardware and bushing to change from 3/4 to 5/8" bore.

Description

28 tooth Gilmer Water Pump Pulley

Part No.
PFS05-0428



SPLINED STACK ADAPTER

Adding one extra pulley to your spline drive kit can be done easily with our stack adapters. These places a pulley right next to the other pulley. If you need to space them further look into our long drive caps.+

• 6061 T6 billet aluminium • Hard coat anodizing

• Works with all Peterson Spline Drive components

Description

Splined Adapter Includes 2.250" OD Guide washer
Splined Adapter Includes 2.750" OD Guide washer
Splined Adapter Includes 3.250" OD Guide washer
Splined Adapter Includes 3.500" OD Guide washer

Part No.
PFS06-0720
PFS06-0721
PFS06-0722
PFS06-0723



DRIVE CAPS WITH NUT

Our spline drive caps are available in a long and short version to provide the right amount of mandrel for the pulley stack you need. The caps are available with a large nut to assist in turning over the motor or a smooth top to give the most clearance for tight areas.

• Hard coat anodizing • Smooth cap or cap with nut.
• Works with all Peterson Spline Drive components
• Available in short and long.

Description

Short Drive Cap with Nut 2.250 OD
Short Drive Cap with Nut 2.750 OD
Short Drive Cap with Nut 3.250 OD
Short Drive Cap with Nut 3.500 OD
Long Drive Cap with Nut 2.250 OD
Long Drive Cap with Nut 2.750 OD
Long Drive Cap with Nut 3.250 OD
Long Drive Cap with Nut 3.500 OD

Part No.
PFS06-0730
PFS06-0731
PFS06-0732
PFS06-0733
PFS06-0760
PFS06-0761
PFS06-0762
PFS06-0763



Y MANIFOLDS FOR

RADIATOR APPLICATIONS

Allows the use of a -20 female swivel nut at the radiator and 2 ea. -12 or -16 hoses to the cylinder heads.

Description

-20 B Nut W/ X2 -12 Female AN
-20 B Nut W/ X2 -16 Female AN

Part No.
PFS10-1730
PFS10-1740



OIL TANK CAP

Replacement Standard Oil Tank Cap
PFS08-0602



SPRINT CAR OIL TANKS – 1 PIECE

Peterson's 2.5 gallon lightweight tanks weigh 3.2 lbs and include inside baffles and de-aeration assembly.

Description

2.0 Gal, Male -12AN Fittings, Dual Return Lines
2.5 Gal, Male -12AN Fittings, Dual Return Lines

Part No.

PFS08-0036
PFS08-0038

SPRINT CAR OIL TANKS – TAKE APART

Peterson's new lightweight take apart tanks use the same internal baffling as our race proven 1 piece tanks. Tanks are built with -12 AN male fittings and weigh only 3 ounces more than the one piece tank!

Description

2.0 Gal, Male -12AN Fittings,
Dual Return Lines
2.5 Gal, Male -12AN Fittings,
Dual Return Lines

Part No.

PFS08-0826
PFS08-0828

DRY SUMP OIL TANKS

Peterson "New Generation" Oil tanks are the leader tank technology. Manufactured using aircraft quality components, internal baffling provides excellent de-aeration of the scavenge oil while maintaining a tall column of oil over the pick-up. The tanks disassemble easily and the tank tops can rotate in relation to the bottoms for ease in fitting placement.

Description

1.5 Gal, Dual Scavenge Inlet, 15.5" x 6" Diameter
2.0 Gal, Dual Scavenge Inlet, 19.5" x 6" Diameter
2.5 Gal, Dual Scavenge Inlet, 24.0" x 6" Diameter
3.0 Gal, Single Scavenge Inlet, 16" x 9" Diameter
4.0 Gal, Dual Scavenge Inlet, 19" X 9" Diameter

Part No.

PFS08-0004
PFS08-0006
PFS08-0008
PFS08-0009
PFS08-0012

7" DRAG TANK

Our 7" drag tank has been proven in competition by Kurt and Warren Johnson to provide excellent oil control and absolutely no blowing oil. It features our race proven tank design with and integrated 1 quart catch can or 2 x -12 AN Male breather fittings for an external catch can. Also includes heater bung, lightweight billet connecting ring and our large billet aluminium cap. 16" overall height.

Description

7" Drag Tank, Single Return, 2 x -12AN Breathers
7" Drag Tank, Single Return, w/ Catch Can
7" Drag Tank, Dual Return, 2 x -12AN Breathers
7" Drag Tank, Dual Return, w/ Catch Can

Part No.

PFS08-0783
PFS08-0783-CC
PFS08-0784
PFS08-0784-CC

9" TANK WITH FILTER

This tank features a built in return oil filter with 60 or 75 Micron stainless pleated element. Built in dual breather system eliminates the need for a remote catch can. Great for marine applications and asphalt late models!

Description

3.0 Gal, Dual Return
4.0 Gal, Dual Return

Part No.

PFS08-0812-DB
PFS08-0814-DB

TANK MOUNTING BRACKETS

Peterson mount Brackets are machined from billet aircraft aluminium for durability. The straps are stainless steel. These mounts are used in NASCAR Winston Cup and other forms of racing. Sold in pairs.

Description

Mounting Brackets for 6" Diameter Tanks
Mounting Brackets for 7" Diameter Tanks
Mounting Brackets for 9" Diameter Tanks

Part No.

PFS08-0100
PFS08-0102
PFS08-0101

Sprint Car Tank Bracket

Peterson's lightweight sprint car tank bracket bolts directly to the front of the small block Chevy engine and mounts any 6" diameter tank. This bracket is fabricated from aircraft quality aluminium and uses stainless steel straps for durability.

Mount Bracket, 6" tank to SBC

PFS08-0105

Direct Screw-In Breather

-12 AN male thread to screw directly into the breather bung on Peterson Dry Sump Tanks. Can also be used on engine valve covers as a fill plug/breather, when a -12 AN port is welded into an aluminium cover. 1 3/8" OD on tube. Includes bung and filter.

Breather with filter and -12 AN Weld Bung

PFS08-0415

PAVEMENT OVAL DRY SUMP OIL TANKS

This tank features a built in return oil filter with 60 or 75 Micron stainless pleated element. Built in dual breather system with elements on top of the tanks eliminates the need for a remote catch can. Great for marine applications and asphalt late models!

PFS08-0811-DB

3 Gal, 9" Diameter Tank w/ Filter

1 1/2 GALLON "FLOWERPOT" DRAG TANK

Peterson's low profile drag tank was created from nostalgia dragsters and altered. It offers the performance and oil capacity of our standard 1 1/2 gallon tanks but in a shorter and a slightly wider package for applications where height is a problem. 10 3/4" overall height

Description

1 1/2 Gallon, Single Scavenge, -12 AN
10 3/4" High X 9" Diameter.

**Part No.**

PFS08-0890

OIL TANK O-RINGS**Description**

Replacement O-RING Suit 6" Dia Tank
Replacement Viton O-RING Suit 9" Dia Tank

Part No.

PFS08-0110
PFS08-0112

**DRY SUMP / BREATHER TANK**

Remote breather tanks with internal baffling are excellent when breathing your dry sump tank to atmosphere. Width 4.5" (115mm), Height 6.5" (165mm).

Part No

AF77-1019
AF77-1019BLK

Colour

Polished
Black

Description

2 x -12 ORB ports and 1 x -60RB drain with mounting accessories

BREATHER TANKS**UNIVERSAL FABRICATED ALLOY TANKS**

Tanks can be used for many applications including surge tanks, breather tanks and more. All female fittings are -8 ORB.

•Robotically TIG welded

•All tanks are professionally polished

•ORB ports for easy fitment and positive seal

Part No	Finish	Size - L x W x H	Litres
AF77-1010	Polished	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1010BLK	Black	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1011	Polished	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1011BLK	Black	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1012	Polished	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1012BLK	Black	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1013	Polished	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L
AF77-1013BLK	Black	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L

3L Universal Breather Tank

AeroFlow's new 3 litre/101oz Universal Fabricated Breather tanks are skillfully built. They come either highly polished or in a black anodised finish with an integral mounting bracket. The tank is baffled and comes with 2 x female -12 ORB to suit all size lines. The top barb takes an 1-3/8" breather and is removable leaving a female -16 ORB for custom plumbing. They meet CAMS requirements and also have a billet valve on the base to ensure easy drainage. With a 1/8" NPT thread on the base they can also be plumbed back as an oil salvage or remote drain.

Part No

AF77-2005

Colour

Polished

Description

Length 120mm x Width 120mm x Height 250mm
Length 4-3/4" x Width 4-3/4" x Height 9-27/32"

AF77-2005BLK

Black

AF926-22-16S

Silver

Replacement -16 to 1-3/8" (35mm) Barb

AF926-22-16BLK

Black

Replacement -16 to 1-3/8" (35mm) Barb

1.1L UNIVERSAL BREATHER TANK

AeroFlow's new 1.1L (37oz) Universal fabricated breather tanks are skillfully built. They come in either highly polished or gloss black anodised finish with an integral mounting bracket. The tank is baffled and features -10ORB to suit all size lines when used with an appropriate adapter. The top barb takes an 1-3/8" breather and is removable leaving a -16ORB for custom plumbing. At the base we have a billet valve that can be remotely plumbed as an oil salvage or remote drain.

Part No

AF77-2015

Finish

Polished

Description

Length 80mm x Width 80mm x Height 170mm
Length 3-3/8" x Width 3-3/8" x Height 6-3/4"

AF926-22-16S

Silver

Replacement -16 to 1-3/8" (35mm) Barb

AF926-22-16BLK

Black

Replacement -16 to 1-3/8" (35mm) Barb

UNIVERSAL DRAIN VALVE

This universal valve with -10 ORB or 3/8" NPT male is suitable for use as a drain plug on various tanks. Exit incorporates a 1/8" NPT female thread for connection of drain tube.

Part No

AF615-01S

Colour

Silver

Description

3/8" NPT Drain valve.

AF615-01BLK

Black

3/8" NPT Drain valve.

AF615-00S

Silver

-10 ORB Drain valve.

AF615-00BLK

Black

-10 ORB Drain valve.

**UNIVERSAL BREATHER TANK (1.25L)**

Our state of the art breather comes with 2x -12 ORB to suit all sizes lines.

These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish

Part No

AF77-1017

Colour

Polished

Description

Diameter 79mm/3 1/8" Height 415mm/16 3/8" Filter neck - 34.9mm/1 3/8 Mounting bracket holes 90mm/3 1/2" centres Replacement Clamp

AF77-1017BLK

Black

AF59-1017

UNIVERSAL BREATHER TANK (550ml) with Breather

Breather comes with a single -12 ORB to suit all sizes lines. These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8"npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish and include billet stainless steel breather filter. Also feature two M8x1.25 mounting bungs.

Diameter 79mm (3 1/8")

Height 280mm (11")

AF77-1028

Polished

AF77-1028BLK

Black

UNIVERSAL BREATHER TANK (550ml) with Dual -8 ORB Ports & Breather

Breather tank comes with two -8 ORB ports. These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8"npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish and include billet stainless steel breather filter. Also feature two M8x1.25 mounting bungs

Diameter 79mm (3 1/8")

Height 280mm (11")

AF77-1030

Polished

AF77-1030BLK

Black





BREATHER TANKS

- Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps Nos. 22640 and 22641; both have -12AN fittings to simplify plumbing
- Includes non-hooded, clamp on style Filtered Breather that traps oil while allowing air to escape freely
- Dimensions: 3-1/8" diameter, 6-1/2" tank height (without filter), 11-1/2" overall height

Breather Tank, Racing Vacuum Pump. **MO85465**

REMOTE BREATHER TANKS

Remote breather tank is a perfect companion for Vacuum Pumps, Dry Sump Tanks or Rear Ends All aluminium, lightweight tank features mounting straps to simplify installation. Features internal baffling with mesh media for separation of air and oil. Includes non-hooded, clamp-on style, filtered breather & petcock drain

Dimensions: 3-1/8" dia. (w.o. mount), 6-1/2" tall (w.o. filter or drain), 11-1/2" overall height

Description

Breather Tank, -6AN Male

Breather Tank, -8AN Male

Breather Tank, -10AN Male

Part Number
MO85456
MO85458
MO85459

DRY SUMP BREATHER TANKS

- 3/8" NPT Inlet
- Use as a remote breather/oil separator on dry sump tanks, rear axle housings, etc.
- Designed to be panel-mounted and comes complete with Filtered Breather No. 68815 and drain cock
- Dimensions: 3-1/8" diameter, 6-1/2" tank height without filter

***MO85470**

Dry Sump Breather Tank, 3/8" NPT inlet.



Vacuum/Dry Sump Pump 2.5 Quart

- Eliminates the need for two tanks with a larger capacity 2.5 quart tank complete with dual -12AN fittings allowing hookup from Vacuum Pump and Dry Sump Pump
- All-aluminium, lightweight 3" x 17-1/2" (installed) tank includes mounting clamp to simplify installation
- Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely
- Hand-operated drain cock facilitates tank cleaning

MO85466

Breather Tank, Vacuum/Dry Sump Pump, 2.5 Quart.

Breather Tank -Racing Vacuum Pump

Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps Features -12 AN fittings All aluminium, lightweight tank features mounting straps to simplify installation Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely

Hand-operated drain cock facilitates tank draining Dimensions: 3-1/8" dia., 6-1/2" tank height (without filter), 11-1/2" overall height Separates for easy cleaning

Breather Tank **MO85500**

BREATHER TANKS

- Black polyethylene for light weight
- 2" Breather filter mounted on top
- Four sizes of inlet fittings available
- Can be modified for additional fitting for dual vent hoses
- Aluminium bottom drain fitting
- 3/8" NPT Petcock
- Works with Mounting Bracket Part No. 63401
- Dimensions: 3-1/8" Dia. 7.50" tank height without Breather, 10.50" with Breather

MO85400 - Breather Tank, -12AN Fitting

MO85402 - Breather Tank, -10AN Fitting

MO85404 - Breather Tank, -8AN Fitting

MO85406 - Breather Tank, -6AN Fitting

BREATHER TANK

- Internally Baffled
- Can be use as a remote crankcase breather tank with the installation of Moroso P/N 22635 Positive Seal Fittings
- Designed to be panel-mounted and comes with T-bolt mounting Clamp
- Comes with Breather No. 68815
- Dimensions: 3-1/8" dia., 6-1/2" tank height without filter
- Drain valve

MO85473 - Breather Tank, (2) 3/8" NPT, Female Bungs, 180 Degrees apart



Air/Oil Separator Tank

Use as a remote Air/Oil Separator and Filter on Vacuum Pump Systems.

Designed to be plumbed between the valve cover (usually) and the "IN" side of the Vacuum Pump

Features -12AN Inlets and Outlets and a -6AN Drain

Dimensions: 3-1/8" dia., 6" tank height.

Filtered Oil Separator

Tank for Vacuum Pumps **MO85471**
Twist On Non-Breather Cap **MO 97580**



AIR-OIL SEPARATOR SMALL BODY

- Moroso Air-Oil Separator is plumbed into a vehicle's PCV system and captures the excess crankcase vapors and the residual oil mist from re-entering the intake tract
- Ethanol enriched fuels put off more moisture during the combustion process - the Moroso Air-Oil Separator is an excellent tool for collecting this extra moisture
- Billet Aluminium body is available either with raw or black anodized finish

4.5" tall by 3.75" (clamp installed) diameter body, fits in more places than our standard air-oil separators

- Supplied 3/8", 90° inlet & outlet fittings and 36" of 3/8" rubber hose
- Includes a billet aluminium mounting clamp

The two piece body of the Air-Oil Separator unscrews for cleaning and draining

MO85496 - Air-Oil Separator, Raw Finish



FORD MUSTANG

AIR-OIL SEPARATOR

- Plumbed into a vehicle's PCV system to capture the excess crankcase vapours, residual oil mist and moisture from re-entering the intake tract
- Vehicles from the factory vent these excess crankcase vapours, residual oil mist and moisture right back into the intake manifold which could cause detonation, oil deposits to form in the intake tract including the valves themselves and from lowering the efficiency of the intercooler in intercooler equipped vehicles
- Increases engine performance from cleaner intake air
- Air-Oil Separators have billet aluminium bodies with internal baffling and mesh media
- Includes heavy duty brass inlet and outlet fittings, Fuel/Emission/PCV Vapour hose, stainless steel mounting bracket and billet aluminium mounting clamp for the body of the separator
- Some Vehicle crankcase ventilation systems require that 2 Air-Oil Separator bodies be used to properly capture and ventilate the system

MO85681 - Air-Oil Separator Kit Small Body, Mustang GT, 2015-16, Black Anodized Finish



1 Quart Breather Tanks

1 Quart plastic breather tanks with breather filter mounted on top and lever handle petcock on bottom for easy draining. Features moulded in 1/4" thread inserts for easy mounting. Four inlet fitting sizes available. 4" diameter x 12" overall height.

Breather Tank with -6AN Fitting **JAZ605-025-01**

Breather Tank with -8AN Fitting **JAZ605-825-01**

Breather Tank with -10AN Fitting **JAZ605-125-01**

Breather Tank with -12AN Fitting **JAZ605-225-01**

1 Pint Mini Breather Tanks

1 pint plastic breather tanks with breather filter mounted on top and lever handle petcock on bottom for easy draining. Features moulded in 1/4" thread inserts for easy mounting. Two inlet fitting sizes available. 2-3/8" diameter x 7-3/8" overall height.

Mini Breather Tank with

1/4" Fittings **JAZ605-325-01**

3/8" Fitting **JAZ605-375-01**



Oil Catch Tank

Peterson Spun Aluminium Complete with 2 x -12 AN female ports and -6 AN drain plug. Use oil tank fittings for hose attachment.

Oil Catch Tank with -12 AN Female Ports **PFS08-0400**



BREATHERS / OIL CATCH TANKS

Peterson remote breather cans with internal baffling are excellent when breathing your dry sump tank to atmosphere or running a vacuum system.

Breather Tank

Peterson Spun Aluminium, 3" diameter. Complete with 1 x -12 AN male fitting for oil tank breather and 1 x -8 AN male fitting to breath rear end. Complete with quick drain valve, filter and mounting clamp. Internally baffled.

Remote Breather Tank with Filter **PFS08-0410**



CIRCULATOR PUMPS



Aeroflow Electric Oil Pump

Used to circulate oil through a cooler for diff & manual transmissions or in turbo conversions to feed the turbocharger. With a 15mm inlet and a 8mm outlet the Aeroflow electric oil pump can be used in many other applications that require a low pressure oil feed.

Electric Oil Pump **AF49-1053**



CIRCULATOR PUMP

circulator pumps are used to circulate diff or transmission oil through a fluid cooler. They feature a 5/8" shaft and -8AN male fittings.

Description

Stage 1 Rear End Pump

2 Stage Rear End & Trans Pump

Mount Plate for 9" Rear Ends

Mount Plate for Quickm Change Rear Ends



Part No
PFS01-1030
PFS01-2030
PFS05-2030
PS05-2031

VACUUM PUMPS



VACUUM PUMPS

Extra vacuum increases power by improving ring seal and preventing blow-by, intake-charge contamination and detonation; and by allowing the use of low-tension piston rings for less friction. Moroso's "purpose-built" racing pumps offer all these power advantages and more and are your best alternative over the passenger car "smog pumps" that are being offered by others for race applications. Moroso offers four different model pumps and all the accessories you'll need for your install. These pumps will suit any engine combination and requirement.

"ORIGINAL DESIGN" RACING VACUUM PUMPS

- Pulls Much More Vacuum Than Stock "Smog" Pumps
- Available in 3 or 4 Vane Design
- Billet Aluminium Housing
- Special Vane Material for Improved Seal and Wear
- Special -12AN Inlet/Outlet Fittings Won't Leak
- Completely Rebuildable in 15 Minutes
- Bracket (Available Separately) bolts directly to Big and Small Chevy Heads and any motor plate

MO22640

MO22641

MO22644

MO22645

MO22646

3-Vane Vacuum Pump.

4-Vane Vacuum Pump. For Drag Race cars with dry sump oiling systems where increased crankcase vacuum is desired.

4Vane, -12AN fittings Natural Aluminium Finish Vacuum Pump Service Kit, 3-Vane.

Vacuum Pump Service Kit, 4-Vane.



"ENHANCED DESIGN" RACING VACUUM PUMP

- 4 Vane Pump Weighs 12 oz. less than "Original Style" Racing Vacuum Pump
- Pump is 1" shorter than original design
- New design pulls 13.9% more vacuum
- Achieves greater vacuum sooner
- Rotor is keyed to shaft, eliminating fastener failure
- Contains maintenance free precision sealed roller bearings
- Kit Includes Pump, Billet Adjustable Bracket and Special -12AN Inlet and Outlet Fittings
- Bracket will mount to front or rear of pump and will allow 360° rotation before fastening for choice of inlet/outlet location
- Mounts to motor directly or to motor plate in the same holes as "Original Style" Moroso Vacuum Pump

*Note: Belt length may change depending on mounting location. New belt may be required.

MO22642

MO97642

4-Vane Racing Vacuum Pump.

Vacuum Pump Service Kit, 4-Vane.



ENHANCED DESIGN 3-VANE VACUUM PUMP

We've taken our popular 3-Vane Vacuum Pump and added tricks that we learned when designing our "Enhanced Design" 4 Vane Vacuum Pump and through continual development of our Vacuum Pump line.

- The "Enhanced Design" features allow the pump to pull more vacuum than the "original" style 3-Vane pump
 - Achieves greater vacuum sooner
 - Virtually maintenance free
 - 3-Vane Design weighs less than "original" style pumps
 - Designed with maintenance-free precision sealed roller bearings
 - Does not include a mounting bracket, see Moroso mounting bracket options.
 - Includes -12AN Fittings
- M022840 Enhanced Design 3-Vane Vacuum Pump, Hard Anodized Finish**

**4-Vane Vacuum Pump "Pro Mod" Style Large Cubic Inch And Blower Motors**

Achieves much greater vacuum sooner Flows up to 150% more air volume at low RPMs. Will achieve up to 26 inches of vacuum. Rotor is keyed to shaft, eliminating fastener failure. Utilizes sealed maintenance free bearings. Bracket will mount directly to motor plate and allow 360 degrees of rotation. Kit includes large 4 vane pump, billet adjustable bracket, -16 AN beaded fittings. Pump weighs 7 lbs. 8 ozs. with fittings and bracket included. 4-Vane, Pro Mod Vacuum Pump with mount and hardware.

M022643
M097644

**ENHANCED DESIGN 4-VANE VACUUM PUMP**

Moroso Performance Products has taken its "Enhanced Design" 4 Vane Vacuum Pump, Part No. 22642 and repackaged it so that it does not come with a mounting bracket. We did this due to the amount of mounting bracket options that we currently have. The end result is more versatility in mounting options and a lower buy in price on the pump itself.

- "Enhanced Design" pulls more vacuum
- Can be used efficiently on wet or dry-sump engines
- Achieves greater vacuum sooner
- 4-Vane Design weighs less than "original" style pumps
- Virtually maintenance free, designed with maintenance-free precision sealed roller bearings.
- Includes -12AN fittings
- Does not include a mounting bracket

M022842 Enhanced Design 4-Vane Vacuum Pump, -12AN Fitting, Hard Anodized Finish

**LARGE STYLE 4-VANE VACUUM PUMP WITH DUAL LINE MANIFOLD**

Moroso Performance Products the leader in Vacuum Pump technology just released its "Large Style" 4-Vane Vacuum Pump. This pump was released from feedback from racers and engine builders who craved the performance of the Moroso "Pro-Mod Style" vacuum pump but needed a pump that was physically smaller and lighter.

- Pulls large consistent vacuum numbers
- Creates vacuum quickly and linearly
- Virtually maintenance free, designed with maintenance-free precision sealed roller bearings
- Includes a manifold for dual feed applications or installation of a relief valve
- Comes with a 36 tooth 3/8" pitch 1/2" wide Gilmer pulley, adjustable mounting bracket and -12AN fittings

M022843 Large Style 4-Vane Vacuum Pump

**VACUUM PUMP BRACKETS**

Moroso offers Billet Aluminum Vacuum Pump Mounting Brackets that fit a variety of engine and vacuum pump combinations. These brackets fit the engines directly or mount to a motor plate. Refer to the listings.

- M063909** Moroso "Original" Style Vacuum Pumps. Use this bracket to mount pump to the passenger or drivers side head on a Big Block Ford. Anodized.
- M063910** Moroso "Original" Style Vacuum Pumps. Use this bracket to mount pump to motor plates on ALL engines. Also mounts to Big and Small Block Chevy cylinder heads.
- M063911** Moroso "Original" Style Vacuum Pumps. Mounts to SB Ford, driver or passenger side cylinder heads.
- M063915** Moroso "Enhanced Design" Vacuum Pump. Mounts to Small Block Ford, driver or passenger side cylinder heads.
- M063917** Replacement Bracket for Moroso "Enhanced Design" Vacuum Pump.

**VACUUM PUMP BRACKETS**

- M063817** - Alternator and Vacuum Pump Mounting Kit, SBC, use with Moroso Pump No. 63557 and Moroso Enhanced Design Vacuum Pumps
- M063819** - Alternator and Vacuum Pump Mounting Kit, SBC, use with Meziere Pump and Moroso Enhanced Design Vacuum Pumps
- M063836** - Alternator and Vacuum Pump Mounting Kit, BBC, use with Moroso Pump No. 63547 and Moroso Enhanced Design Vacuum Pumps
- M063837** - Alternator and Vacuum Pump Mounting Kit, BBC, use with CSR Pump and Moroso Enhanced Design Vacuum Pumps
- M063829** - Alternator Mount Kit, SBC, use with Meziere Pump
- M063821** Alternator and Vacuum Pump Mounting Kit, Ford 289/302/351W, use with Meziere Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps

VACUUM PUMP IDLER PULLEY KIT

Idler Pulley clamps the front diameter of a Moroso Enhanced Series Vacuum Pump Unique tensioner system with a heavy duty/high speed bearing reduces belt flap throughout rpm range. Slotted bracket allows for a range of adjustment. Kit contains the Idler Pulley, the Idler Pulley bracket which is constructed out of billet aluminum and includes high quality hardware for years of service

Description
Moroso Idler Pulley Kit For Enhanced Vacuum Pumps

Part No

M063903

**VACUUM PUMP PULLEY V BELT, OFFSET**

- Allows Moroso Vacuum Pumps to be installed in cars with minimal drive mandrel space
 - Hard coat anodized
 - Offset 7/8", 5" diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle
 - Use with Moroso Vacuum Pump Nos. 22640, 22641, 22642, 22644, 22840, 22842 and 22843
- Offset Vacuum Pump Pulley **M064887**

**VACUUM PUMP PULLEY, GILMER TYPE**

- Fits Moroso Racing Vacuum Pumps or similar "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard Gilmer belts with 1/2" width or less
 - Direct, bolt-on installation
 - Precision machined from aircraft-quality aluminum
 - Use with Moroso 3- or 4-Vane Vacuum Pump Nos. 22640, 22641, 22642, 22643, 22644, 22840, 22842 and interchangeable drive components
- Vacuum Pump Pulley, Gilmer Type **M064888**

**Vacuum Pump V-Belt Pulley**

Competition style pulley bolts directly to OEM, Holley® and other "smog" pumps used as engine vacuum pumps to improve ring seal. Precision machined from the highest grade aircraft aluminum and hard coat anodized for extended service life. Deep V-groove ensures belt retention under all racing conditions. Machined with six holes to reduce weight. 5"-diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle. Designed in collaboration with acclaimed Pro Stock engine builder Dale Eicke May be used with Moroso Vacuum Pump No. 22640 and 22641 and crankshaft Pulley No. 23520 and 23523

A.I.R. Pump V-Belt Pulley M064885

**V-Belt Crankshaft Pulleys**

Ideal for driving alternators and/or vacuum pumps at optimum speed. Fits any 1" dia. crank-driven mandrel with 1/8" x 1/8" keyway. CNC machined from billet aluminum with hard coat anodized finish. May be used with Moroso Vacuum Pump No. 22640 and 22641 and Vacuum Pump Pulley No. 64885

2.5" V-Belt Crankshaft Pulley M023520
4" V-Belt Crankshaft Pulley M023523

**Vacuum Pump Pulley, Gilmer Type**

Fits Moroso Racing Vacuum Pumps or "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard Gilmer belts with 3/8-pitch and 3/4" width. 28 tooth, 3-5/16" o.d. Direct, bolt-on installation Precision machined from aircraft-quality aluminum with hard coat anodized finish for extended service life.



Use with Moroso 3 or 4 Vane Racing Vacuum Pumps No. 22640/22641 and Interchangeable Drive Components

Vacuum Pump Pulley, Gilmer Type M064886

BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

Includes 1/8" NPT Fitting and -12AN Fitting. Allows the vacuum pump and vacuum gauge to be connected. Can also be used as a drain back location

Fuel Pump Block-Off Plate, SBC

Fuel Pump Block-Off Plate, BBC, Ford and Chrysler



M065397
M065398

POSITIVE SEAL VENTED FITTING

- Designed to greatly simplify the plumbing of a vacuum pump
 - Screws into side of valve cover
 - Provides leak free o-ring seal on any flat valve cover surface
 - No welding required
 - Blue anodized aluminum
- 12AN Fitting, Positive Sealing. **M022635**

**POSITIVE SEAL 1/8" NPT FITTING**

This handy fitting is designed to facilitate connection of a vacuum gauge to the valve cover without welding. Includes o-rings.

Positive Seal 1/8" NPT Fitting M022632

**BILLET ALUMINUM VACUUM RELIEF VALVES**

Replaces 22638 and 22639

- Two styles (Part No. 22637) allow fastening through valve covers or (Part No. 22636) threaded directly into intake manifold
- Vacuum relief point is adjustable by shimming an internal spring to get the precise amount of vacuum desired
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- They are made of 6061 T6 Billet aluminum and have a smooth, attractive finish

M022636 Billet Aluminum Vacuum Relief Valve, 3/8" NPT. (22638)

M022637 Billet Aluminum Vacuum Relief Valve, 3/4"-16 Thread. (22639)

**Vacuum Pump Regulator**

Regulator screws directly into the vacuum pump's -12AN inlet 360 degree directional adjustability Prevents the need for drilling additional holes in the valve cover

Anodized - Clear

Vacuum Pump Regulator M022633

**VACUUM PUMP REGULATOR**

- Regulator screws directly into vacuum pump's -12AN inlet--no need to drill additional holes in the valve cover
- 360° directional adjustability by turning the built-in adjustment knob to get the precise amount of vacuum desired
- Tightening the integral locknut keeps the adjustment locked until the next adjustment is needed
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- Made from 6061 billet aluminum with a clear anodized finish
- Prevents pulling excess oil out of the crankcase

M022629 Vacuum Pump Regulator, Easy Adjustable Knob

**BILLET ALUMINUM ADJUSTABLE****VACUUM RELIEF VALVES 12AN, Adjustable**

- Vacuum relief point is adjustable by turning the built-in adjustment knob to get the precise amount of vacuum desired. Tightening the integral locknut keeps the adjustment locked until the next adjustment is needed.
 - Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
 - They are made of 6061 aluminum and have a smooth, attractive finish
- M022631 Mounts through sheet metal**

**CVR 4-VANE****VACUUM PUMP**

- Can be used on wet or dry-sump engines
 - Designed with precision sealed roller bearings
 - 4.375" O.D. body, 5.050" from back of pump to pulley mounting flange
 - Precision machined from T6-6061 aluminum
 - Clear hard anodized for extended wear
 - Can be driven as high as 8000 RPM
 - Supplied with two -12AN fittings
 - Supplied with vacuum pump mounting bracket to SBC and BBC cylinder heads or any engine using a motorplate
 - Achieves greater vacuum sooner
 - Maintenance free
- 4-Vane Mechanical Vacuum Pump Kit CVRVP625K**

**CVR 5" VAC PUMP PULLEY**

5" Diameter V-Groove Pulley For CVRVP625K 4-Van Vacuum Pump CVRVS28



ACCUMULATORS & ACCESSORIES



ACCUMULATORS

Moroso Oil Accumulators provide an instantaneous supply of oil when pressure falls below a safe level. Our professional series Accumulator, designed for all-out competition, is now available with a 3- or 1.5-quart capacity. The 1.5-quart version is perfect for Sport Compacts and other vehicles with 4- and 6-cylinder engines while the 3-quart version is for V8 engines. Moroso Accumulators can also be used to manually pre-lube engines before starting to prevent cold-start scuffing and premature bearing wear.

Accumulator, 3 quart capacity, 20-1/8" x 4-1/4" **MO23900**
Accumulator, 1.5 quart capacity, 10" x 4-1/4" **MO23901**
Accumulator, 3 quart capacity, 23" x 4-3/4" **MO23902**
Accumulator 'o' ring kit **MO97530**

ACCUMULATOR MOUNTS

Designed to be easily fastened to any flat surface, these brackets provide safe, sure mount for Moroso Accumulators and include T-Bolt type clamps which are accepted by NHRA.

Accumulator Mount for MO23900 & MO23901 **MO23920**
Accumulator Mount for MO23902 **MO23921**

ONE WAY OIL CHECK VALVE

1/2" NPT to 1/2" NPT one way valve for use with oil accumulators and oil coolers to prevent of oil drain-back.

Check Valve, One Way **MO23875**

12 VOLT SOLENOID VALVE

The 12 volt solenoid valve allows remote control of fluid flow from the driver's seat and is used when using an accumulator to pre lube an engine. Each side of the solenoid valve contains a 1/2" NPT female port and a 1/2" NPT male nipple is also to suit other plumbing needs. The solenoid valve is open when toggle switch is on, when switched off remains closed. Includes toggle switch and 16 gauge wire. A 20-Amp fuse must be used between the power source and the switch.

Solenoid Valve with 1/2" NPT female ports **MO23905**

VAC-U-PAN SYSTEMS



CRANKCASE EVACUATION SYSTEM

• Reduces crankcase pressure throughout entire rpm range for increased piston ring seal, reduced intake charge contamination, and fewer oil leaks

• Track and dyno tests prove significant increases in engine performance
 • Includes 2 each: Oil Separators/Breathers, Breather/Filler Cap Grommets, One-Way Check Valve and Weld-In Nipple for header collector

MO25900

Crankcase Evacuation System.



UNIVERSAL CRANKCASE EVACUATION SYSTEM

For racing applications. Breathers install into 1.25" valve cover holes. Drill and weld the one way valves into the headers to remove excess gases from the engine. Kit includes: 2 x breathers, 2 x grommets, 2 x hose clamps and 2 x one way valve bodies. Hose not included.

RPCP2050

Crankcase Evacuation System

Crankshaft Evacuation System

Designed primarily for drag race applications, this crankcase evacuation system is designed to reduce pressure build-up in the engine crankcase, providing for better piston ring seal, less intake charge contamination, and reduced oil leaks caused by high crankcase pressures, while increasing engine performance. Kit includes two chrome plated Mopar style push-on valve cover breathers, two breather grommets, two check valves and two 3-1/4" long, 45 degree cut/threaded tubes, which must be welded into collectors.

MG6002

Crankcase Evacuation System

MO68780

Replacement Breather Cap

OIL HEATERS

OIL PREHEATERS

• Heater element designed specifically for heating oil; does not scorch or boil the oil like "converted water heater" designs
 • 212 watts of power raises temperature of 12 quarts of oil 60°F in about 30 minutes
 • Element screws into place; available with aluminum or steel 1" NPT fitting
 • 120 volt rating; includes detachable 7-foot cord
 • Length of heating element is 4-1/2" from fitting to tip

MO23990 Oil Preheater, Internal, Steel fitting.

EXTERNAL HEATING PADS

• New and improved lamination process
 • Excellent for pre-heating of oil pans, tanks and automatic transmission pans
 • Available with self-adhesive or hook/spring attachment methods
 • Etched foil design distributes heat evenly
 • Superior grade silicone outer shell resists oil and dirt

MO23995 External Heating Pad, 6" x 12", hook and spring attachment. 360 Watts. 8" 110V cord.

MO23996 External Heating Pad, 5" x 7", self-adhesive. 400 Watts(min). Heats oil from 66°F to 160°F in only 25 minutes. 36" 110V cord.

Perterson Oil Tank Heaters

Pre-heating of oil in dry or wet sump systems is important to ensure good lubrication on initial startup. Immersion style does a great job of pre-heating your oil, however, it requires welding a bung into the tank. 300 Watt immersion style heater. 240 volt detachable cord. Come complete with both steel and aluminum 1/2" NPT bungs.

PFS08-0300

OIL PANS / SUMPS

RUSSELL Street & Strip Pans

• EXTRA CAPACITY
 • WINDAGE TRAY
 • CRANK SCRAPER

FORD 302-351C CORTINA/CAPRI INCLUDES PICKUP **RP2104**

FORD 302W CAPRI/CORTINA INCLUDES PICKUP **RP2105**

FORD 351W CAPRI/CORTINA INCLUDES PICKUP **RP2106**

FORD 351W XM-XE FALCON **RP2003**

FORD 429-460 XR-XE FALCON **RP2008**

HOLDEN 149-202 HQ-WB/LH-UC TORANA **RP2108**

HOLDEN 149-202 LC-LJ TORANA **RP2109**

HOLDEN 149-202 VB-VK COMMODORE **RP2110**

HOLDEN 253-308 VB-VN COMMODORE **RP2102**

HOLDEN 253-308 LC-LJ **RP2103**

HOLDEN/CHEV 262-400 LH-LX-UC TORANA **RP2202LH**

HOLDEN/CHEV 262-400 LC-LJ TORANA **RP2202LJ**

HOLDEN/CHEV 396-454 HQ-WB CHEV **RP2204**

HOLDEN HQ-WB 308 HI-VOL OIL PICK UP **RP2101-PU**

HOLDEN HQ-WB SBC HQ-WB, 2-PCE SEAL R/H **RP2201-RH**

LH LX UC TORANA SBC WITH **RP2202LH-1PC**

1 PIECE REAR SEAL, RH DIP **RP2202LH-RH**

LH-UC TORANA SBC RH DIP, 2PC SEAL **RP2202LJ-1PC**

LC-LJ TORANA SBC, 1 PC REAR SEAL **RP2202LJ-RH**

LC LJ TORANA SBC, **RP2202LJ-RH**

2 PIECE REAR SEAL R/H DIPSTICK **RP2308HK**

HOLDEN HK-HG SBC,

HOLDEN HK-HG 253-308 EXCHANGE

RP2308HK

RP2308HK

RP2308HK

RP2308HK

RP2308HK

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RP2308HK



PROFORM CHROME STREET OIL PANS

Attractive chrome plated, stock style oil pans. Use with stock style oil pickups.

Application **Part No.**
 Chev Small Block 1955-79, LH Dipstick **PR66162**
 Chev Small Block 1980-85, RH Dipstick **PR66132**
 Chev Big Block 1965-90, RH Dipstick **PR66611**
 Chrysler Small Block 273-340 1964-87 **PR66188**
 Chrysler Big Block 361-440 & 426 Hemi **PR66189**
 Ford 289-302 Windsor 1965-87 **PR66187**



MR Gasket Finned Oil Pan

Fully polished finned aluminium oil pan is precision die-cast and machined for a perfect fit. Pan is complete with drain plug and mounting bolts. 5 quart capacity. **MG5415 Chev SB 1955-79 (except 62-67 Chevy II), Corvette 1955-65**

Magnetic Oil Pan Drain Plug

The magnetic drain plug accumulates metal particles found in the oil, preventing possible damage to the engine. 1/2"-20 Thread. Fits all Chevrolet, Chrysler 1962-83; Ford 1957-83; all Pontiac V8; Olds 1966-83 **MG15**



LS1 F-Body Oil Pan

The original-equipment oil pan on 1998-2002 LS1-powered Camaros and Firebirds, this low-profile, rear sump oil pan fits all LS-series engines. Includes gasket, drain plug, bolts and sensor. Pickup, windage tray, dipstick and tube sold separately.

F-Body LS1 Oil Pan **GM12628771**
Oil Pickup **GM12558251**
Windage Tray **GM12558253**
Dipstick Tube **GM12551577**
Dipstick **GM12551581**



GM LS retrofit engine oil pans

GM's popular LS engines are finding their way into a large variety of vehicles. They make great power, plus they're very durable and reliable. Unfortunately, the factory LS pans don't always fit or they hang too low for today's hot rods. Holley's new LS Retro-fit Engine Oil Pan is designed to help! It provides maximum clearance to the chassis and ground, plus provides an OEM fitment for durability and proper sealing.

GM LS RETRO-FIT OIL PAN 1955-87 GM/MUSCLE CAR/CLASSIC CAR/TRUCKS H0302-1



GM LS Retro-fit Engine

Oil Pan With Extra Clearance

• Designed for LS engine retrofit installations in GM muscle/classic car and truck chassis requiring more oil pan to chassis clearance around the front half of the oil pan. Perfect for: 67-69 Camaro/Firebird, 68-74 Nova/Apollo/Ventura/Omega

• NOTE - Oil pan #302-2 may not be used with LS7 engines or "stroker" engines greater than 3.62".
 • Can be used anywhere a GM F-Body oil pan can be used
 • New applications will be added as testing confirms fitment

• Provides OEM fitment - OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing, proper structural rigidity and OEM bell-housing attachments.
 • Provides maximum clearance for vehicles where the steering linkage is behind the engine crossmember.
 • Cast and machined aluminum

• Complete kit includes sump baffle, OE style pick-up tube, sump plug, oil filter stud, oil passage cover, etc.

GM LS Retro-fit Oil Pan - 1955-87 GM/Muscle Car/Classic Car/Trucks H0302-2



STANDARD REPLACEMENT OIL PANS

AeroFlow now offer factory style steel replacement pans for most popular V8 engines. Save repairing your rusty, beaten up, leaky 40 year old oil pans or searching wrecking yards for substandard replacements! Available in chrome, black and raw unpainted finishes.

SUPER OIL PANS

AeroFlow's range of super oil pans available for most popular V8 engines are the perfect choice for street or track driven high performance engines. These pans start out as new stamped steel pans which are customised with specially designed extra oil capacity wings. These wings allow extra oil capacity without affecting ground clearance which helps maintain more constant oil temperatures for reliability and feature windage trays and crank scrapers. Available in chrome, black and raw unpainted finishes.



Magnetic Drain Plug 1/2"-20

AeroFlow's magnetic drain plug traps particles to prevent recirculation and engine damage. Fits most pans in the market and features a 1/2"-20 thread. **AF59-2001**



Holden 253-308 HQ-WB Holden, Torana LH-UC

AF82-7002C
AF82-7002BLK
AF82-7002

Chrome
Black
Raw



Chevy S/B Chev LH dipstick rear Sump

AF82-9005C
AF82-9005BLK
AF82-9005

Chrome
Black
Raw



Chevy S/B Chev RH dipstick rear Sump

AF82-9092C
AF82-9092BLK
AF82-9092

Chrome
Black
Raw



Chevy S/B Chev RH dipstick 1986 onwards

AF82-9414C
AF82-9414BLK
AF82-9414

Chrome
Black
Raw



Ford 289-302W front sump

AF82-9078C
AF82-9078BLK
AF82-9078

Chrome
Black
Raw



Ford 351C front sump

AF82-9310C
AF82-9310BLK
AF82-9310

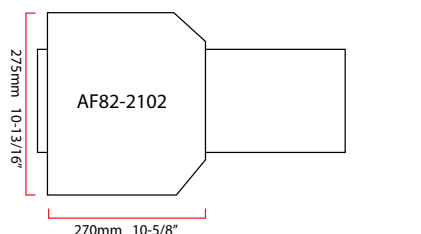
Chrome
Black
Raw



Holden (GM Australia)

253-308 VB -VT

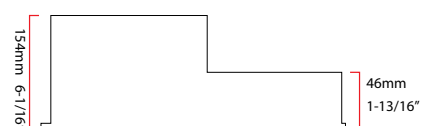
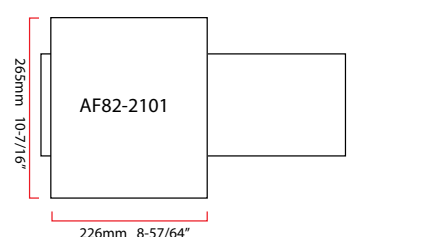
AF82-2102



Holden (GM Australia)

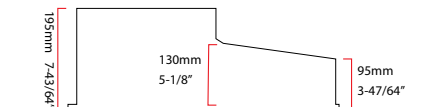
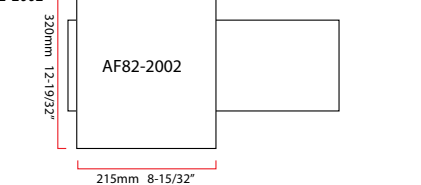
253-308 HQ -WB, LH-UC

AF82-2101



Ford 289W - 302W XR to XF Falcon (Ford Australia)

Fits: Ford, Mercury & Cobra kit car front sump applications (except Mustang II)
AF82-2002

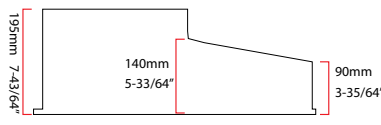
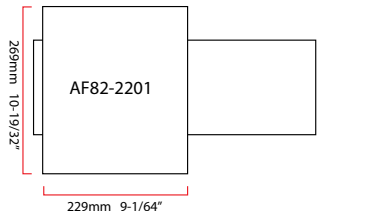


S/B Chev into (GM Australia) HQ-WB

2pc rear main seal

Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)

AF82-2201



S/B Chev into (GM Australia) HQ-WB

1pc rear main seal

Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)

AF82-2201-1PC

Dimensions same as AF82-2201



S/B Chev into (GM Australia) HQ-WB

2pc R/H Dipstick

Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)

AF82-2201-RH

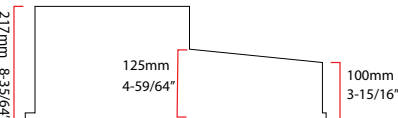
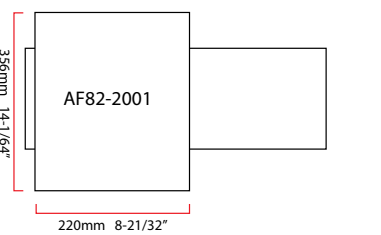
Dimensions same as AF82-2201



Ford 302C / 351C XR to XF Falcon (Ford Australia)

Fits: Most front sump production chassis (except Mustang II)

AF82-2001





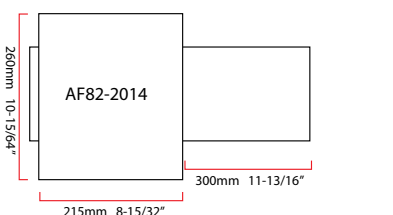
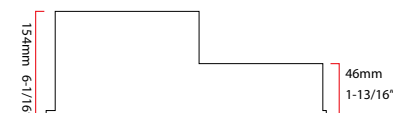
LS Series Chevy into Holden (GM Australia) HQ-WB

Conversion pan for rear sump applications. With trap door.

Fits: 1968-72 Nova, 1965-72 Chevelle, 1967-69 Camaro, can also be used in additional applications; check dimensions for clearance.

AF82-2014

AF82-2012 with oil filter mount

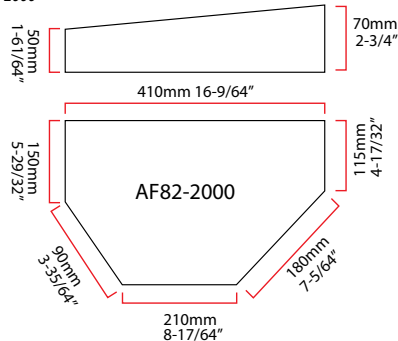


Nissan SR20 180SX - 200SX Silvia S13 - S15

(Pan has trap doors & 1/2" NPT port)

Fits: Rear wheel drive applications, 4.5L capacity

AF82-2000



VT-VZ LS Chev

VE-VF LS Chev

LS CHEVY COMPETITION BAFFLE INSERT

LS series Chevy's are prone to oil starvation at high speed cornering, braking and acceleration, especially at high RPM where oil windage is more common. Aeroflow's baffle plate with trap doors completely encloses the oil pump pickup for protection and oil starvation in racing conditions and when oil level is low. This baffle plate with trap doors is a direct replacement for the stock baffle. Manufactured from aircraft grade aluminium and designed to fit Commodore VT - VF. Note: Some modifications required to fit early LS pans.

AF82-2010 VT-VZ LS Chev baffle insert

suits Commodore / GTO pan

AF82-2011 VE-VF LS Chev baffle insert

suits Commodore / G8 pan

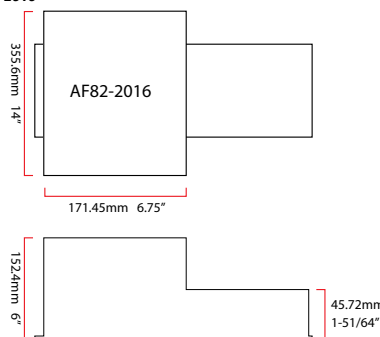


To suit LS Series Chevy into Front Sump Holden

Conversion pan for front sump applications. With trap door.

Fits: 1978-2007 front sump Holden Commodores can also be used in additional applications; check dimensions for clearance. Designed to be used with OEM pickup GM part# 12572654.

AF82-2016



Oil Pan Pick Ups

AF82-2407 Suits front sump Holden V8

AF82-2406 Suits Rear sump Holden V8

AF82-2405 Suits rear sump LS into Holden

AF82-2408 LS oil pickup tube support brace.



Oil pickup suits rear sump AF82-2014



CHEVROLET SMALL BLOCK

Fits Chev Small Block pre-1980 Blocks with Driver-side Dipstick. Suits most chassis but may need cross-member modification.

- 7 Quart Capacity, 8-1/4" Deep • Kicked out sump
- Accepts strokes up to 4.125" with steel rods
- Provision for Universal Dipstick Kit No. M025970
- Compatible with most starter/flywheel combinations

Description

Deep Sump, Steel, Clear Zinc Plated

Pickup for Stock Style Oil Pumps

Pickup for Chev Big Block Oil Pump

Oil Pump & Pickup Package - Std Volume

Oil Pump & Pickup Package - High Volume

Windage Tray

Oil Pan Baffle

Crank Scraper

Part No.

M020195

M024170

M024320

M022124

M022134

M023020

M023000

M025800

CHEVROLET SMALL BLOCK

Fits Chev Small Block Pre-1980 and aftermarket blocks with stock width oil pan rails.

- 7 Quart Capacity, 8-1/4" Deep
- Accepts 4" strokes with steel rods
- Core based oil pan utilizing stock pan rail bolt pattern
- 8-1/4" rear sump depth and 4-3/4" front sump depth
- Passenger-side kick-out for increased horsepower
- Solid louvered tray with main cap partitions
- For use with 168 and 153-tooth flywheel combinations
- Clears most cross-members

Description

SBC with LH Dipstick, Clear Zinc Plated Steel

Pickup for Stock Style Oil Pumps

Pickup for Chev Big Block Oil Pump

Oil Pump & Pickup Package - Std Volume

Oil Pump & Pickup Package - High Volume

Universal Dipstick Kit

Part No.

M021017

M024170

M024320

M022124

M022134

M025970

CHEVROLET SMALL BLOCK

Fits most chassis with Dart/Rocket Blocks but may need cross-member modification.

- Kicked out sump
- 7 Quart Capacity, 8-1/4" Deep
- Trap door baffle for improved oil control
- Increases rigidity for improved fit and sealing
- Reduced Oil Temperature
- Compatible with most starter/flywheel combinations

Street Performance Deep Sump, Painted Steel

M020192



CHEVROLET SMALL BLOCK

Application: 1986

and Newer Blocks

with a One Piece

Rear Main Seal

Wet Sump, 7 Quart

Capacity, 7.5" Deep

•Cost-effective Circle Track oil pan with

Moroso quality and performance

•Trap door baffles for oil control •Removable louvered windage tray

•Built-in crankscraper •Accepts 3.80" stroke with steel rods

•Accepts most starter and flywheel combinations

•Will not fit engine blocks with splayed main caps

Chevrolet Small Block M021320



DART/ROCKET BLOCK

Dart/Rocket

Block Fits: Most

chassis with

Dart/Rocket Blocks,

8 1/4" Deep

(May require cross-member modification)

•Kicked-out sump

•Trap door baffle for improved oil control

•Crank scraper welded to pan •Uni-directional screen windage tray

•Compatible with most starter/flywheel combinations

Dart/Rocket Block

M020193



Moroso Small Block Chev 7 Quart Oil Pans

- 7 Quart (6.6 Litre) Capacity
- Accepts up to 3.80" stroke with steel rods
- Kicked-out sump
- Trap door baffle for improved oil control
- Compatible with most starter/flywheel combinations
- Will clear most stock exhaust and headers
- Optional crank scraper & uni-directional windage tray screen

S/B Chev Pre-1980, L/H Dipstick M020190

S/B Chev Pre-1980, L/H Dipstick, M020191

with Crank Scraper & Windage Tray M020200

S/B Chev 1980-85 & Dart SHP, R/H Dipstick M020201

S/B Chev 1980-85 & Dart SHP, R/H Dipstick, M020201

with Crank Scraper & Windage Tray M020201

S/B Chev 1986-on, R/H Dipstick, 1-Piece Rear Seal M020205

S/B Chev 1986-on, R/H Dipstick, 1-Piece Rear Seal M020206

with Crank Scraper & Windage Tray M020206

Oil Pickup for MEM-155HV Oil Pump (S/B Chev) M024360

DART IRON EAGLE CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity,
8-1/4" Deep
Steel, Clear
Zinc,
Dart/Rocket
Block

•Accepts 4.25"
strokes with steel
rods

- For use with 168-tooth flywheel combination
- Partition-louvered windage tray
- Cross-member modifications may be required

Dart Iron Eagle Chevrolet Small Block MO201019

**CHEVROLET SMALL BLOCK ROAD RACE BAFFLED OIL PAN**

Fits most GM chassis (except 1962-'67 Chevy II, V-8 Vega and Monza), Rear Sump is 7.5" deep, 12" wide and 10.5" long

- 7 Quart Capacity
- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 3 trap door baffles, 2 runners for oil control in Road Racing, also makes an excellent Drag Race oil pan
- Has a built in crank scraper, removable screen windage tray and anti-slosh to free up horsepower
- Rear Sump is 7.5" Deep, 12" wide and 10.5" long
- Steel with a clear zinc finish
- Compatible with most starter/flywheel combinations

Description	Part No.
SB Chev Pre-1980, 2-Piece Main, L/H Dipstick	MO21813
SB Chev 1980-85, 2-Piece Main, R/H Dipstick (Dart SHP)	MO21814
SB Chev 1986-On, 1-Piece Main, R/H Dipstick	MO21815
Oil Pick-Up 5/8", Moroso 22101 or Mellings ME55 & ME55A Pump	MO24212
Oil Pick-Up 5/8", Moroso 22111 or Mellings ME55HV & M10550 Pump	MO24213

**MOROSO DART LS NEXT OIL PAN**

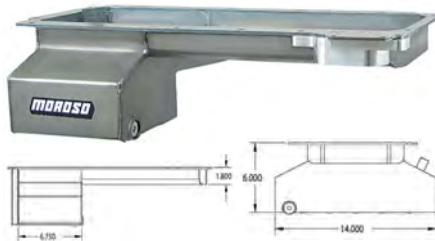
- Kit includes Dart LS Next oil pan and Moroso Part No 22934, Billet Aluminium Spacers with mounting hardware
- Oil pan has a 3/16" thick precision laser cut steel rail specifically designed for the LS Next Engine Block
- Features a trap door baffle and a removable windage tray that wraps around the oil pump for horsepower savings and oil control
- Has a 16 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 2 1/4" deep to the beginning of the 6" deep sump
- The sump is 8 1/4" long and 8 3/4" wide
- Clears 4.125" stroke with most steel rods
- The included billet aluminium spacers, mount between the engine block and the oil pan with the supplied mounting hardware, sealing via the built in O-ring groove and requires a stock GM LS Gasket

Description	Part No.
Moroso Dart LS Next Oil Pan 7 Quart (6.6 Liters)	MO20144
Pick-Up To Suit MO20144 Oil Pan	MO24144

**DART LS NEXT OIL PAN SPACER KIT**

- This oil pan spacer kit contains a right and left billet aluminium spacers, mounting hardware that is included in Moroso Part No. 20144 Dart LS Next Oil Pan Kit
- This spacer kit is designed to mount the following GM LS oil pans"; Moroso, O.E.M. or other aftermarket oil pans to DART LS Next engine blocks
- Billet Aluminium Spacers have a built in oil ring groove on the side that mounts between the spacer and the engine block, on the other side of the spacer is a smooth surface that oil pan gasket mounts between it and the oil pan
- Includes mounting hardware, billet aluminium spacers have mounting holes for A/C and P/S brackets

Oil Pan Spacer Kit, Dart LS Next, non-skirted engine block
MO22934

**CHEV & HOLDEN LS SERIES**

Fits: LS Engine Conversions that require a Front Sump (Check Measurements). Features a race proven diamond shape four trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during Drifting, Road Racing and Drag Racing

- Wet Sump, 6.5 Quart Capacity, 6" Deep, 14" Wide, 7.75" Long, Baffled
- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods
- Oil Pan Design moves oil away from the rotating assembly for oil control and horsepower saving
- Accepts GM Part #12558253 Windage Tray with modification
- Designed to be used with 2004-2006 Pontiac GTO O.E.M. Oil Pump Pick up, GM Part #12572654
- Two straight -10AN fittings for remote filter installation includes -10AN Male billet aluminium oil filter adapter has a 1/4" N.P.T. sensor port
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

Description	Part Number
Chev & Holden LS Series Oil Pan	MO20146
Oil Pick-up suit MO20138 & MO20146	MO24052

**CHEV & HOLDEN LS SERIES**

Wet Sump 5 Quart Capacity, 6" Deep, 8.5" Wide, 8.375" Long
Engine Application: GM LS Series Fits: LS Engine Conversions that require a Rear Sump (Check Measurements)

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminium construction
- Clears 4.125" stroke with most steel rods and can be used with Moroso No. 22941 Windage Tray
- Front of the oil pan is 1.813" deep to the beginning of the 6" Deep, 8.107" Wide and 8.378" long sump
- Anti-climb baffle
- Features a billet aluminium adapter that allows a 13/16" thread Moroso or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Magnetic drain plug and uses a stock dipstick

Description	Part No.
Chev & Holden LS Series Oil Pan	MO20145

**CHEV & HOLDEN LS SERIES FRONT PAN WITH OIL FILTER ADAPTER**

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.25" stroke with most steel rods
- Features a race proven diamond shape four trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during Drifting, Road Racing and Drag Racing
- Oil Pan Design moves oil away from the rotating assembly for oil control and horsepower saving
- Accepts GM Part #12558253 Windage Tray with modification
- Designed to be used with 2004-2006 Pontiac GTO O.E.M. Oil Pump Pick up, GM Part #12572654
- Features a detachable, billet aluminium Spin-On oil filter adapter with a 1/4" N.P.T. sensor port that accepts a 13/16" thread Moroso Part No. 22463 or O.E.M. Spin-On oil filter
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

Description	Part No.
Chev & Holden LS Series Front Pan With Oil Filter Adapter	MO20138

CHEV & HOLDEN LS SERIES

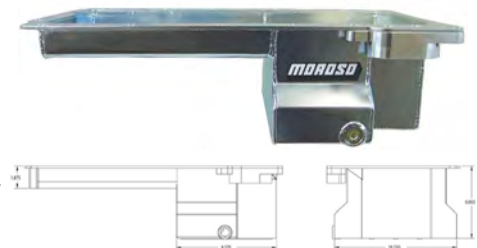
Chev & Holden
LS Series engines,
Fits HQ-WB (not
commodore)

1967-92 Camaro, 1968-78 Nova,
1965-72 Chevelle, 1953-96 Corvette.

Designed with a deeper front sump allowing the installation of a Windage Tray (MO22941 sold separately)

- Trap-door baffling for improved oil control
- Clears 4.125" stroke with most steel rods
- -10AN fitting for remote filter
- Use stock dipstick

Description	Part No.
Chev & Holden LS Series Louvered Windage Tray	MO20141 MO22941.

**CHEV & HOLDEN LS SERIES ROAD RACE OIL PAN**

GM LS SERIES, REAR SUMP SWAP, ROAD RACE BAFFLED, REMOTE FILTER Fits: '68-72 Nova, '65-72 Chevelle, '67-'69 Camaro, Can also be used in additional applications check dimensions for clearance

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods and can be used with Moroso No. 22941 Windage Tray
- Front of the oil pan is 1 7/8" deep to the beginning of the 6" deep sump
- The sump is 9-11/16" long and 10 1/4" wide
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Included billet aluminium adapter with Two straight -10AN fittings for remote filter installation
- Uses stock dipstick

Description	Part No.
Chev & Holden LS Series Road Race Oil Pan	MO20148

**CHEV & HOLDEN LS1 / LS6**

Chev & Holden LS-1/ LS-6

engines. Fits late
model F-Body
Camaro & Firebird.

Does not fit Holden Commodore.

- 6 Quart Capacity, 6" Deep
- Includes tray and pickup
- Trap door baffle for improved oil control
- Clears 4.125" stroke with most steel rods
- Louvered Windage Tray
- -10AN Fitting for remote oil filter

Deep Sump, Fully Fabricated Aluminium Pan MO21150

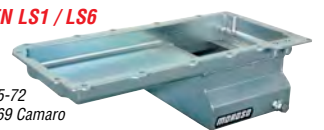
CHEV & HOLDEN LS1 / LS6

Chev & Holden
LS-1/ LS-6 engines.

Fits HQ-WB Holden,
1968-72 Nova, 1965-72
Chevelle and 1967-69 Camaro
for clearance

- 7 Quart Capacity, 6" Deep
- -10AN fitting for remote filter
- Trap-door baffling for improved oil control
- Clears 4.125" stroke with most steel rods
- Use Stock Dipstick

Description	Part No.
Clear Zinc Plated, Steel Pan	MO20140
Pickup for Stock or High Volume Oil Pumps	MO24050

**CHEVROLET BIG BLOCK**

Fits: Most Chassis with
Mark IV Engines, Stock
Replacement for GM Stock
2 or 4 Bolt Main
Blocks.

- 5 Quart Capacity, 7-3/4" Deep
- Anti-slosh internal baffling
- Accepts up to 4.25" stroke with steel rods

Stock Configuration, Steel, Clear Zinc Plating MO20449

CHEVROLET BIG BLOCK

Big Block Chevy Gen IV, fits
most chassis where
crossmember modification
has been done

- 6 Quart Capacity, 8" Deep
- Kicked out sump
- Trap-door baffling for improved oil control
- Modified front sump to accept larger stroke
- Accepts strokes up to 4.625" with steel rods
- Compatible with most starter/flywheel combinations

Description	Part No.
Street Performance Deep Sump, Painted Steel	MO20405
Windage Tray	MO23030
Oil Pan Baffle	MO23010
Crank Scraper	MO25830
Universal Dipstick Kit	MO25970



CHEVROLET BIG BLOCK GEN V & VI

Fits: Most GM Chassis, including 1964-72 Chevelle, Cutlass, Skylark, Tempest/GTO using Gen V & VI Engines.

- Kicked out sump
- 6 Quart Capacity, 8" Deep
- Accommodates the stock GM main-cap mounted windage tray
- Trap-door baffling for improved oil control
- Accepts strokes up to 4.625" with steel rods
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps
Windage Tray
Oil Pan Baffle
Crank Scraper
Universal Dipstick Kit

Part No.
MO20413
MO24440
MO23030
MO23010
MO25830
MO25970



CHEVROLET BIG BLOCK - DRAG RACE

Fits Gen IV Blocks in Competition Eliminator, Super Gas, Super Comp and Bracket cars with no crossmember under engine.

- 7 Quart Capacity, 8" Deep
- Aluminium fabricated oil pan, utilizing "race" pan rail bolt pattern
- Double kick-out ensures large stroke and main cap clearance
- Internal uni-directional screen and pan rail bolt access bungs
- For use with 168 tooth flywheel combination
- 1" deep mini sump design works with Moroso billet oil pumps
- Billet end seals ensure consistent sealing surface
- Accepts 4.75" stroke with aluminium rods

Description

Drag Racing Fabricated Aluminium Pan
Pickup for Stock Style Oil Pumps
Pickup (Offset to middle of sump)

Part No.
MO21600
MO24440
MO24441



CHRYSLER SMALL BLOCK 273-340

Fits Chrysler 273-340 small block in most production chassis.

- Anti slosh baffling
- 8 Quart Capacity, 10" Deep
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20710
MO24700



CHRYSLER SMALL BLOCK 360

Fits Chrysler 360 small block in most production chassis.

- 8 Quart Capacity, 10" Deep
- Anti slosh baffling
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20730
MO24700



FORD 289-351 WINDSOR

Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans

- 7 Quart Capacity, 8" Deep • Kicked out sump
- Oil retention baffle
- Will clear 302 and 351W 4-Bolt center mains only
- Will not clear 4-Bolt front and rear main caps without mods
- Compatible with most starter/flywheel combinations
- Requires Universal Dipstick Kit MO25970

Description

289-302W Clear Zinc Plated Steel
351W Clear Zinc Plated Steel
Pickup for MO20502 with Stock Oil Pumps
Pickup for MO20507 with Stock Oil Pumps
Louvered Windage Tray for MO20502

Part No.
MO20502
MO20507
MO24520
MO24507
MO22930



FORD 289-302 WINDSOR

289-302W Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump

- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 289-302W with 4-bolt centre mains only
- Will not clear 289-302W with 4-bolt Front and Rear Main Caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance
- Requires Universal Dipstick Kit No. 25970
- For use with 4-piece, front sump gasket

Description

Pickup for 289-302 with Stock Style Oil Pumps
Pickup for 351 with Stock Style Oil Pumps

Part No.
MO20503
MO24523
MO24507



FORD 302-351 CLEVELAND

Fits 302-351 Cleveland and 351M into most front sump production chassis except Mustang II.

- 7 Quart Capacity, 8" Deep
- Oil sump retaining system
- Reduces oil temperature • Magnetic drain plug
- Compatible with most starter/flywheel combinations

Description

Kicked out Front Sump, Clear Zinc Plated Steel
Pickup for Stock Oil Pumps
Louvered Windage Tray
Tray Mounting Studs

Part No.
MO20558
MO24558
MO22939
MO38192



FORD 302-351 CLEVELAND

Stock replacement style, front sump pan for 302-351 Cleveland and 351M. Fits most chassis.

- Magnetic drain plug
- Oil sump retaining system
- 6 Quart Capacity, 8-1/4" Deep
- Compatible with most starter/flywheel combinations

Description

Stock Configuration, Front Sump, Unplated Steel
Louvered Windage Tray
Tray Mounting Studs

Part No.
MO20557
MO22939
MO38192



FORD WINDSOR DART / SVO / WORLD

Fits Ford XM-XE, Suit DART, SVO & WORLD Block, 4 Bolt Front & Rear Main Caps

- Front Sump
- Kicked-Out Sump
- Oil Retention Baffle
- Requires Universal Dipstick MO25970
- Billet Seal Ends

Sump **MO20536**
Pickup **MO24507**



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump

- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 351W with 4-bolt centre mains only
- Will not clear 351W with 4-bolt Front and Rear Main Caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance
- For use with 4-piece, front sump gasket

Description

Ford 351 Windsor

MO2050



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Fully Fabricated, Kicked-out Sump

- Fits: Late Model, Pro Stock, SK Modified® with tube snout chassis and no cross-members or steering linkages located under engine
- Five trap door baffling for oil control
- Built-in scraper on passenger-side • Reduces oil temperature
- Built-in dipstick • Clears all 4-bolt main caps
- Accepts 4.250" stroke with steel rods with scraper modification
- Accepts most starter and flywheel combinations
- For use with 1-piece, rear sump gasket

Description

Ford 351 Windsor

MO20522



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Rear Sump.

Fits: 1979-up Mustang, 1981-88

Thunderbird, Cougar, 1979-86

Capri and other Ford Rear Sump applications (except Mustang II)

- Fully fabricated, works with stock gasket • Pan rail kick-out design for increased horsepower • Increased sump capacity
- Open sump design allows bolt-on trays • Clears all 4-bolt main caps
- Works with most starter and flywheel combinations
- Requires Universal Dipstick Kit No. 25970
- For use with 1-piece, rear sump gasket

Description

Ford 351 Windsor

MO20532



FORD BIG BLOCK 429-460

Fits Ford 429-460

Big Block in tube-chassis

Bracket and Super

Classes including

dragsters, roadsters,

door slammers, etc.

• Wet Sump, 7 Quart Capacity, 8-1/2" Deep

• Core based oil pan, utilizing stock pan rail bolt pattern

• Increased sump capacity, and trap door baffling

• Requires Moroso Universal Dipstick MO25970

• Stock starter with 184-tooth flywheel

Description

429-460 Clear Zinc Plated Steel

Pickup (bolt on) for 4 Bolt Main & SVO Oil Pump

Universal Dipstick Kit

Part No.
MO20614
MO24505
MO25970



FORD BIG BLOCK FE 352-428

Fits Ford 352-428 FE Big Block in most front sump production chassis except Mustang II.

- Oil sump retaining system
- 7 Quart Capacity, 7-1/2" Deep
- Oil sump tray removable • Reduces oil temperature
- Magnetic drain plug

Description

Deep Front Sump, Clear Zinc Plated Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20609
MO24609



MAZDA 13B ROTARY

Fits Mazda RX-3 & RX-4 models; several rotary engine conversions including 1981-84 Toyota Starlet, 1964-83 Toyota Corolla, 1971-73 Datsun 1200 & others with little or no crossmember modifications; also tube chassis cars. • 6-1/4 Quart Capacity, 4" Deep

- Rugged 3/8" thick billet aluminium gasket rail with integral cross-brace serves as a girdle to greatly strengthen the entire engine assembly and reduce flexing under hard driving
- Fully fabricated • Dual trap door baffles
- Enlarged sump increases capacity to 6-1/4 quarts (with stock oil cooler installed), while adding only a quarter-inch in depth to provide ample ground clearance
- Includes oil temperature sender provisions
- Includes magnetic drain plug with extra copper washer, pan mounting kit with hex-drive steel studs to eliminate stripping the engine block and serrated-face flare nuts to withstand vibration
- Accommodates stock pan gasket and dipstick (with modification)

Deep Rear Sump, Fabricated Aluminium Pan

MO20942



MITSUBISHI 4G63

Fits: 1989-92 1/2

Mitsubishi Lancer

including VR4 and EVO.

Can be used with Front and All Wheel Drive.

- 6-1/4 Quart Capacity, 6-1/2" Deep
- One piece, 1/4" thick billet aluminium pan rail
- Trap door baffles provide adequate oil control
- Built-in mounting flange allows use of the stock turbo drain tube
- 1/2" NPT pump accommodates oil temperature sender
- Includes mounting kit with hex-drive studs and serrated-face nuts
- Magnetic drain plug included

Kicked-Out Sump, Aluminium Pan

MO20960



MITSUBISHI EVO 10

Fits: 2008-Up Mitsubishi EVO 10, will fit with factory air conditioning. Oil Pan, Fabricated Aluminium, Race Baffled for Mitsubishi Evo 10, 2008-Up. Engine Application: Mitsubishi 4B11T engines

- Has a .375" thick billet aluminium oil pan rail with a fabricated .100" thick aluminium sump
- Features a race-proven, three door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Holds 1.5 more quarts than stock
- 1/2" NPT fitting for oil temperature sensor and O-ring style drain plug
- Includes mounting kit with hex drive steel studs and serrated-faced flange nuts
- Reuses stock air conditioning hardware and bedplate

Mitsubishi EVO 10 Fabricated Aluminium Oil Pan

MO20969



MITSUBISHI EVO 7, 8, 9, ROAD RACE

BAFFLED OIL PAN

Aluminium, Wet Sump, 6.5 Quart Capacity Engine Application: Mitsubishi 4G63T I4 Race Baffled Fits: 2001-2007 Mitsubishi Evo, 7, 8, 9 with aftermarket lower intercooler pipe

- Has a 3/8" thick billet aluminium oil pan rail with a fabricated aluminium sump that is 3/4" deeper than the stock oil pan
- Features a race-proven, trap door assembly and an anti-slosh baffle that keeps oil contained in the oil pump pickup area during road racing and drag racing
- To free up horsepower and to help with oil temps, the oil pan also features a removable windage tray and crank scraper
- Holds 1.5 more quarts than stock, 6.5 quart capacity
- Has an accommodation for stock or aftermarket oil return lines
- Includes a heavy duty, bolt-on oil pump pickup
- Magnetic drain plug and a mounting kit comprised of hex drive steel studs and serrated flange nuts are included
- Uses stock dipstick
- 1/2" NPT fitting for oil temperature sender

Description

Mitsubishi EVO 7, 8, 9, Road Race Baffled

Part No.
MO20967

NISSAN SR20DET

Engine Application:
Nissan, SR20-Rear
Wheel Drive

- Manufactured from aircraft aluminium
- Dual internal baffling insures oil control not present in an OE oil Pan • Magnetic drain plug included
- Bolt-in upgrade replaces OEM steel pan
- Use Stock Oil Pump & Pickup • 1/4" aluminium rail
- Metric studs and nuts included • Oil Temperature provision

Nissan SR20DET Fabricated Aluminium Pan MO20975



SUBARU EJ20 & EJ25

Fits Subaru EJ20/EJ25 in
Impreza Gen. 1, 2, 3, Liberty
Gen. 1, Gen. 2 and Forester

- 1 and universal applications such as Sand Rails, Clears Stock and Twin Type Headers. Competition Baffled for Rally, Road Race, Drag Race and Sand Rail.
- 5 Quart Capacity • Fabricated aluminium with billet pan rail
- Bottom of oil pan is finned for heat dissipation
- Windage tray for increased horsepower saving and oil control
- 1/2" NPT fitting for crank case ventilation or for head drain back
- 1/2" NPT fitting for oil temperature sender
- Oil pump pickup and pan gasket and mounting hardware included • Included adapter allows use of factory dipstick

EJ20 - EJ25 Oil Pan, Aluminium with Billet Rail MO20965



ACURA/HONDA B SERIES

Engine Application:
Acura VTEC, Non-VTEC
and Honda 1.6L B16A3

- Steel, Clear Zinc
- Kicked-out sump
- Includes 6 trap doors, 2 baffles and a removable sump tray
- Turbo/Supercharger oil drain back and temperature sensor bung
- Magnetic drain plug
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations
- Use with stock Honda oil pan gasket

Acura/Honda B Series MO20910



FABRICATED ALUMINIUM OIL PAN

- Made from strong & lightweight aluminium
- 100% Tig welded seams
- Engineered baffles for excellent oil control and pick up feed
- Thick aluminium pan rails and seal areas for a leak free seal and to prevent warping
- Drain plug included

Application	Part No.
SB Chev 1955-86, 2-Piece Main, L/H Dipstick (4.75L) 8" Deep	RPCR4007
SB Chev 1980-85, 2-Piece Main, R/H Dipstick (4.75L) 8" Deep	RPCR4014
BB Chev 396-454 GEN 4 1966-90 (5.7L) 8" Deep	RPCR4013
GM LSI/LS2 (5.2L) 6.5" Deep	RPCR4010
SB Ford 289-302 1979-95 (6.6L) 9" Deep	RPCR4011



STEEL STOCK STYLE OIL PANS

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Chrome	RPCR9005
Chev SB 1955-79, LH Dipstick	Orange	RPCR9005P
Chev SB 1980-85, RH Dipstick	Black	RPCR9092P
Chev SB 1986-97, RH Dipstick (one piece rear main seal)	Unplated	RPCR9414R

Chev BB 1965-90, RH Dipstick	Black	RPCR9294P
Chrysler SB 273-340 1964-87	Chrome	RPCR9311
Chrysler BB 361-440 & 426 Hemi	Unplated	RPCR9496R
Chrysler BB 361-440 & 426 Hemi	Chrome	RPCR9496

Ford 289-302 Windsor 1965-87	Unplated	RPCR9078R
Ford 351 Windsor 1967-87	Chrome	RPCR9532
Ford 302-351 Cleveland	Unplated	RPCR9310R
Ford 302-351 Cleveland	Chrome	RPCR9310
Ford 352-428 FE 1958-76	Chrome	RPCR9330
Ford 429-460 Big Block	Unplated	RPCR9343R

HOLDEN 253-304-308 HQ-WB/LH-UC OIL PANS

Chrome finish.	RPCR7002
Painted finish.	RPCR7002P
Unpainted raw finish.	RPCR7002RAW
Zinc plated finish.	RPCR7002Z

SB CHEV R/H DIPSTICK PAN SUIT DART BLOCK

Drag race oil pan SBC 8-1/4" Deep	
RH Dipstick 80-85 (Suit Dart SHP)	RPCR9731



FINNED ALUMINIUM STOCK STYLE OIL PANS

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Polished	RPCR8442
Chev SB 1980-85, RH Dipstick	Polished	RPCR8443
Chev SB 1986-97, RH Dipstick	Polished	RPCR8444
Ford 289-302W 1964-73	Polished	RPCR8446

DEEP STOCK STYLE OIL PAN

• 6.6L (7 qts) Capacity • 7" Deep		
Application	Finish	Part No.
Chrysler BB 361-440 & 426 Hemi	Unplated	RPCR7117R
Chrysler BB 361-440 & 426 Hemi	Black	RPCR7117P
Pickup for B & RB Big Blocks	Black	RPCR7118
Pickup for Stock 426 Hemi	Black	RPCR7119

STEEL CLAIMER STYLE OIL PAN

- Made From Thicker Gauge Steel
- 3.8L (4 qts) Capacity
- Windage Tray, Crank Scraper & 2 Trap Doors

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Black	RPCR7108P
Pickup for High Volume Pump	Zinc	RPCR7110



CHEV STEEL DRAG RACE OIL PANS

- 8-1/4" Deep with 1 Trap Door
- Chev SB 6.6L (7 qts) Capacity
- Chev BB 5.7L (6 qts) Capacity

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Chrome	RPCR9725
Chev SB 1955-79, LH Dipstick	Zinc	RPCR9725X
Chev SB 1986-On, RH Dipstick	Black	RPCR9716
Chev BB 1965-90, RH Dipstick	Zinc	RPCR9728X
Pickup for Chev SB	Zinc	RPCR9727
Pickup for Chev BB	Zinc	RPCR9730



STEEL CIRCLE TRACK OIL PAN

- 7-1/4" Deep with 2 Trap Doors
- 5.7L (6 qts) Capacity

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Unplated	RPCR7104R



RPC STEEL CHAMPION STYLE OIL PAN

- 6.6L (7 qts) Capacity
- 6 Trap Doors
- 2 Runners & 3 Crank Scrapers

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Black	RPCR7101P
Chev SB 1955-79, LH Dipstick	Unplated	RPCR7101R
Pickup for 4 Bolt Pump	Zinc	RPCR7102
Pickup for 5 Bolt Pump	Zinc	RPCR7103



FORD STEEL DRAG RACE OIL PANS

- 9" Deep
- 6.6L (7 qts) Capacity

Application	Finish	Part No.
Ford 289-302W 1965-87	Black	RPCR9737P
Pickup	Zinc	RPCR9738



MILODON OIL PANS

CHEV SMALL BLOCK STROKER LOW PROFILE

- Uses high horsepower output design. The pan front is deeper to allow the use of a full length, competition style tray included. Tray is attached in the pan by quick release fasteners to allow easy removal. The pan will fit stock crossmember cars without modification, as well as stock starters and oil filters. Will fit up to a 4" stroke with steel Carrillo or Eagle style rods.
- 8 1/4" Deep • 6 Quarts (5.7L) Capacity

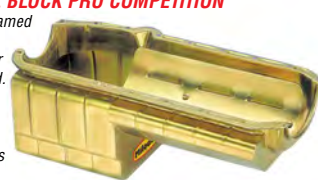
Application	Part No.
Chev Small Block 1955-79, LH Dipstick	MI30908
Chev Small Block 1986-97, RH Dipstick	MI30909
Standard Duty Pickup	MI18314
Extreme Duty Pickup	MI18316



CHEV SMALL BLOCK PRO COMPETITION

Used in stock framed cars where maximum power output is needed. Designed to fit into cross membered cars such as Camaros and Chevelles with only a reasonable amount of cross member modification. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. • 6 Quarts (5.7L) Capacity • 8 1/4" Deep

Application	Part No.
Chev Small Block 1955-79, LH Dipstick	MI31167
Chev Small Block 1986-97, RH Dipstick	MI31168
Standard Duty Pickup	MI18314
Extreme Duty Pickup	MI18316



CHEV SMALL BLOCK DRY SUMP

Built to be equally effective in all types of racing whether drag racing, road racing or circle track. Three 12AN fittings are used in the front, middle and rear positions. A high efficiency screen oil separator de-aerates the recovered oil before it is returned to the tank. Pro Competition design features full kick-out for maximum oil control and horsepower output. Requires small style starter.

- Measures 4" Under Crank • 5 1/2" Deep Reservoir

Chev Small Block 1955-79, LH Dipstick MI31700



CHEV SMALL BLOCK MARINE V-DRIVE

Recommended for recreational to competition boats when engine is installed in hull with flywheel forward. Full length windage tray provides maximum power while controlling oil movement, even during severe boat handling. Has a large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle harsh marine environment and extreme use. Pan will fit with 4" stroke crank and Carrillo / Eagle style rods.

- 8 Quarts (7.6L) Capacity • 8" Deep

Chev Small Block 1955-79, LH Dipstick MI31300
Pickup for MI31300 MI18470



CHEV SB SUIT DART SHP BLOCK

High power output design uses a deeper pan front to allow the use of a full length competition style windage to yield the most available power. Tray fastened into the pan so no extra mounting is required. Pan fits stock crossmember without modification when the correct Tall-Narrow frame and engine motor mounts are used. The Short-Wide mounts can not be used. Low profile sump allows good ground clearance, use of the stock starter and oil filter yet increases capacity. Includes high strength magnetic drain plug.

Application	Part No.
Chev SB Suit Dart SHP Block Suit RH D/Stick	MI30907



CHEV BIG BLOCK EXTRA LOW PROFILE

This pan is equally suited for use on the street or the race track. Fits all Chevy chassis, including 1966 & 67 Chevelles, except 1962-67 Nova. Oil control baffles are used to provide consistent oil pressure and subdue any unwanted, power robbing oil movement. Pans have notched rails for up to a 4-1/2" stroke with most aluminium rods without modification.

- 7 3/4" Deep • 6 Quarts (5.7L) Capacity

Application	Part No.
Chev Big Block 396-454 Mark IV	MI30970
Chev Big Block 454-502 Mark V & VI	MI30975
Pick Up For MI30970	MI18302



CHEV BIG BLOCK MARINE V-DRIVE

For recreational to competition boats with engine is installed flywheel forward. Pan is double baffled with a full length windage tray which provides maximum power while controlling oil movement even during severe boat handling. Features a water tight dipstick and large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle harsh marine environment and extreme use. With most aluminium rods, pan will fit up to a 4 1/2" stroke without modification • 9 Quarts (8.5L) Capacity • 8" Deep

Chev Big Block 396-454 Mark IV	MI31310
Pickup for MI31310	MI18475
Pick Up For MI30975	MI18303



CHEV BIG BLOCK PRO COMPETITION

Used in tube chassis or stock framed cars where maximum power output is needed. Designed to fit into cross membered cars such as Camaros and Chevelles with only a reasonable amount of cross member modification. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. Not suitable for use with Titan oil pumps. Fits 4-1/2" stroke with most aluminium rods.

• 6 Quarts (5.7L) Capacity • 8 1/2" Deep

Application	Part No.
Chev Big Block 1965-90, Mark IV	MI31187
Standard Duty Pickup	MI18301
Extreme Duty Pickup	MI18201

BIG BLOCK CHEV COMPETITION-STEEL, FULL SUMP

The most used oil pan in Super Comp, Super Gas and bracket classes today! Designed for altered, dragsters and tube chassis cars. Quick release, full length, louvered windage tray, baffles and trap doors 100% control oil movement to give consistent oil pressure and increased horsepower output. Pan includes high strength magnetic drain plug. Mk IV / V & Gen VI will fit 4 1/2" stroke with most aluminium rods

Application	Part No.
BBC FULL LENGTH PAN	MI31176

HOLDEN 253-308

Designed for the Holden V8. Features increased oil capacity which is an absolute must to handle the demands of higher RPM and horsepower while providing adequate ground clearance.

• 8 Quarts (7.6L) Capacity • 8 3/4" Deep

Application	Part No.
Holden 253-308, HQ-WB & LH-UC Torana	MI30945
Holden 253-308, LC-LJ Torana	MI30946
Pickup for all models	MI18347

CHRYSLER 318-340 & 360 STOCK REPLACEMENT

Designed for 318-340 & 360 Small Block Chrysler engines that are not used for racing and need a new stock style pan.

• 4 Quarts (3.8L) Capacity • 7 1/2" Deep

Application	Part No.
Chrysler Small Block 318-340 1960-72	MI30750
Chrysler Small Block 360 1972 & Up	MI30755

CHRYSLER 340 & 360 LOW PRO

Designed for 340 & 360 Chrysler engines where superior oil control and increased ground clearance is desired. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM, while increasing oil control by raising the rear pan floor. Highly efficient horizontal baffles are used for oil control while the sump rear features added large tube header clearance. Due to pan being moved up toward crank, there is no room for a windage tray.

• 7 Quarts (6.6L) Capacity • 7 3/4" Deep

Application	Part No.
Chrysler Small Block 340	MI30936
Chrysler Small Block 360	MI30941
Pickup for 340-360	MI18346

CHRYSLER 318-340 & 360 LOW PROFILE

Designed for 318-340 Small Block Chrysler engines. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM and horsepower. Recommended for all popular A, B, C and E body applications.

• 8 Quarts (7.6L) Capacity • 8 3/4" Deep

Application	Part No.
Chrysler Small Block 318-340	MI30935
Chrysler Small Block 360	MI30940
Pickup for 318-360	MI18345

FORD WINDSOR LATE MODEL - REAR SUMP

Especially designed to allow any Ford engine to be put into 1981 and up Mustangs and like chassis. Suitable for extreme street or strip applications including turbo and nitrous use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. All these oil pans feature the late model Ford style, leak-proof screw-in dipstick fitting in the pan and use the stock Mustang dipstick.

• 7 Quarts (6.6L) Capacity • 8 1/4" Deep

Application	Part No.
Ford 289-302 Windsor	MI31125
Ford 351 Windsor	MI31126
Pick Up For MI31125	MI18380
Pick Up For MI31126	MI18385

FORD 302-351 CLEVELAND, 289-302 WINDSOR & 351 WINDSOR FRONT SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers.

Application	Part No.
Ford 289-302W Front Pan	MI30925
Pick Up For MI30925	MI18375
8• Quarts (7.6L) Capacity • 8 3/4" Depth	
Ford 351W Front Pan	MI30926
Pick Up For MI30926	MI18365
8• Quarts (7.6L) Capacity • 8 3/4" Depth	
Ford 302-351C Front Pan	MI30927
Pick Up For MI30927	MI18355
•8 Quart (7.6L) Capacity •9 1/2" Depth	

FORD 302-351 CLEVELAND REAR SUMP

Especially designed to allow any Ford engine to be put into 1981 and up Mustangs and like chassis. Suitable for extreme street or strip applications including turbo and nitrous use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. All these oil pans feature the late model Ford style, leak-proof screw-in dipstick fitting in the pan and use the stock Mustang dipstick.

•7 Quart (6.6L) Capacity •Front 6 1/2" Depth, Rear 8" Depth

Application	Part No.
FORD 302-351 Cleveland	MI31127
Pick Up For MI31127	MI18387

FORD 429-460 BIG BLOCK FRONT SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers.

•8 Quart (7.6L) Capacity •9 1/2" Depth

Application	Part No.
FORD 429-460 BIG BLOCK	MI30929
Pick Up For MI30929	MI18396

FORD

429-460

BIG BLOCK REAR SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as, maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers. All come with a high strength magnetic drain plug.

Application	Part No.
FORD 429-460 Big Block	MI31129
Pick Up For MI31129	MI18388

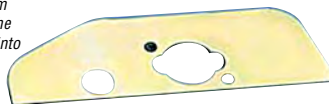
WINDAGE TRAYS & BAFFLES

PAN BAFFLE

Installed between the oil pump and rear main, this special baffle effectively prevents oil from "climbing" up the rear of the pan into the crankshaft during hard acceleration.

An easy addition to assure added horsepower.

Description	Part No.
Small Block Chevy	MI32500
Big Block Chevy	MI32505



THE "DIAMOND STRIPPER"

SCREEN WINDAGE TRAY

The most sophisticated windage tray available today! This exclusive Milodon design features hundreds of small louvers that quickly scavenge oil from crankshaft rotation, but prevents splash back common to screen-type windage trays. This is a completely finished, gold irridated part that does not require additional fitting. And it flat works! Extensive dynamometer and on - track testing verifies that Milodon "Diamond Stripper" windage trays out-perform all other screen type trays. Small Block Chevy trays will fit both the 350 and 400 bolt pattern. They will also fit right and left side dipsticks with the tray adjusted properly, as the dipstick will go underneath the tray

Application	Part No.
SB Chev 350 & 400	MI32250
BB Chev Mark IV, V & Gen VI	MI32260

SOLID, LOUVERED

WINDAGE TRAYS

Specially contoured solid trays with louvers that permit rapid return of oil to sump. This windage tray provides optimum protection against oil splash-back, and provides increased power. Ideal for street and strip applications.

Description	Part No.
CHEV LS1, LS2, LS6 & LS7	MI32150
Chev Small Block 350 (LH Dipstick)	MI32100
Chev Small Block 350 (RH Dipstick)	MI32102
Chev Small Block 400 (RH dipstick)	MI32101
Chev Big Block Mark IV, V & Gen VI	MI32200
Chrysler 318-340 & 360	MI32230
Ford 302W - Front Sump (Pre-1974)	MI32210
Ford 351W - Front Sump (Pre-1974)	MI32215
Ford 302-351C - Front Sump (Pre-1974)	MI32220
Ford 429-460 - Front Sump (Pre-1974)	MI32225
Holden 253-308	MI32246

WINDAGE TRAY INSTALL KIT

Required to properly mount the tray assembly. Adjustable mounting position allows the tray to work at its maximum potential by being as close as possible to the rotating assembly (min.100") and to avoid any unnecessary interference with the oil pan. Install with the 7/16" nuts torqued to 65 ft./lbs or 1/2" to 85 ft./lbs using oil, and the 3/8" nuts torqued to 35 ft./lbs.

Description	Part No.
Chev Small Block	MI81150
Chev Big Block	MI81151
Chrysler Small Block	MI81151
Chrysler SB 318	MI81182
Ford 302 Windsor	MI81157
Ford 351 Windsor	MI81167
Ford 302-351 Cleveland	MI81151
Ford 429-460 Big Block	MI81190
Holden 253-308	MI81157

OIL PUMP SUPPORT BRACKETS

Designed to prevent pump housing cracking in high stress and vibration conditions. Will fit aftermarket and O.E. oil pump.

Description	Part No.
Small Block Chevy	MI17200
Big Block Chevy	MI17100



CHEV OIL CONTROL KITS

These kits convert stock-type oil pans into competition style pans for proper oil control, consistent oil pressure and horsepower gain. Includes Teflon coated windage tray, which attaches to stock type main cap studs with standoffs. Also includes crankshaft scraper and bolt-on rear pan baffle.

Description	Part No.
Oil Control Kit, SBC with LH or RH dipstick	MO23035
Oil Control Kit, BBC	MO23036



CHEV LOUVERED WINDAGE TRAYS

Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back. Teflon coated for quick drainage to reduces windage and increases power. Mounts with Moroso Stud Kits or with stock extended main cap studs.

Description	Part No.
Windage Tray, SBC with LH or RH dipstick	MO23020
Windage Tray, BBC	MO23030

CRANKSHAFT WIPERS

Removes excess oil from crankshaft to reduce horsepower-robbing windage. Made from .035" steel plate which comes pre-fit so only slight amounts of material must be removed. Trim to within .045" of the connecting rods and counterweights for best results.

Description
Crankshaft Wiper, Small Block Chev
Crankshaft Wiper, Big Block Chev

Part No.
MO25800
MO25830

MAIN CAP BAFFLES

Designed for racing or street-performance applications to prevent oil from reaching crankshaft during hard acceleration. Mounts between rear main bearing cap and oil pump.

Description
Main Cap Baffle, Small Block Chev
Main Cap Baffle, Big Block Chev

Part No.
MO23000
MO23010

FORD WINDSOR LOUVERED WINDAGE TRAY

For Ford 5.0L Windsor engines. Will not fit blocks with 4-bolt main caps. Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power.

Description
Louvered Windage Tray, Ford 5.0L

Part No.
MO22930

FORD CLEVELAND LOUVERED WINDAGE TRAY

For Ford 302-351 Cleveland & 351M Engines. Fits Moroso Oil Pans MO20557 and MO20558. Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power.

Description
Louvered Windage Tray, Ford 302-351C & 351M
Windage Tray Mounting Kit.

Part No.
MO22939
MO38192

LOUVERED

WINDAGE TRAY

Ford 351W/SVO

Ford 351W/SVO with Rear Sump Oil Pans
• Fits Moroso Drag Race Pan Nos. 20507, 20520, 20523 and 20532
• Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power
• Mount with Moroso Windage Tray Stud Kit No. 38192 (See Fastener Section)

MO22935 Louvered Windage Tray, Ford 351W

LOUVERED WINDAGE TRAY LS ENGINE

• Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage, increasing power and cutting down oil temperature
• Manufactured from 16 gauge steel
• Mounts right to the main caps
• Fits Moroso Oil Pan No. 20141

MO22941 Louvered Windage Tray, LS Engine

UNIVERSAL WINDAGE TRAY SCREEN

• Keeps rotating assembly free of unwanted oil to reduce horsepower robbing windage
• Screen must be trimmed for each engine application

Description
Uni-Directional Windage Tray Screen, 23" x 16" **MO22912**

Part No.

OIL SYSTEM ACCESSORIES



Nissan RB26DETT Oil Restrictor

The design of the Tomei oil restrictor is based on the experience of developing N1 endurance and drag racing RB26DETT engines. By limiting the diameter of the orifice to 1.5mm we succeeded in securing enough lubrication to the camshaft and valve while gaining oil in the oil pan, and preventing problems associated with allowing excessive oil to reach the cylinder head.

Oil Restrictor - Nissan RB26DETT **5R-TOMEI-T191071**



ENGINE OIL RESTRICTOR KIT

- Reduces oil flow to upper engine assembly.
- Reduces power-robbing windage.
- Do not use with hydraulic lifters.

Part No. **Description**
AF64-2086 Pre 1986 Chevy oil restrictor kit
AF64-2097 Chevy Motown Block oil restrictor kit
AF64-2094 Ford Cleveland oil restrictor kit



LIFTER VALLEY VENTS

- Positive ventilation to upper engine
 - Prevents drainback to crankshaft
 - Helps stop excessive windage and horsepower loss
 - All aluminium - 8 per kit
- Lifter Valley Vents. Fits SBC and others 1/4" NPT with Hex Head.**
MO25025



OIL RESTRICTOR KITS

- Reduces oil flow to upper engine assembly, leaving more oil available for the rod and main bearings
- Reduces power-robbing windage by reducing the volume of oil passing by the rotating assembly on its return to the pan
- Do not use with hydraulic lifters

MO22000 Oil Restrictor Kit. SBC and BBC engines, .060" orifice dia. Oil delivery holes at rear cam bearing must be tapped to install. Two per pack.

MO22010 Oil Restrictor Kit. SBC and BBC engines, .0625" orifice dia. Screws into existing lifter gallery cleaning plug holes at back of block. Two per pack.

MO22016 Oil Restrictor Kit. Fits newer GM-Style blocks (including Gen V and Gen VI), .0625" orifice diameter with oil lifter gallery bosses flush with bell housing face. Two per pack.

MO22017 Oil Restrictor Kit. Fits Merlin II blocks, .0625" orifice diameter. Screws into existing lifter gallery cleaning plug holes at back of block. Two per pack.

MO22045 Oil Restrictor Kit. Ford 302-351W and Dart Iron Eagle Ford blocks. Kit includes: Four - Cam Bearing Restrictors (used in Ford & Dart Blocks); One - 7/16" -14 Restrictor for Lifter Gallies (Ford Only); One - 1/8" NPT Restrictor for Lifter Gallies (Dart); One - 1/8" NPT Plug for Lifter Gallies (Dart).

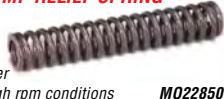
MO22050 Oil Restrictor Kit. Ford 351 Cleveland, designed and used by Jack Roush Racing. Five per pack.

HIGH PRESSURE OIL PUMP RELIEF SPRING

Ford 351 & 400 engines

- Designed by Jack Roush
- Increases oil pressure to approximately 100psi for proper lubrication under sustained high rpm conditions

MO22850



Oil Restrictors

When building a high performance engine with a solid or solid roller cam, it is necessary to meter the amount of oil going through the lifters and up to the rocker arms. Too much oil to the top will starve the main and rod bearings and cause engine failure. These oil restrictors are simple and easy to use parts and should be considered when installing a solid lifter or a solid roller camshaft. Screws Directly Into Oil Galley with No Machine Work, .055" Orifice.

Description
Chevrolet V8 Screw-in Oil Restrictors (Pair)

Part No.
CO4917



WATER PUMPS



Hi-PERFORMANCE VICTOR SERIES ALUMINIUM WATER PUMPS

Small-Block Chevy - Standard Rotation

Short-Style Pump for most 1955-72 cars and trucks (5/8" pilot shaft)

Fits all 1955-68 small-block Chevy passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8810
ED8820
ED88104



Long-Style Pump for 1969-87 V8, 90° V6 and 1973-86 truck (5/8" pilot shaft)

Fits all 1969-87 small-block Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881). Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8811
ED8821
ED88114

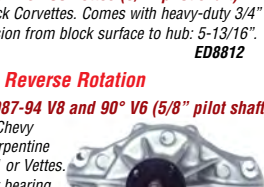


Short-Style Pump for 1971-82 Corvettes (3/4" pilot shaft)

Fits all 1971-82 small-block Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16".

As Cast Water Pump

ED8812



Small-Block Chevy - Reverse Rotation

Long-Style Pump for 1987-94 V8 and 90° V6 (5/8" pilot shaft)

Fits 1987-94 small-block Chevy V8s and 90° V6s using serpentine drive belt. Does not fit LT1 or Vettes. Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16"

As Cast Water Pump
Polished Water Pump

ED8881
ED8891



Short-Style Pump for 1984-91 Corvettes (3/4" pilot shaft)

Fits all 1984-91 350 c.i.d. Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5.80".

As Cast Water Pump
Polished Water Pump

ED8815
ED8825

Short-Style Pump for use with aftermarket serpentine belts (5/8" pilot shaft)

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8882
ED8892
ED88824

Big-Block Chevy - Standard Rotation

Short-Style Pump (5/8" pilot shaft)

Fits all 1965-68 big-block Chevy passenger cars, 1966-72 trucks and 1969-70 big-block Corvettes. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump
EnduraShine Water Pump

ED8850
ED88504



Long-Style Pump (5/8" pilot shaft)

Fits 1969-87 big-blocks and some 1988-91 heavy duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton. Includes 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16".

As Cast Water Pump
EnduraShine Water Pump

ED8851
ED88514



Short-Style Pump (3/4" pilot shaft)

Fits all 1971-74 big-block Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump
Polished Water Pump

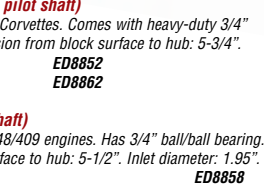
ED8852
ED8862

409 Pump (5/8" pilot shaft)

Fits 1958-65 B/B Chevy 348/409 engines. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.95".

As Cast Water Pump
EnduraShine Water Pump

ED8858
ED88584



Big-Block Chevy - Reverse Rotation

Long-Style Pump (5/8" pilot shaft)

Fits 1988 and later C/K pickups equipped with 454 big-blocks using serpentine drive belt (no "V" Belts). Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16".

As Cast Water Pump

ED8853



Short-Style Pump for Serpentine Belt (5/8" pilot shaft)

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump

ED8854

Polished Water Pump

ED8864

GM LS1 & LS2

Two-Piece Pump for GM Gen III & IV LS (3/4" pilot shaft)

Fits 1997-2007 GM Gen III LS1 and Gen IV LS2 engines with 2004 & later two-piece Thermostat (GM PN 12581594). Has 3/4" ball/ball bearing. Dimension from block surface to hub: 6".

As Cast Water Pump

ED8896

Victor Series W/Pump Pulley Suit ED8896

ED8898

5.0L Ford

Ford 5.0L Water Pump (5/8" pilot shaft)

Fits all 1986-93 5.0L V8s using a serpentine accessory drive belt. Reverse rotation; not for early model 289-302 V8s. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump

ED8840

Polished Water Pump

ED8845



Small-Block Ford

For 1965-68 289, 1968-69 302,

1969 351-W (5/8" pilot shaft)

Right-hand inlet with back plate. Dimension from casting to hub: 5.42".

As Cast Water Pump

ED8841

Polished Water Pump

ED8846

EnduraShine Water Pump

ED88414



For 1965-67 289 Special (5/8" pilot shaft)

"K" engine code with right-hand inlet with no back plate. Dimension from casting to hub: 5.16".

As Cast Water Pump

ED8842

For 1970-78 302, 1970-87

351-W (5/8" pilot shaft)

Left-hand inlet with back plate. Dimension from casting to hub: 5.70".

As Cast Water Pump

ED8843

Polished Water Pump

ED8848



For 1970-79 351-C and 351-M/400 (5/8" pilot shaft)

Left-hand inlet with no back plate. Dimension from casting to hub: 5.71".

As Cast Water Pump

ED8844

Polished Water Pump

ED8849



429/460 Ford

For 1970-92 429/460 (3/4" pilot shaft)

Left-hand inlet and no backing plate. Accepts Ford backing plate #C8SZ-8508A. Fits all 1970-92 429/460 V8s in passenger cars, trucks, vans and motor homes. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-1/2".

As Cast Water Pump

ED8866

Polished Water Pump

ED8876



Ford FE

For 1965-76 352/428 Ford FE Engines (5/8" pilot shaft)

Fits all 1965-76 Ford FE V8s. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 7.56".

As Cast Water Pump

ED8805

Polished Water Pump

ED8835



Small-Block Chrysler

For 1969-85 318-360 Chryslers (5/8" pilot shaft)

Direct replacement for stock water pump, will accept all factory pulleys and accessories. Special cast-iron impeller and tight clearances provide increased coolant flow, block pressure, and balanced delivery. Has heavy-duty ball/ball bearing and seal. Dimension from block surface to hub: 5.55".

As Cast Water Pump

ED8877

Polished Water Pump

ED8887



Big-Block Chrysler

For 1958-79 361-440 Chryslers (5/8" pilot shaft)

A unique design for maximum cooling and performance. Engineered to directly replace the stock pump in the factory cast-iron housing or work with the Mopar Performance aluminum housing. Dimension from block surface to hub: 3.40

As Cast Water Pump

ED8814

Polished Water Pump

ED8824



Pontiac

Pump for 1969-79 389-455 (5/8" pilot shaft)

Fits 1969-79 389-455 c.i.d with 11 bolt front timing cover with back plate. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-1/2".

As Cast Water Pump

ED8856



Victor Series Circle Track Water Pumps

These competition water pumps are designed for circle track and endurance racing applications. They feature a revised impeller entry, a black anodized finish and .100" thicker rear cover for greater durability. Auxiliary water outlets ease fabrication of custom plumbing systems and auxiliary fittings are available as AN or NPT. These water pumps provide max cooling with equal distribution to both sides of the block within 1%. By eliminating hot spots, the engine produces optimum power from every cylinder without detonation and pre-ignition. Other features include machined cast iron impeller, billet hub and heavy-duty ball/roller bearings.

Small-Block Chevy

Victor Circle Track Pump, -8 AN aux. fittings at 90° to the block (3/4" pilot shaft)

Fits all 1955-95 S/B Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16".

Inlet diameter: 1.85"

Black Anodized Water Pump

ED8816



Victor-Pro Circle Track Water Pump (3/4" pilot shaft)

An upgraded version of ED8816 water pump with improvements and features focused to the needs of current circle track racing engine builders and teams. It features an improved right side outlet passage, AN-10 side water outlet ports, aluminum back plate, marine seal, and a billet aluminum impeller. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.84".

Black Anodized Water Pump

ED8819



Small-Block Ford

Victor Circle Track Pump (3/4" pilot shaft)

Fits all Windsor style blocks with S/B Ford timing cover. Comes with heavy-duty 3/4" ball/roller bearing. Left-hand inlet with back plate. Dimension from block surface to hub: 5.70".

Black Anodized Water Pump

ED8833



Small-Block Ford

For 1965-68 289, 1968-69 302, 1969 351-W (5/8" pilot shaft)

Black Anodized Water Pump

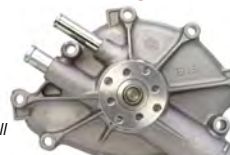
ED88413



STREET ROD SHORT V-BELT WATER PUMP

- Passenger-side radiator hose inlet
- Provides approx. 1.5" of space at the front of the engine allowing for more radiator to fan clearance
- Without a recessed fire wall
- Must use with long style (3.950") 4-bolt damper
- .750" pulley pilot shaft
- Fits M-6059-D351 timing chain cover

FMM-8501-E351S - Ford Windsor Waterpump



WATER PUMPS

Action Plus Aluminum

Water Pumps

WEIAND'S light weight, performance aluminum mechanical Action-Plus water pumps give a weight saving of 30% to 50% over stock cast-iron pumps. These pumps feature a premium quality bearing and seal have twice the load capacity of stock pumps. WEIAND's exclusive housing counterbore keeps the bearing from "walking" out. All pumps are designed with the necessary bracket bosses and water connections to fit popular street applications.

Application

	Satin	Polished
Chev Small Block Short Pump	WM9208	WM9208P
Chev Small Block Long Pump	WM9240	WM9240P
Chev Big Block Short Pump	WM9212	WM9212P
Chev Big Block Long Pump	WM9242	WM9242P
Chrysler 331-354-392 Hemi	WM9213	WM9213P
Ford 302-351 Windsor, LH Inlet	WM8210	WM8210P
Ford 302-351 Cleveland	WM8209	WM8209P
Ford 429-460 Big Block	WM8211	WM8211P

Water Pump Spacers

Use on 1969 and later Chevrolet small block V8 to convert short water pumps to long style.

Water pump spacer kit

WM8207



Team G Aluminium water pumps

Weiland Team G water pumps are ideally suited for racing. These pumps have been completely redesigned for better performance and utilize our exclusive "twisted snout" look. New, not rebuilt, they are designed from the outset with premium features that will assure reliable and consistent engine cooling performance. They are built to the highest manufacturing and industry quality standards at the Holley plant in Bowling Green, KY, and then rigorously tested to assure leak-free operation. We believe that these are the finest racing mechanical water pumps on the market today. One look will convince you of the superior design and performance capabilities of the Weiland Team G water pump line-up.

- Lightweight aluminium • CNC Machined • 3/4" shaft and pilot
- Eight-blade cast anti-cavitation impeller • 100% leak tested
- The BEST value in water pumps on the market
- New twisted snout design for updated style
- Permanent mold castings for improved appearance
- Extra Heavy Duty 1/2" thick pulley hubs for maximum durability are dual drilled to fit more applications
- Zinc plated back covers and hardware for long life and corrosion resistance

Application

Chev SB, Short Style Non-Adjust Mounting

Part No.

Chev SB, Short Style Adjust Mounting

WM9220

Chev SB, Short Style - Satin

WM9221

Chev SB, Long Style - Satin

WM9222

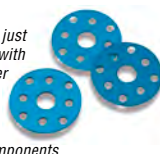
Chev SB, Long Style - Satin

WM9241

Water pump Pulley Shim Kit

Set of three. This universal kit works with just about any GM or Ford water pump either with a 5/8" or 3/4" shaft. Fits between the water pump pulley and drive flange. Contains two 1/16" shims and a 1/8" shim. Allows placement of water pump Pulley in perfect alignment with other components.

Water pump Pulley Shim Kit WM8230



ALUMINUM WATER PUMPS

- Quality Replacement Water Pumps
- Lightweight Aluminium Construction

Application

	Part No.
Chev Small Block - Short Style	RPCR3950
Chev Small Block - Long Style	RPCR3951
Chev Big Block - Long Style	RPCR3953
Chrysler 318-360 Small Block 1969-85	RPCR3955
Ford 302-351 Windsor - LH Inlet	RPCR3954
Ford 302/351C Alloy H/V water pump	RPCR3956
Ford 302/351C Polished Alloy H/V water pump.	RPCR3956POL
Chev Small Block Smooth - Short Style Polished	RPCR6916
Chev Small Block - Long Style Polished	RPCR3951POL

RPC POLISHED ALUMINUM WATER PUMP

- Polished, Finned Aluminium
- Has Koyo Bearing & 5/8" Shaft

Chev S/B - Short Style RPCR6917



WATER FITTINGS

- Chromed Steel
- Suits Small Block Chev
- Water Pump Fitting - 3/4" Hose
- Intake Manifold Fitting - 5/8" Hose

RPCR9514
RPCR9515



FORD FLATHEAD

WATER PUMP

SET (RH & LH);

FITS - 1937-48 CAR,

1937-47 PICKUP

Perfect for any original or hopped-up flatheads. Fits 85, 95 & 100 Horsepower models. BD78-8501/2

WATER PUMPS (RH & LH);

FITS - 1948-52 PICKUP

Ideal for using on 1949-53 (8BA) Flathead V8 in 1932-48 cars as these pumps have the same front motor mount locations as 1937-48 V8s. Both RH & LH pumps have hot water heater outlets, unlike the original on RH only. BD8RT-8501/2

FLATHEAD 50-53 WATER PUMP SET PLAIN STEEL

* NARROW BELT *

BDEAB-8501/2





PROFORM WATER PUMPS

High Flow Aluminium Water Pumps

PROFORM's new high flow mechanical water pumps feature a CNC cast iron impeller spinning on heavy duty ball bearings for up to 40% more coolant flow giving you real performance value for your dollar. Available in the stock cast look or polished.

Chev Small Block, Long Pump PR67265
Chev Small Block, Long Pump - Polished PR67264
Chev Small Block, Short Pump PR68245
Chev Small Block, Short Pump - Polished PR68244

Chevrolet Electric Water Pumps

Eliminates unnecessary weight and impeller-drag experienced at high RPM, pumps up to 35+ gallons of water per minute, and delivers the cooling that can make the difference between a win and second place! Durable but light-weight die-cast aluminium, epoxy powder coated for corrosion resistance in the color of your choice. Available plain or with the popular Chevy Bowtie Emblem in red. Race or street. Inlet fitting (1" pipe to 1-3/4" hose) included.

Description	Part No.
Chev Small Block, Plain - Polished	PR66225P
Chev Small Block, Plain - Chrome	PR66225CR
Chev Small Block, Bowtie Emblem - Red	PR141-652
Chev Small Block, Bowtie Emblem - Blue	PR141-653
Chev Small Block, Bowtie Emblem - Polished	PR141-654
Chev Big Block, Bowtie Emblem - Red	PR141-672
Chev Big Block, Bowtie Emblem - Chrome	PR141-671
Chev Big Block, Bowtie Emblem - Polished	PR141-670

Ford Electric Water Pumps

Based on the popular Chevy versions the new Ford small block electric water pump features a durable 12-volt motor pumping up to 35+ gallons of water per minute. Each pump is made from durable but light-weight die-cast aluminium with epoxy powder coating for corrosion resistance. Comes with billet aluminium backing plate, mating weather-tight connector and inlet fitting. Draws 6 amps.

Description	Part No.
Ford 289-351 Windsor - Blue	PR68220B
Ford 289-351 Windsor - Black	PR68220BK
Ford 289-351 Windsor - Red	PR68220R
Ford 289-351 Windsor - Polished	PR68220P
Ford 289-351 Windsor - Chrome	PR68220C

Chrysler Electric Water Pumps

Based on the popular Chevy versions the new Chrysler small block electric water pump features a durable 12-volt motor pumping up to 35+ gallons of water per minute. Each pump is made from durable but light-weight die-cast aluminium with epoxy powder coating for corrosion resistance. Comes with billet aluminium backing plate, mating weather-tight connector and inlet fitting. Draws 6 amps.

Description	Part No.
Chrysler Small Block - Blue	PR68223B
Chrysler Small Block - Black	PR68223BK
Chrysler Small Block - Red	PR68223R
Chrysler Small Block - Polished	PR68223P
Chrysler Small Block - Chrome	PR68223C



Quality Replacement Standard Water Pumps

Application	Part No.
Buick V8 350-403	US1120
Buick Big Block 455	US1045
Cadillac V8 350	US1120
Cadillac V8 368-500	US5003
Chev Small Block, Short Water Pump	US898
Chev Small Block, Short Corvette Water Pump	US984
Chev Small Block, Long Water Pump	US1109
Chev Small Block, Corvette 1984-91	US5016
Chev Small Block LT-1 1992-96	US5066
Chev & Holden LS-1 1998-2004	US5081
Chev & Holden LS-2 6.0L	US0065
Chev & Holden LS-2 VE 6.0L	US0065N
Chev Big Block, Short Water Pump	US981
Chev Big Block, Long Water Pump	US1002
Chrysler Small Block 318-360 1970-81	US7103
Chrysler Big Block 361-440	US1040
Chrysler 300C 2005-09	US8940
Ford 260-289 Windsor, Factory Alloy, RH Inlet	US819
Ford 289-351 Windsor, RH Inlet	US1028
Ford 289-351 Windsor, LH Inlet	US953
Ford 302-351 Cleveland & 400M	US932
Ford 4.0L 6 CYL 1994-98	US1114
Ford Big Block 429-460	US1114
Ford Big Block FE 390-428	US1075
Oldsmobile V8 350-455	US1120
Pontiac V8 350-455	US975



CAST IRON WATER PUMPS

Tuff Stuff's cast iron water pumps are available in standard flow or "Supercool" which provide 30% more flow to help cool engines under abnormal conditions. Choose from black painted or triple chrome plated.

Description	Finish	Part No.
Chev SB, Short, STD Flow	Chrome	TUF1354NA
Ford 289-351W, LH Inlet, Supercool	Chrome	TUF1468B
Ford 302-351 Cleveland, Supercool	Chrome	TUF1469B
Ford BB 390-428 FE, STD Flow	Chrome	TUF1421A
Ford Flathead 1937-48, LH, STD Flow	Chrome	TUF1325A
Ford Flathead 1937-48, RH, STD Flow	Chrome	TUF1326A

Tuff Stuff LS1/LS6

Water Pumps

Water pump for GM LS1/LS6 engines, features heavy duty bearings, centre shaft and seals for long term dependability, cast aluminium housing.

Description	Part Number
LS1/LS6 Water Pump - Chrome	TUF1310A
LS1/LS6 Water Pump - Polished	TUF1310B
LS1/LS6 Water Pump - Natural	TUF1310C

FORD 5.0L SHORTY WATER PUMP

Tuff Stuff Shorty standard rotation water pumps are hand made from premium quality new components - not remanufactured and are quality built in the USA. Precision-made ball/roller bearings and spin-balanced fan hub sustain higher RPM's. Our SuperCool option includes a custom water impeller that flows 30% more coolant to reduce water temperature by up to 20 degrees. Available in chrome plated, polished aluminium, powder coated or as cast finishes.

Description	Part No.
Ford 5.0L Shorty water pump 79-85 Chrome	TUF1625NH
Ford 5.0L Shorty water pump 79-85 Polished	TUF1625NG
Ford 5.0L Shorty water pump 79-85 Black	TUF1625NI
Ford 5.0L Shorty water pump 79-85 Cast	TUF1625NJ

CHEV WATER

PUMP EXTENSIONS

Chrome plated water pump extensions. Used to convert Chev short style water pumps to long style. **Chev Water Pump Extensions - Chrome**

CHEV WATER PUMP & MANIFOLD HOSE FITTINGS

Chrome plated hose fittings for Chev small block and big block water pumps and intake manifolds.

Description	Part No.
1/2" NPT to 3/4" Hose Fitting (3" Long)	TUF4450A
1/2" NPT to 3/4" Hose Fitting (1.5" Long)	TUF4450B
1/2" NPT to 5/8" Hose Fitting (1.5" Long)	TUF4450C
3/4" NPT Blanking Plug	TUF4450D

WATER PUMP SHIMS

1/16" thick water pump shims to solve pulley alignment problems. Sold 2 per package.

Water Pump Shims, 1/16" Thick (Pair) TUF7620



WATER PUMP PULLEY SHIM KIT

Designed to align pulleys so the belts will not be misaligned. Made from aluminium sheet stock, contains two 1/16" and one 1/8" shims.

Water Pump Pulley Shim Kit

MG6129



DEADENBEAR ELECTRIC WATER PUMPS

Engine Mounted Electric Pumps

Dedenbear Cool Pumps have helped win multiple NHRA national events, plus two Winston world championships. The smallest, lightest, highest volume electric pumps available. Specifically engineered for the types of engines, radiators and radiator placements used by drag racers.

The entire unit weighs only 4 pounds and stands just 5 inches off the block. These are the shortest pumps in the industry - ideal for dragsters and cars with minimal radiator clearance.

Chev Small Block DE-WP1
Chev Big Block DE-WP2

Remote Water Pump

Model WP3 is the ideal remote mount electric water pump for any type of dragster or roadster engine. This universal pump weighs just 3-1/4 pounds and draws only 3 amps - yet pumps 23 gallons per minute. It can be mounted in any position.

Remote Water Pump DE-WP3

Chevy Water Headers

Dedenbear's innovative water header replaces the usual mess of fittings, lines, elbows and tees with a single aluminium casting that weighs only 1 pound - and requires just one braided line from any remote pump. Perfect for dragster and roadster applications in which clearance is limited, our exclusive design permits the utilization of alternators or belt driven fuel pumps without water pump interference. Its tall, arched shape allows removal of the cam cover and camshaft without disconnecting the cooling system. Dual 3/4" NPT threads let coolant feed from either side of the engine and a top mounted 1/2" NPT outlet accepts a temperature sender or pressure tap.

Chev Small Block DE-WH1
Chev Big Block DE-WH2

Manifold Expansion Tank Kit

This revolutionary device improves any existing cooling system by continuously purging trapped air. The rugged aluminium casting bolts onto any Chevy or Chrysler V8 intake manifold. Includes: Cap, Gasket, Bolts, Washers, Fittings and Sight Tube. Unique 3 in 1 outlet accepts 1-1/2" and 1-1/4" hose or 3/4" NPT fittings.

Expansion Tank Kit DE-ET1K



BILLET ELECTRIC WATER PUMPS

Moroso Billet Electric Water Pumps are the latest in cooling technology. They pump up to 21% more water through the system during actual operating conditions than any competing pump.

- Electric motor with heavy-duty windings and sealed ball bearings
- Mounts directly to stock water pump location
- Compatible with 12 and 16 volt systems
- High-temperature Viton seal eliminates leaks
- Machined with 1" NPT inlet holes
- Clear anodized 6061-T6 billet aluminium pump housing

Small Block Chevy, 6.71" height

Big Block Chevy, 6.71" height

Fitting for 1-3/4" Hose

Ford 289-302-351W, 5.21 Height

Remote Electric Water Pump

Four 1/4-20 tapped holes machined into base allow universal mounting to suit space and plumbing requirements. Machined with one 1" NPT inlet and two -12AN outlets.

Supplied with 2 x -12AN fittings.

Billet Remote Water Pump MO63570

Moroso Electric Water Pump

The Moroso Billet Electric Water Pump features a unique impeller design and polished housing to operate as an integral unit and pump approximately 19 gallons per minute. The powerful 12 volt electric motor eliminates V-belt drive. Draws only 7 amps.

- Weighs less than conventional mechanical pump with separate electric drive motor
- Mounts to stock location
- Overall pump height similar to stock pump height
- Water outlet size 1" NPT

Small Block Chevy **MO63539**
 Fitting for 1-3/4" Hose **MO63543**

ELECTRIC WATER PUMP ADAPTER

Moroso Water Pump/Radiator Hose Adapters To Suit New Moroso Billet Electric Water Pumps
M063522 - Pump/Radiator Fitting -16 To 1 1/2"
M063523 - Pump/Radiator Fitting -16 To 1 3/4"

Thermostatic Water Pump Switch

Provides automatic control of Electric Water Pumps and Electric Water Pump Drive Kits. Eliminates unnecessary battery drain by turning on the electric pump motor when coolant temperature exceeds 160°F (70°C) and turning it off when coolant temperature reaches 140°F (60°C). The toggle switch has three settings: Automatic, Manual and Off. In the "Manual" position, the motor is constantly on.
Thermostatic Water Pump Switch M063760

**Electric Water Pump Drive Kit**

Engine dynamometer tests prove that many water pumps produce severe drag on the engines at high RPM, absorbing as much as 15-20 HP. Universal application fits virtually every American V8 or V6 engine, including Chevy V8, Ford 351C, 351W, Ford Big Block and Chrysler Small and Big Blocks. Comes complete with 12-volt electric motor, all drive pulleys, belts, fasteners, and toggle switch. Intended for Drag Race applications only

Water Pump Drive Kit M063750
Replacement Motor M097210
Replacement Water Pump Pulley M097220
14-Tooth Pulley (to increase pump speed by 28%) M097252
Replacement Belt M097230
Replacement Electric Motor Pulley M097250

Water Pump Spacer Kits

Converts short pre-1969 design Chevrolet water pumps to longer, 1969-later design. Includes special heat-treated bolts and gaskets.

Small Block Chev M063510
Big Block Chev M063610

LS SERIES WATER PUMP ADAPTER KIT

- Adapts a BBC style electric or conventional water pump to LS series engines
- Eliminates the bulky LS water pump with a more compact, cost effective pump
- Since BBC water pumps have been around for years, many different drive and pulleys are available and now can be used on a GM LS Series engine
- Kit includes: 2 billet aluminium adapter blocks (right and left), 2-1/4" pump adapter plates, fasteners, Viton O-rings, and 4 high flow -12AN fittings
- Requires use of a Remote Thermostat Housing, such as Moroso Part No. 63425, or 63426

Description Part No. M063615
 GM LS Series Remote Water Pump Adapter Kit

**CVR PROFLO ELECTRIC WATER PUMPS**

- Cast T6-6061 billet aluminium
- Carbon ceramic seal offers 10,000 hour life expectancy
- Stainless steel shaft will not corrode
- Computer designed machined billet impeller
- Mounts easily in stock location • 12 Volt, 6.1amp draw

Chev Small Block

Has mounting hole for power steering bracket. Unit comes with standard 1-3/4" inlet.

Flow Rate: 55GPM
 Weight: 6.8 Lbs. (7350) / 7.8 Lbs. (7550)
 Type of Finish: Cast Aluminium/Anodized Billet
 Fasteners & Hardware: Stainless Steel

Application Part No.
 SB Chev - Clear Anodized Face (55GPM) **CVR7550**
 SB Chev - Red Anodized Face (55GPM) **CVR7550R**

**CHEV LT-1 SMALL BLOCK**

On the LT-1 engine the factory pump is cam driven. Installation of this unit requires removal of the housing, disassembly and plugging of the drive hole and reinstallation. From there our unit plugs right into the housing supplied with seal and stainless fasteners. Flow Rate: 55GPM
 Weight: 3.0 Lbs. (6351) / 4.0 Lbs. (6551) Type of Finish: Machined
 Special Coating: Bright Anodized
 Fasteners & Hardware: Stainless Steel
 Type of Material: T6-6061 Billet Aluminium

Application Part No. CVR6551
 GM LT-1 Small Block (55GPM)

Chev Big Block

Flow Rate: 60GPM
 Weight: 8.7 Lbs. (7454) / 9.7 Lbs. (7554) Type of Finish: Cast Aluminium /Anodized Billet
 Fasteners & Hardware: Stainless Steel
 Unit comes with standard 1-3/4" inlet.

Application Part No. CVR7554
 BB Chev - Clear Anodized Face (60GPM) **CVR7554R**
 BB Chev - Red Anodized Face (60GPM)

**CHRYSLER BIG BLOCK**

Mounts directly to stock water pump locations by removing existing fan, pulley, plate and impeller; includes stainless steel mounting hardware and gasket for simple installation.
 Flow Rate: 55GPM Weight: 3.0 Lbs. (6440) / 4.0 Lbs. (6540)
 Type of Finish: Machined Special Coating: Bright Anodized
 Fasteners & Hardware: Stainless Steel

Application Part No. CVR6540
 Chrysler B/RB/HEMI 361-440 (55GPM) **CVR7426**
 Cast Pump Body for CVR 6440 & CVR6450

Chrysler Big Block**Water Pump Install Kit**

Includes water pump gasket, pump housing gasket, plugs, water pump screws, plus long and short housing screws.

Water Pump Installation Kit - Chrysler Big Block MPP5007449

**CVR EXTREME ONE PUMP****MULTIPLE ENGINE COMBINATIONS!**

Fits Small Block & Big Block Chevrolet and Small Block & Big Block Ford. Want to take the pump from your Chev to your Ford? Simply order new mounting legs and you're good to go! Want to customize your installation? Order your pump in one colour, your mounting legs in another colour and your inlet fitting in a third colour. No other pump allows you to get creative with colours like the CVR Proflo Extreme. Available in four attractive colours

Specifications:
 • Flow Rate: 55GPM • Weight: 5.8 Lbs.
 • Special Coating: Bright Anodized (coloured units only)
 • Inlet fittings sold separately. • Inlet port size 1" NPT.

Application: Part No.
 Extreme Pump Assembly Black **CVR8000BK**
 Extreme Pump Assembly Blue **CVR8000BL**
 Extreme Pump Assembly Clear **CVR8000CL**
 Extreme Pump Assembly Red **CVR8000R**

**REMOTE FLANGE**

- T6-6061 billet aluminium
- Computer designed machined billet
- Kit includes 2 mounts, stainless steel fasteners and o-ring

Application: Part No.
 Billet Remote Flange Kit Black **CVR8002BK**
 Billet Remote Flange Kit Blue **CVR8002BL**
 Billet Remote Flange Kit Clear **CVR8002CL**
 Billet Remote Flange Kit Red **CVR8002R**

UNIVERSAL MANIFOLD

Allows you to remotely locate your water pump for Applications that have a tight fit! Simply use the Universal manifold in place of standard water pump and plumb the inlet fitting on the top or front

• T6-6061 billet aluminium
 • Computer designed machined billet
 • Includes 1 Allen Key Plug
Application Part No:
 Billet Universal Manifold Black **CVR8001BK**
 Billet Universal Manifold Blue **CVR8001BL**
 Billet Universal Manifold Clear **CVR8001CL**
 Billet Universal Manifold Red **CVR8001R**

**MOUNTING KIT**

- T6-6061 billet aluminium
- Computer designed machined billet
- Kit includes 2 mounts, stainless steel fasteners and o-rings or gaskets

Application: Part No:
 SB Chev W/P Mounting Kit Black **CVR8350BK**
 SB Chev W/P Mounting Kit Blue **CVR8350BL**
 SB Chev W/P Mounting Kit Clear **CVR8350CL**
 SB Chev W/P Mounting Kit Red **CVR8350R**
 BB Chev W/P Mounting Kit Black **CVR8454BK**
 BB Chev W/P Mounting Kit Blue **CVR8454BL**
 BB Chev W/P Mounting Kit Clear **CVR8454CL**
 BB Chev W/P Mounting Kit Red **CVR8454R**
 SB Ford W/P Mounting Kit Black **CVR8302BK**
 SB Ford W/P Mounting Kit Blue **CVR8302BL**
 SB Ford W/P Mounting Kit Clear **CVR8302CL**
 SB Ford W/P Mounting Kit Red **CVR8302R**
 BB Ford W/P Mounting Kit Black **CVR8460BK**
 BB Ford W/P Mounting Kit Blue **CVR8460BL**
 BB Ford W/P Mounting Kit Clear **CVR8460CL**
 BB Ford W/P Mounting Kit Red **CVR8460R**
 Holden W/P Mounting Kit Clear **CVR8308CL**
 Holden W/P Mounting Kit Black **CVR8308BK**

CVR EXTREME BILLET ELECTRIC WATER PUMPS**HOLDEN V8 253-308**

Mounts directly in stock location. Inlet fittings are sold separately and can be changed between left and right side to suit radiator outlet.
 Flow Rate: 55GPM, Weight: 6.3 Lbs., Inlet Fittings Sold Separately



Application Part No.
 Holden V8 253-308 (55GPM) - Clear **CVR8508CL**
 Holden V8 253-308 (55GPM) - Black **CVR8508BK**

**CVR LS Water Pumps**

- T6-6061 billet aluminium body
- Carbon ceramic seal
- Stainless steel shaft will not corrode
- Computer designed machined billet impeller
- Stainless steel fasteners included
- 12 Volt, 6 amp draw
- Optional thermostat housing available

Specifications:
 Flow Rate: 55GPM
 Weight: 9.9 Lbs. / 4.5kg
Optional Thermostat Housings
 • Optional thermostat housings for CVR8400 pumps. Use with stock style water outlet.

Part No Description
 CVR8400BK LS Electric Water Pump, Black Anodised
 CVR8400CL LS Electric Water Pump, Clear Anodised
 CVR8180BK Thermostat Housing, Black Anodised
 CVR8180CL Thermostat Housing, Clear Anodised



- T6-6061 billet aluminium body
- Carbon ceramic seal offers 10,000 hour life expectancy
- Stainless steel shaft will not corrode
- Computer designed machined billet impeller
- Mounts easily in stock location
- Thoroughly hand polished
- Stainless steel fasteners included
- 12 Volt, 6.1amp draw

CHEV SMALL BLOCK

Mounts directly in stock location. Inlet fittings sold separately and can be changed between left and right side to suit radiator outlet.

Flow Rate: 55GPM

Weight: 5.8 Lbs.

Special Coating: Bright Anodized (coloured units only)

Inlet Fittings Sold Separately

Application

Chev Small Block (55GPM) - Clear
Chev Small Block (55GPM) - Red Anodized
Chev Small Block (55GPM) - Black Anodized

Part No.
CVR8550CL
CVR8550R
CVR8550BK



CHEV BIG BLOCK

Mounts directly in stock location. Inlet fittings are sold separately and can be changed between left and right side to suit radiator outlet.

Flow Rate: 55GPM

Weight: 6.3 Lbs.

Special Coating: Bright Anodized (coloured units only)

Inlet Fittings Sold Separately

Application

Chev Big Block (55GPM) - Clear
Chev Big Block (55GPM) - Red Anodized
Chev Big Block (55GPM) - Black Anodized

Part No.
CVR8554CL
CVR8554R
CVR8554BK



FORD SMALL BLOCK

Suits Windsor and Cleveland engines. Mounts to stock location when used with CVR back plate (sold separately). Inlet fittings are sold separately and can be changed between left and right side to suit radiator outlet.

Flow Rate: 55GPM Weight: 4.0 Lbs.

Special Coating: Bright Anodized (coloured units only)

Inlet Fittings and Back Plates Sold Separately

Application

Ford 289/302/351 (55GPM) - Clear
Ford 289/302/351 (55GPM) - Blue Anodized
Ford 289/302/351 (55GPM) - Black Anodized

Part No.
CVR8502CL
CVR8502BL
CVR8502BK



FORD BIG BLOCK

Mounts to stock location when used with CVR back plate (sold separately). Inlet fittings are sold separately and can be changed between left and right side to suit radiator outlet.

Flow Rate: 55GPM

Weight: 5.7 Lbs.

Special Coating: Bright Anodized (coloured units only)

Inlet Fittings and Back Plates Sold Separately

Application

Ford 429-460 (55GPM) - Clear
Ford 429-460 (55GPM) - Blue Anodized
Ford 429-460 (55GPM) - Black Anodized

Part No.
CVR8560CL
CVR8560BL
CVR8560BK



CVR ACCESSORIES

Inlet Fittings

Inlet Fittings
Inlet fittings for ProFlo billet water pumps using clamp on rubber hose.
Standard fittings are 3.150" long and the long fittings are 4.875" long.
1-3/16" straight thread o-ring fitting w/1" port

Description

Inlet Fitting, 1-1/4" OD - Clear
Inlet Fitting, 1-1/4" OD - Red Anodized
Inlet Fitting, 1-1/4" OD - Blue Anodized
Inlet Fitting, 1-1/4" OD - Black Anodized
Inlet Fitting, 1-1/2" OD - Clear
Inlet Fitting, 1-1/2" OD - Red Anodized
Inlet Fitting, 1-1/2" OD - Blue Anodized
Inlet Fitting, 1-1/2" OD - Black Anodized
Long Inlet Fitting, 1-1/2" OD - Black
Long Inlet Fitting, 1-1/2" OD - Blue
Long Inlet Fitting, 1-1/2" OD - Clear
Long Inlet Fitting, 1-1/2" OD - Red
Inlet Fitting, 1-3/4" OD - Clear
Inlet Fitting, 1-3/4" OD - Red Anodized
Inlet Fitting, 1-3/4" OD - Blue Anodized
Inlet Fitting, 1-3/4" OD - Black Anodized
Long Inlet Fitting, 1-3/4" OD - Black
Long Inlet Fitting, 1-3/4" OD - Blue
Long Inlet Fitting, 1-3/4" OD - Clear
Long Inlet Fitting, 1-3/4" OD - Red
Inlet Fitting, -16 AN -Black Anodized
Inlet Fitting, -16 AN -Blue Anodized
Inlet Fitting, -16 AN -Clear Anodized
Inlet Fitting, -16 AN -Red Anodized
Long Inlet Fitting, 1-3/4" OD - Clear 1" NPT

Part No.
CVR8125CL
CVR8125R
CVR8125BL
CVR8125BK
CVR8150CL
CVR8150R
CVR8150BL
CVR8150BK
CVR8150LBK
CVR8150LBL
CVR8150LCL
CVR8150LRL
CVR8175CL
CVR8175R
CVR8175BL
CVR8175BK
CVR8175LBK
CVR8175LBL
CVR8175LCL
CVR8175LRL
CVR8016BK
CVR8016BL
CVR8016CL
CVR8016R
CVR6200CL



FORD Back Plates

Many of today's race cars use a full front motor plate or a belt drive system for the cam. In the Ford engine, the front motor plate or the cam belt drive may also be used to block off the centre chamber in the timing cover housing and drilled only in the one spot on each side to allow water to flow back into the engine block. In this case, the back plate is an unnecessary piece and may not be needed. In all other cases a back plate will be necessary.

Description

Ford Cleveland Back Plate - Clear
Ford Cleveland Back Plate - Blue Anodized
Ford Windsor Back Plate - Clear
Ford Windsor Back Plate - Blue Anodized
Ford Windsor Back Plate - Black Anodized
Ford 429/460 Back Plate - Clear
Ford 429/460 Back Plate - Blue Anodized
Ford 429/460 Back Plate - Black Anodized

Part No.
CVR63512CCL
CVR63512CBL
CVR65022CL
CVR65022BL
CVR65022BK
CVR65022BK
CVR65022BK
CVR65022BK



WATER PUMP SEAL KIT

Fits standard volume pumps except CVR6440 and CVR6351

Description

Water Pump Seal Kit

Part No.

CVRSK67



HOLLEY FROSTBITE BILLET ELECTRIC WATER PUMP

Electric Water Pumps are a must for High Performance vehicles where horsepower comes at a premium. These pumps eliminate common issues found in traditional mechanical Water Pumps – Parasitic horsepower loss, heavy cast housings and impeller drag. Holley is proud to introduce its latest offering in the continued expansion of our newest brand – Frostbite Electric Aluminium Water Pumps. Our line of Performance Aluminium Electric Water Pumps are available in Black and Polished finishes with offerings for popular engine platforms. When it comes to keeping your cooling system performing at peak levels, make it Frostbite!

- Frostbite Water Pumps are available in Cast and Billet aluminium housings
- Billet Water Pump rated at 40gpm
- Free up lost horsepower resulting from use of mechanical pumps
- Custom Frostbite Logo laser etched for that performance look
- Ford Water Pump applications available with Block Off Plate
- Kits come complete with gaskets, wiring pigtail, and mounting hardware
- Applications available for Small Block Chevy, Small Block Ford, Big Block Chevy, Big Block Ford, and Ford 351C/351M/400M engines

Description

SB Chev 40 GPM - Natural Finish

Part No.

H022-110



100 Series Water Pumps - Chev SB

Recommended for Sport, Drag Cars and Mild Street Cars. All 100 Series pumps for Chevrolet are machined with enough back spacing to clear cam belt drives and are compatible with most roots blower drives. Passenger side 1" NPT inlet port standard.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately

Description

Chev Small Block, Standard (35 GPM) - Black
Chev Small Block, Standard (35 GPM) - Blue
Chev Small Block, Standard (35 GPM) - Red
Chev Small Block, Standard (35 GPM) - Polished
Chev Small Block, Standard (35 GPM) - Chrome
Chev Small Block, Heavy Duty (40 GPM) - Black
Chev Small Block, Heavy Duty (40 GPM) - Blue
Chev Small Block, Heavy Duty (40 GPM) - Polished

Part No.

MZWP101S
MZWP101B
MZWP101R
MZWP101U
MZWP101C
MZWP101SHD
MZWP101BHD
MZWP101UHD

300 Series Water Pumps - Chev SB

The Meziere 300 series pumps changed the rules about using electric pumps on high horsepower street engines, nitrous motors, or super/turbo charged cars. Delivering 55 gallons per minute of flow, the 300 series pumps offer great cooling solutions to high horsepower vehicles.

Higher flow rates reduce the chance of detonation.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 55 GPM
- Inlet Fitting Not Required

Description

Chev Small Block, Standard (55 GPM) - Black
Chev Small Block, Standard (55 GPM) - Polished

Part No.

MZWP301S
MZWP301U



100 Series Water Pumps - Chev BB

Recommended for Sport, Drag Cars and Mild Street Cars.

All 100 Series pumps for Chevrolet are machined with enough back spacing to clear cam belt drives and are compatible with most roots blower drives. Passenger side 1" NPT inlet port standard.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately

Description

Chev Big Block, Standard (35 GPM) - Black
Chev Big Block, Standard (35 GPM) - Blue
Chev Big Block, Standard (35 GPM) - Polished
Chev Big Block, Standard (35 GPM) - Chrome
Chev Big Block, Heavy Duty (40 GPM) - Black
Chev Big Block, Heavy Duty (40 GPM) - Blue
Chev Big Block, Heavy Duty (40 GPM) - Polished

Part No.

MZWP100S
MZWP100B
MZWP100U
MZWP100C
MZWP100SHD
MZWP100BHD
MZWP100UHD



300 Series Water Pumps - Chev BB

The Meziere 300 series pumps changed the rules about using electric pumps on high horsepower street engines, nitrous motors, or super/turbo charged cars. Delivering 55 gallons per minute of flow, the 300 series pumps offer great cooling solutions to high horsepower vehicles. Higher flow rates reduce the chance of detonation.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 55 GPM
- Inlet Fitting Not Required

Description

Chev Big Block, Standard (55 GPM) - Black
Chev Big Block, Standard (55 GPM) - Blue
Chev Big Block, Standard (55 GPM) - Red
Chev Big Block, Standard (55 GPM) - Polished
Chev Big Block, Standard (55 GPM) - Chrome

Part No.

MZWP300S
MZWP300B
MZWP300R
MZWP300U
MZWP300C



100 Series Water Pumps - Chev/Holden LS

Our LS-X pump will dress out your engine while increasing mid range power and low speed cooling. Originally designed for Stock and Super Stock racers, this pump can also be found on street rods, buggies and modified street cars. This pump is not designed to accommodate factory accessories (i.e. P/S, ALT, A/C).

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately

Description

Chev/Holden LS-X, Standard (35 GPM) - Black
Chev/Holden LS-X, Standard (35 GPM) - Blue
Chev/Holden LS-X, Standard (35 GPM) - Red
Chev/Holden LS-X, Standard (35 GPM) - Polished
Chev/Holden LS-X, Standard (35 GPM) - Chrome
Chev/Holden LS-X, Heavy Duty (40 GPM) - Black

Part No.

MZWP119S
MZWP119B
MZWP119R
MZWP119U
MZWP119C
MZWP119SHD



300 Series Water Pumps - Chev/Holden LS

Meziere has received overwhelming requests for a bolt-on electric water pump for the LS-X. We have developed a pump that provides a high flow rate that is capable of cooling the most extreme street machines without interfering with factory or aftermarket accessories.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 55 GPM

Description

Chev/Holden LS-X, Standard (55 GPM) - Black
Chev/Holden LS-X, Standard (55 GPM) - Polished
Chev/Holden LS-X, Standard (55 GPM) - Chrome

Part No.

MZWP319S
MZWP319U
MZWP319C



LSX HIGH FLOW RACE PUMP



American made with quality far superior to any other performance aftermarket company, we build our water pumps with pride right here in the USA. Don't be misled by inflated flow numbers and competitors' outlandish claims. We say what we mean and mean what we say. Our 2 year, unlimited mileage guarantee and full satisfaction money back guarantee should convince you that buying Meziere is buying value!

- Fits standard GM LSX block • Show quality finish
- Suitable for street or drag strip use – 3000+ hour life expectancy
- High flow design provides 55 gallons per minute free flow rating
- All stainless steel hardware included
- Light weight. Complete unit weighs only 10.3 pounds!
- Stainless steel large diameter main shaft with high performance ceramic seal
- 1-3/4" inlet fitting included • 1-1/2" outlet fitting included
- Pump comes ready to accommodate a thermostat. Thermostat not included • -08AN high and low pressure ports standard

Description
LSX High Flow Race Pump – Natural Finish
LSX High Flow Race Pump – Black Finish

Part No.
MZWP333N
MZWP333S

100 Series Water Pumps - Holden 3.8L V6

The performance enthusiasts driving and racing the powerful Holden 3.8L V6 demanded better cooling. Meziere brings the solution. Not only do drivers enjoy better cooling and less parasitic loss (more horsepower) the WP140 has a clean billet look for a custom engine compartment.

- Inlet Fitting Not Required
- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 42 GPM
- Installation Requires a 100mm Shorter Belt

Description
Holden 3.8L V6, Standard (35 GPM) - Black
Holden 3.8L V6, Heavy Duty (42 GPM) - Black

Part No.
MZWP140S
MZWP140SHD

100 Series Water Pumps - Ford SB Early

WP111 is the most common pump body for small block Ford engines. It will bolt up to front covers from the very early 1964 style through 1993 and slightly beyond.

It has been used as the heart of many cooling systems and can be coupled with one of several different back plates to complete your system right.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- Backing Plates Sold Separately
- 1" NPT Inlet Fittings Sold Separately

Description
Ford Small Block, Heavy Duty (40 GPM) - Black

Part No.
MZWP111SHD

300 series water pump – Ford SB Early

Ford SB Early

Meziere 300 series electric water pumps are the Big Daddy of electric water pumps, capable of flowing 55 gpm enough for a 600 hp oval track car or a 2,200 hp Pro Mod. They have larger internal passages and heavy-duty motors, and are available in radiator, remote-mount, or engine-mount versions. These pumps feature CNC-machined aluminium housings, epoxy-coated motor windings, an RF suppression circuit, and a one-piece carbon-ceramic seal.

- Fits small block Ford Windsor and 5.0 models pre 1994
- Suitable for street or drag strip use – 3000+ hour life expectancy
- Show quality polished finish
- Standard motor provides 55 gallons per minute free flow rating
- All stainless steel hardware included
- Ports provided for heater and bypass
- Inlet fitting, heater and bypass fitting included
- Driver's or passenger's side lower hose connection
- Stainless steel large diameter main shaft with high performance ceramic seal
- Alternate inlet fittings available

Description
Ford Small Block, Heavy Duty (55 GPM)

Part No.
MZWP311U

100 Series Water Pumps - Ford SB Late

WP173 is the right choice if you have a later model front cover on your 5.0 or 351 engine. This is known as the 1994-1995 design and is also shared by Ford Motorsport front covers.

In addition, this has been the design chosen universally for front covers purchased with belt cam drive systems. This pump is shipped with O-rings for a positive pump-to-plate seal.

- CNC Machined Aluminium Impeller • One Piece Carbon Ceramic Seal • RF Suppression Circuit In Motor • Standard Motor Flows 35 GPM • Heavy Duty Motor Flows 40 GPM • 1" NPT Inlet Fittings Sold Separately • Backing Plates Sold Separately

Description
Ford Small Block, Standard (35 GPM) - Black
Ford Small Block, Standard (35 GPM) - Blue
Ford Small Block, Standard (35 GPM) - Red
Ford Small Block, Standard (35 GPM) - Polished
Ford Small Block, Standard (35 GPM) - Chrome
Ford Small Block, Heavy Duty (40 GPM) - Black
Ford Small Block, Heavy Duty (40 GPM) - Blue

Part No.
MZWP173S
MZWP173B
MZWP173R
MZWP173U
MZWP173C
MZWP173SHD
MZWP173BHD

100 Series Water Pumps - Ford 429-460

This pump is used on everything from home built 429ci powered street rods to Jon Kaase 812ci. IHRA Pro Stock engines. The back plate is available for stock front cover installations but may not be necessary for some racing blocks and newer motor plates.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal • RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM • Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately • Backing Plates Sold Separately

Description
Ford Big Block, Standard (35 GPM) - Black
Ford Big Block, Standard (35 GPM) - Blue
Ford Big Block, Standard (35 GPM) - Red
Ford Big Block, Standard (35 GPM) - Polished

Part No.
MZWP108S
MZWP108B
MZWP108R
MZWP108U

Backing Plates - Ford

For the correct back plate carefully check the chart below. We offer a variety of plates to mate with the WP111 or WP173 pump. One of these back plates is used to cover the centre chamber in a stock type front cover. The back plate will not be used if you are using a modern belt cam drive system. Choosing correctly will ensure easy installation.

Application
Early 221-289 Windsor - Black
Early 221-289 Windsor - Blue
Early 221-289 Windsor - Red
Early 221-289 Windsor - Polished
Early 221-289 Windsor - Chrome
Traditional 221-289 Windsor - Black
Traditional 221-289 Windsor - Blue
Traditional 221-289 Windsor - Red
Traditional 221-289 Windsor - Polished
Traditional 221-289 Windsor - Chrome
302-351 Cleveland - Black
302-351 Cleveland - Blue
302-351 Cleveland - Red
302-351 Cleveland - Polished
302-351 Cleveland - Chrome
Late Windsor with WP173 Water Pump - Polished
429-460 with WP108 Water Pump - Black
429-460 with WP108 Water Pump - Blue
429-460 with WP108 Water Pump - Red
429-460 with WP108 Water Pump - Polished
429-460 with WP108 Water Pump - Chrome

Part No.
MZWP112S
MZWP112B
MZWP112R
MZWP112U
MZWP112C
MZWP113S
MZWP113B
MZWP113R
MZWP113U
MZWP113C
MZWP123S
MZWP123B
MZWP123R
MZWP123U
MZWP123C
MZWP174U
MZWP109S
MZWP109B
MZWP109R
MZWP109U
MZWP109C

100 Series Water Pumps - Chrysler SB

This pump is at home making passes on the strip at WSID or cruising the strip at Brighton Le sands.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately
- Backing Plates Sold Separately

Description
Chrysler 273-360, Standard (35 GPM) - Black
Chrysler 273-360, Standard (35 GPM) - Blue
Chrysler 273-360, Standard (35 GPM) - Red
Chrysler 273-360, Standard (35 GPM) - Polished
Chrysler 273-360, Standard (35 GPM) - Chrome
Chrysler 273-360, Heavy Duty (40 GPM) - Black
Chrysler 273-360, Heavy Duty (40 GPM) - Blue
Chrysler 273-360, Heavy Duty (40 GPM) - Red
Chrysler 273-360, Heavy Duty (40 GPM) - Polished
Chrysler 273-360, Heavy Duty (40 GPM) - Chrome

Part No.
MZWP114S
MZWP114B
MZWP114R
MZWP114U
MZWP114C
MZWP114SHD
MZWP114BHD
MZWP114RHD
MZWP114UHD
MZWP114CHD

Backing Plates - Chrysler SB

For the correct back plate carefully check the chart below. We offer a two styles of plates to mate with the WP114 pump. These back plates will not fit late model cars with Magnum engines

Application
Chrysler 273-360 1964-1990 - Black
Chrysler 273-360 1964-1990 - Polished
Chrysler 273-360 1964-1990 - Chrome

Part No.
MZWP115S
MZWP115U
MZWP115C

100 Series Water Pumps - Chrysler BB & Hemi

Tossing out your bulky factory water pump and switching to a Meziere pump will save space, horsepower, and remove about 10 lbs. from the front of your engine.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM • Heavy Duty Motor Flows 40 GPM
- 1" NPT Inlet Fittings Sold Separately

Description
B, RB & Hemi, Standard (35 GPM) - Black
B, RB & Hemi, Standard (35 GPM) - Polished
B, RB & Hemi, Standard (35 GPM) - Chrome

Part No.
MZWP106S
MZWP106U
MZWP106C

100 Series Water Pumps - Chrysler BB & Hemi

Built as a low cost alternative to our WP106. The WP105 uses the stock Mopar water pump housing. This pump looks good and flows over 35 GPM.

Relocation of factory brackets may be required. Street engines over 450 HP should use HD pumps.

- CNC Machined Aluminium Impeller
- One Piece Carbon Ceramic Seal
- RF Suppression Circuit In Motor
- Standard Motor Flows 35 GPM
- Heavy Duty Motor Flows 40 GPM
- Uses Stock Water Pump Housing

Description
B, RB & Hemi, Heavy Duty (40 GPM) - Polished

Part No.
MZWP105UHD

300 Series Water Pumps – Big Block Chrysler & Hemi

American made with quality far superior to any other performance aftermarket company, we build our water pumps with pride right here in the USA. Don't be misled by inflated flow numbers and competitors' outlandish claims. Our 300 series pumps move more water and produce more pressure than any other electric pump on the market. That means better protection for your high horsepower, high demand engine! Our 2 year, unlimited mileage guarantee and full satisfaction money back guarantee should convince you that buying Meziere is buying value! This water pump model features:

- Fits big block Mopar
- Suitable for street or drag strip use – 3000+ hour life expectancy
- Show quality polished finish
- High flow design provides 55 gallons per minute free flow rating
- All stainless steel hardware included
- Light weight. Complete big block Mopar unit weighs only 8.1 pounds!
- Stainless steel large diameter main shaft with high performance ceramic seal
- Pump will clear cam belt drives and most blower drives
- Dual inlet ports machined to accept any of our WN style fittings

Description
BB Chrysler & Hemi, Standard (55 GPM) - Polished

Part No.
MZWP306U

Male AN block plates

Male AN block plates are the prefect way to make the connection to the front of the engine when using a remote or radiator mounted pump. They are sold in pairs and are delivered to you with the required O-rings and hardware.

MZWP8116ANS Male AN Block Plates Small Block Chevy (black)

MEZIERE SB FORD

WATER PORT BLOCK

ADAPTER SET

For systems that employ a remote or radiator mounted water pump, these adapters are the cleanest and best way to connect the lines to the engine. These plates are designed to help you connect AN style hoses to your engine block at the spots where the water pump usually bolts on. Each features a male AN thread connection.

- Fits small block Ford 5.0 model engine with 1994 and earlier timing cover; Windsor, Cleveland and 5.0.
 - Fully machined finish on all surfaces.
 - #12AN male connection ready to accept braided line.
- Note: These block adapters will not be correct for most aftermarket cambelt drive units. Use part #WP8212AN to mate to those drives. Note 2: If you are adapting to a factory style timing cover you will need to use the appropriate back plate for your cover. Please call if you need assistance with this.

MZWP8312ANS Pre 1994, -12AN - Black

Electric water pump remote mount inline 55GPM

American made with quality far superior to any other performance aftermarket company, we build our water pumps with pride right here in the USA. Don't be misled by inflated flow numbers and competitors' outlandish claims. Our 300 series pumps move more water and produce more pressure than any other electric pump on the market. That means better protection for your high horsepower, high demand engine! Our 2 year, unlimited mileage guarantee and full satisfaction money back guarantee should convince you that buying Meziere is buying value! Remote pumps fill many different needs. When an engine mounted pump is not available or space limits the ability to use one, the remote pumps are the answer. Meziere makes more remote pump configurations than any other manufacturer in the performance market. We make pumps that flow from 20 to 55+ gallons per minute. Our pumps can be configured to use almost any size line. All of our pumps are built for cooling systems and can operate properly in a harsh environment.

This water pump model features:

- Remote mount inline design for universal fit
- Suitable for street or drag strip use – 3000+ hour life expectancy
- Show quality black anodized finish
- Standard motor provides 55 gallons per minute free flow rating
- Stainless steel hardware and 4130 mounting bracket included
- Single inlet port accepts any of our WN style fittings
- Single outlet port accepts any of our WN style fittings
- Stainless steel large diameter main shaft with high performance ceramic seal
- WN style fittings available for #10AN, #12AN, #16AN, #20AN, #24AN, 1 1/4", 1 1/2", or 1 3/4" slip hose

Description	Part No.
Inline 55GPM Electric Water	MZWP336
Inline 55GPM Electric Water Pump 1 in 2 out	MZWP337
Water Pump Remote Mount Dual Outlet 55 GPM	MZWP362
Water Pump Remote Mount Single Outlet 55 GPM	MZWP3613

**Inlet Fittings**

Standard 1" NPT inlet fittings for use with Meziere 100 Series Water Pumps. Also fits most other brands of electric water pumps such as CVR, Moroso and Proform.

Description	Part No.
1-1/4" Hose Fitting - Black	MZWP1125S
1-1/4" Hose Fitting - Blue	MZWP1125B
1-1/4" Hose Fitting - Red	MZWP1125R
1-1/4" Hose Fitting - Polished	MZWP1125U
1-1/4" Hose Fitting - Chrome	MZWP1125C
1-1/2" Hose Fitting - Black	MZWP1150S
1-1/2" Hose Fitting - Blue	MZWP1150B
1-1/2" Hose Fitting - Red	MZWP1150R
1-1/2" Hose Fitting - Polished	MZWP1150U
1-1/2" Hose Fitting - Chrome	MZWP1150C
1-3/4" Hose Fitting - Black	MZWP1175S
1-3/4" Hose Fitting - Blue	MZWP1175B
1-3/4" Hose Fitting - Red	MZWP1175R
1-3/4" Hose Fitting - Polished	MZWP1175U
1-3/4" Hose Fitting - Chrome	MZWP1175C
1-3/4" Extended Hose Fitting - Black	MZWP2175S
1-3/4" Extended Hose Fitting - Blue	MZWP2175B
1-3/4" Extended Hose Fitting - Red	MZWP2175R
1-3/4" Extended Hose Fitting - Polished	MZWP2175U
1-3/4" Extended Hose Fitting - Chrome	MZWP2175C
-12AN Male Fitting - Black	MZWP1012S
-12AN Male Fitting - Blue	MZWP1012B
-12AN Male Fitting - Red	MZWP1012R
-12AN Male Fitting - Polished	MZWP1012U
-12AN Male Fitting - Chrome	MZWP1012C
-16AN Male Fitting - Black	MZWP1016S
-16AN Male Fitting - Blue	MZWP1016B
-16AN Male Fitting - Red	MZWP1016R
-16AN Male Fitting - Polished	MZWP1016U
-16AN Male Fitting - Chrome	MZWP1016C
-20AN Male Fitting - Black	MZWP1020S
-20AN Male Fitting - Blue	MZWP1020B
-20AN Male Fitting - Red	MZWP1020R
-20AN Male Fitting - Polished	MZWP1020U
-20AN Male Fitting - Chrome	MZWP1020C

Extensions & 45° Adapters

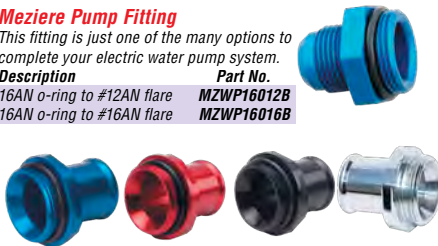
These fitting extensions and 45° adapters will help when the damper or ignition parts interfere with the normal outlet position. Thread size is 1" NPT male and female.

Description	Part No.
2" Extension - Black	MZWP1000S
2" Extension - Blue	MZWP1000B
2" Extension - Red	MZWP1000R
2" Extension - Polished	MZWP1000U
2" Extension - Chrome	MZWP1000C
45° Adapter - Black	MZWP1045S
45° Adapter - Blue	MZWP1045B
45° Adapter - Red	MZWP1045R
45° Adapter - Polished	MZWP1045U
45° Adapter - Chrome	MZWP1045C

**Meziere Pump Fitting**

This fitting is just one of the many options to complete your electric water pump system.

Description	Part No.
16AN o-ring to #12AN flare	MZWP16012B
16AN o-ring to #16AN flare	MZWP16016B

**Meziere WN Style fitting**

These fittings are used on some of our products where flow is crucial and space is limited. The o-ring sealed end of these fittings is a modified #20AN that provides a safe seal and extraordinary function. This part number features:

MZWN0031C	1-1/4" Water Hose Fitting Electric Pump Chrome
MZWN0031B	1-1/4" Water Hose Fitting Electric Pump Polished
MZWN0032B	1-1/2" Water Hose Fitting Electric Pump Blue
MZWN0032U	1-1/2" Water Hose Fitting Electric Pump Polished
MZWN0033B	1-3/4" Water Hose Fitting Electric Pump Blue
MZWN0033C	1-3/4" Water Hose Fitting Electric Pump Polished
MZWN0033R	1-3/4" Water Hose Fitting Electric Pump Red
MZWN0033S	1-3/4" Water Hose Fitting Electric Pump Black
MZWN0033U	1-3/4" Water Hose Fitting Electric Pump Chrome
MZWN0040S	-16AN Water Hose Fitting Electric Pump Black
MZWN0041S	-20AN Water Hose Fitting Electric Pump Black

**RADIATOR HOSE ADAPTERS**

Fit most popular electric water pumps and AeroFlow water necks

Suits 1.5" Radiator Hose	Part No	Colour	Suits 1.75" Radiator Hose	Part No	Colour
2.75"			2.75"		
AF64-2080	Blue		AF64-2082	Blue	
AF64-2080BLK	Black		AF64-2082BLK	Black	
AF64-2080S	Silver		AF64-2082S	Silver	
AF64-2080R	Red		AF64-2082R	Red	
4.5"			4.5"		
AF64-2081	Blue		AF64-2083	Blue	
AF64-2081BLK	Black		AF64-2083BLK	Black	
AF64-2081S	Silver		AF64-2083S	Silver	
AF64-2081R	Red		AF64-2083R	Red	

**MR GASKET
ELECTRIC WATER
PUMP
DRIVE KIT**

The electric water pump drive kit was designed to alleviate the power drag produced by conventional pulley drive units.

A heavy-duty electric motor, turning at approximately 1,500 rpm, is more than adequate to fulfill cooling needs without draining precious horsepower from the engine. This unit can be turned on and off manually, during a run, or before and afterwards, even with engine off. The kit is complete with motor mounting bracket, extra long bolts, spline pulleys, drive belt, wiring and switch. Suits Chev, Chrysler and Ford V8 engines.

**Water Pump Drive Kit
Replacement Belt**

MG4333
G210L050



**DAVIES,
CRAIG** LTD.

Electric Water Pumps

The new, revolutionary designed Davies Craig electric water pump is a performance accessory that increases cooling capacity while giving you more engine power - in fact, up to 20 HP more power! Included in the kit, is everything you need to fit it to your car in an afternoon, including, easy to understand installation instructions. The EWP is universal and fits almost all makes and models of vehicles on the road today. For those who really want the best performance, an optional controller is available.

EWP80 Nylon - 80 Litres/Min	DC8005
EWP115 Nylon - 115 Litres/Min	DC8025
EWP115 Aluminium - 115 Litres/Min	DC8040
EWP130 Aluminium - 130 Litres/Min	DC8080
EWP150 Aluminium - 150 Litres/Min	DC8060
Aluminium EWP Adapter -16 (SUIT 8005 PUMP)	DC1025

**LCD EWP & FAN CONTROLLER**

The unique LCD EWP/Fan Digital Controller will manage the operation of your chosen EWP® by varying the speed of your pump in response to coolant temperature and manage control of your electric Thermatic Fan, No need for a separate thermal switch. The Controller varies the speed of your EWP® looking for, and locking onto your target temp. If the engine temp goes 3 degrees C over the target, the Controller will run your radiator fan until the target temp is restored. And it now does 12 & 24 Volt.

- The prominent blue Liquid Crystal Display screen (pictured)
- Now suitable for all 12V & 24V electrical systems, with relevant displays
- Genuine Thermometer, with coolant and targeted/set temp. displays
- Diagnostic check & warm-up signals
- Nine (9) targeted/set coolant temperatures, 60°C (140°F) to 100°C (212°F)
- Flashing "EWP" logo signifying water pump in operation
- Davies Craig Thermatic Fan logo, circulating signifying fan in operation
- Flashing High & Low Voltage indicators
- Low & High Temp indicators
- Audible alarm -
 1. if coolant temp doesn't exceed 40°C (104°F) within 5 minutes of start-up
 2. when coolant temperature exceeds 10°C (50°F) of set/target
 3. when coolant temperature exceeds 100°C (212°F)
- Above Set/Target Temperature indicator accompanies audible alarm
- Temperature Sensor short & open circuit indicators
- Automatic time-out, EWP runs for 3 minutes or until engine temp has reduced to -10°C (-14°F) below set/targeted temp whichever occurs first.

LCD EWP & FAN CONTROLLER (12 & 24V) DC8081

EWP115 & EWP150 ALLOY PUMP WITH LCD DIGITAL CONTROLLER COMBO

The revolutionary EWP115 is now available in light weight aluminium bundled with our Digital Controller. Designed with the high-performance pro, sprint, tarmac, circuit and drag racer in mind this rugged Alloy electric water pump has AN-16 internal threads at inlet and outlet for neat, tight, dash fitting applications. All the same exciting features offered on the EWP115 are here on the street-smart alloy EWP. The LCD EWP & Fan Digital Controller is scientifically calibrated to manage the flow rate of engine coolant to lock onto a targeted engine temperature.

EWP115 ALLOY & LCD DIGITAL CONTROLLER COMBO (12V)	DC8950
EWP150 ALLOY & LCD DIGITAL CONTROLLER COMBO (12V)	DC8970

EWP130 ALLOY & LCD DIGITAL CONTROLLER COMBO

Davies Craig's remote-mounted, universal-install and compact EWP130 is an advanced, lightweight and powerful Electric Water Pump, offering superior coolant circulation qualities to the mechanical water pump. It is suitable for most engines – large six-cylinder and V8s, 4WDs and most engines up to 400HP. It offers the same fitting options as the EWP80, and can be installed as an auxiliary or booster pump. The LCD EWP & Fan Digital Controller is scientifically calibrated to manage the flow rate of engine coolant to lock onto a targeted engine temperature.


EWP130 ALLOY & LCD DIGITAL CONTROLLER COMBO (12V) DC8890

EWP130 ALLOY KIT

Davies Craig's remote-mounted, universal-install and compact EWP130 is an advanced, lightweight and powerful water pump, offering superior coolant circulation qualities to the mechanical water pump. It is suitable for most engines - large 6-cylinder and V8s, 4WD and most engines up to 400HP. It offers the same fitting options as the EWP80, and can be installed as an auxiliary or booster pump.

EWP130 ALLOY KIT (12V) DC8080



Application		Pump Model	Pump Kit		Pump Combo		Controller	
			Part #	Part #	Part #	Part #	Part #	Part #
			12v	24v	12v	24v	12v	24v
Motorbike up to 500cc (Standard)		EBP15	9001	N/A	N/A	N/A	0444	N/A
Motorbike 500cc - 1000cc (Standard)		EBP23	9050	N/A	N/A	N/A	0444	N/A
Motorbike 1000cc - 2000cc (Standard)		EBP25	9005	N/A	N/A	N/A	0444	N/A
Vehicle Heater System (Standard)		EBP23	9050	N/A	N/A	N/A	0444	N/A
LPG (Butane) System (Standard)		EBP23	9050	N/A	N/A	N/A	0444	N/A
Engines up to 2.0L (Standard)		EWP80	8005	N/A	8807	N/A	8000	8000
Engines 2.0L - 3.5L (Standard)		EWP115	8025	8026	8830	8831	8000	8000
			or	or	or	or		
			8040*	8041*	8850*	8851*		
Engines 3.5L - 5.0L (Standard)		EWP130	8080	8081	8890	8891	8000	8000
Engines 5.0L or greater (Standard)		EWP150	8060	8061	8870	8871	8000	8000
Modified Engines Supercharged/Turbo		EWP150	8060	8061	8870	8871	8000	8000
Drag Racing, Drifting & Speedway		EWP150	8060	8061	8870	8871	8000	8000
Off Road		EWP130	8080	8081	8890	8891	8000	8000
Intercooler Only (19mm I.D.)		EBP23	9050	N/A	N/A	N/A	0444	N/A
Intercooler Only (32mm I.D. +)		EWP80	8005	N/A	8807	N/A	8000	8000

*EWP 115 Alloy with AN-16 internal thread



EWP HEADER-ADAPTOR KIT

Davies, Craig now offers a unique EWP® Header-Adaptor Kit to suit each of the Chev BB/SB engines. A simply designed, easy-to-fit Adapter Kit replaces the existing belt-driven mechanical water pump on the front of the Chevrolet V8 engine block. This Adapter Kit compliments the fitment of either of the following EWP® Electric Water Pump Combo Kits (Part #8030, #8050 or #8070). The EWP Adaptor Kit is supplied with 2 cast adaptors which simply bolt on to the front of the block after removal of the mechanical water pump. A 'Y' shaped blue silicone, 38mm ID hose, hose clamps, heater by-pass adaptor and return are also supplied. These are connected to the 2 adaptors and the EWP of your choice then attached to the bottom radiator hose.

Further, if your Chevrolet V8 still has a mechanical driven fan (through the mechanical water pump), you will need to replace it with a Davies, Craig Thematic Fan. If you've purchased an EWP® Combo Kit, then you will have an EWP/Fan Digital Controller with a built-in switch that will thematically control the new electric Thematic Fan in unison with your new EWP®. Simple easy-to-follow installation instructions are supplied to ensure these Davies, Craig EWP® Electric Water Pump Combo and Header-Adaptor Kit are assembled, mounted and perform in accordance with the product's design.

Small Block Chev (Blue hose)	DC8610
Small Block Chev (Black hose)	DC8611
Big Block Chev (Blue hose)	DC8620
Big Block Chev (Black hose)	DC8621
Big Block Ford 429/460 Cleveland (Blue hose)	DC8630
Big Block Ford 429/460 Cleveland (Black hose)	DC8631
Ford Windsor Small Block (Non EFI). (Blue hose)	DC8640
Ford Windsor Small Block (Non EFI). (Black hose)	DC8641
LS Engine Series (Blue hose)	DC8650
LS Engine Series (Black hose)	DC8651



EWP Header-Adaptor Kit Suit Holden 253-304-308

The Davies, Craig EWP Header-Adaptor Kit which has been designed for use with EWP Electric Water Pumps, #8025, #8040, #8060 and EWP® Combo Kits. Parts #8030, #8050 and #8070 to replace your existing belt-driven, mechanical water pump on Holden 253/308 V8 engines. Further, if your belt-driven, mechanical water pump has a mechanical fan, you will need to replace this fan with a suitable Davies, Craig Thematic Fan. If you've purchased one of the EWP Electric Water Pump Combo Kits, then your EWP/Fan Digital Controller has a built-in thermal switch that will control an electric Thematic Fan in unison with your new Electric Water Pump.

Holden Water Pump Header-Adaptor Kit **DC8600**



FORD WINDSOR EARLY EWP ADAPTOR

The Davies, Craig Ford Windsor Early EWP Adaptor has been designed for use with EWP Electric Water Pumps and Davies, Craig Thematic Fans to replace your belt-driven mechanical fan and pump on Ford Windsor V8 engines.

DC8640

EWP Mounting Bracket

The Davies Craig EWP Mounting Bracket can be used with the EWP115, EWP130 & EWP150 both Nylon and Alloy versions. It offers greater flexibility and assists with the hard mounting of the EWP to the engine bay by providing a rubber dampener to minimise vibration damage.

EWP Bracket For 115, 130, 150 Litre Pumps **DC8700**

Thermal Switch Adaptor Kit

Now there is no need to squeeze the probe of the Mechanical Thermal Switch or EWP Controller between the radiator inlet and radiator hose. This simple and economical Adaptor Kit allows easy fitting directly into the radiator hose. Just fit probe into compression fitting, remove about 17mm of radiator hose, fit adaptor between each end of hose, secure hose clamps and the job is done. The Kit comes with everything you need for a watertight and effective installation. We even supply rubber sleeves to enable fitment to radiator hose sizes from 32 to 40 mm diameter.

Thermal Switch Adaptor Kit **DC0409**

Electric Booster Pump

The 12 volt Davies Craig Electric Booster Pump, with its high flow capacity, specially designed hermetic seal and robust magnetic drive, makes it ideal for a range of applications. Designed as a booster for car cooling/heating systems, it can also be used for efficient cooling of go-kart and motor cycle engines, water pumping in caravans and motor homes or as a circulation pump in water to air intercooler systems. The Davies Craig EBP flows 13.3 Litres a minute and takes 3/4" (19mm) inlet and outlet hoses.

Electric Booster Pump Kit **DC9001**
Electric Booster Pump (Pump Only) **DC9002**

ELECTRIC BOOSTER PUMP

(EBP23) - PART NO: 9050

The EBP23 is a 'brushless' 12 volt, high flow (23 litres / 6.08 gallons per minute), magnetically driven water pump. The EBP motor has no brushes to ever wear out and the pump is magnetically driven by the motor, which means that no shaft sealing is required. The many EBP applications include: booster for car heater and LPG systems, solar pump applications, water cooled motorcycle, go-kart engines, turbo air / water intercoolers & household irrigation.

ELECTRIC BOOSTER PUMP (EBP23) **DC9050**

ENGINE COOLING FANS



ELECTRIC FANS AND ACCESSORIES

All AeroFlow electric fans come with fitting kit. Current draw is 10 AMPS at 13.4 volts.

Part No	Description	Mount Dia
AF49-1017	178mm (7") 800 CFM	215mm (8-16/32")
AF49-1000	254mm (10") 850 CFM	285mm (11-13/64")
AF49-1001	305mm (12") 1400 CFM	310mm (12-13/64")
AF49-1002	356mm (14") 1650 CFM	365mm (14-3/8")
AF49-1003	406mm (16") 2000 CFM	415mm (16-21/64")
AF49-AF49-1004	Fan Mount Feet Short	
AF49-1006	Fan Relay With Thermostat	
	On 85°C (185°F) off at 76°C (169°F) (3/8"NPT)	
AF49-1007	Quick Fit Nylon Mounting Kit with protective foam pads for easy tool-free installation.	

NOTE: - Relay to be used with 30 amp fuse (Fuse not supplied).



CHROME ELECTRIC FANS

All AeroFlow electric fans come with fitting kit. Draws 10A at 13V All fans are curved reversible blade for push or pull applications.

Part No	Description	Mount Dia
AF49-1027	356mm (14") 1650 CFM	365mm (14-3/8")
AF49-1028	406mm (16") 2000 CFM	415mm (16-21/64")

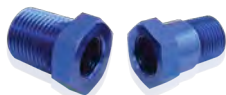
NOTE: - Relay to be used with 30 amp fuse (Fuse not supplied).



ELECTRIC FAN CONTROLLER

Adjustable electric fan temperature controller also allows you to monitor voltage, oil and water temperatures. Digital LED display.

Part No	Description
AF49-1029	Adjustable electric fan controller



TEMPERATURE PROBE ADAPTERS

Adapts mechanical temperature (5/8" -18 UNF) probe to NPT holes.

NPT	Blue	Black	Silver
3/8"	AF660-06	AF660-06BLK	AF660-06S
1/2"	AF660-08	AF660-08BLK	AF660-08S



Davies Craig Electric Fans

Davies, Craig are pioneers of Thermatic Electric Fans in Australia and have been designing and manufacturing top quality products for more than 35 years. With multiple uses for primary and supplemental add-on cooling, electric fans are quickly becoming one of the most important cooling components on today's vehicles. Davies, Craig Thermatic Fans are also very versatile for many other applications including refrigeration, air circulation and extraction systems demanding reliability and durability. Available in a variety of sizes from 8" through to 16" with sealed motors of outstanding quality there is a Davies, Craig thermatic fan to suit all applications.

- Economical replacement for failed original parts
- 5-10% increase in engine power and fuel economy over conventional fans
- Reversible blades for upstream and downstream applications.
- Compatibility with all electric fan controls
- Constant airflow regardless of vehicle speed

Davies Craig Electric Fans Only (No mounting kit included)

8" Electric Fan Only	DC0135
10" Electric Fan Only	DC0145
12" Electric Fan Only	DC0162
16" Electric Fan Only	DC0166

Davies Craig Electric Fan Universal Mounting Kit

Universal Mounting, Wiring Harness & Relay Kit DC1000
(Includes Fan Assembly & Mounting Feet, Requires Wiring Loom, Relay, Mounting Hardware and Instructions # DC1000)

Replacement Fan Motor

Suit all 8", 9", 10" thermatic fans With 12Volt Motors
DC0213

Chrome Thermo Fans

Davies Craig also offer this chromed 16" thermo fan with the look to match its performance.

DC0071 10"
DC0072 12"
DC0073 14"
DC0074 16"

Quick Fit Kit

The Davies Craig Quick fit kit makes mounting a fan or cooler to your radiator a snap! The nylon mounting straps push between the fins of the radiator and snap together for a convenient and effective installation. Suitable for mounting electric fans and engine or transmission cooler cores, the nylon straps will not damage the radiator.
Electric Fan/Cooler Mounting Kit DC0579

Thermatic Fan Switch

This mechanical switch is located next to the radiator and a copper probe is mounted inside the radiator hose to detect the cooling system temperature. The thermal switch is adjustable from 80°C to 115°C and is connected to the ignition circuit for operation. The kit contains the thermal switch, mounting bracket a length of wire connectors and a rubber seal. This switch is suitable for operation with 12 and 24 Volt systems.

Thermatic Fan Switch DC0401

Electronic Thermal Switch

This switch is provided with a probe to be mounted on the face of the radiator core to detect the temperature of incoming air. The thermal switch is adjustable from 40°C to 99°C and can be operated both thermally and also when the air conditioner is running. The kit contains the thermal switch/relay, mounting hardware, electric wiring, connectors and probe. This switch is only suitable for 12 Volts operation.

Electronic Thermal Switch DC0402

Thermal Switch and Relay

This kit is the same as DC0401 but includes an additional relay and wiring harness which will allow operation both thermally and when the air conditioner is running. This switch is only suitable for 12 Volts operation.

Thermal Switch and Relay DC0404

DIGITAL THERMATIC

FAN SWITCH KIT

Our very own designed Digital Thermatic Fan Switch Kit can be used with our Thermatic Fans, EWP's and competitors Fans. It senses air temperature as it passes through the radiator with the sensor placed in the radiator fin section so no need to cut hoses. It has an adjustable temperature range of 40°C to 110°C (104°F to 230°F) and can show Centigrade or Fahrenheit. Temp is set by pressing the set button. It can run 1 or 2 fans. The second fan (if applicable) will start 10 seconds after Fan #1 runs. It operated thermally & also when the air conditioning is in operation.

Max voltage: 15V Max current: 50A Relay setup: Dual relay
Speed: Single speed - 10 sec. delay to start up the second fan
Applications: Suitable for single and dual fan applications
Temperature Display: LED digital temp display - actual temp + set temp Temp Display: Centigrade + Fahrenheit
Temp settings: 40°C to 110°C (104°F to 230°F)
Temp setting: Push Button
Circuit type: Pre-programmed micro controller
Output wires: Batt + Batt - IGN, AC Clutch, Fan #1, Fan #2
Thermistor Probe
Dimensions: 95x65x56 mm

DIGITAL THERMATIC FAN SWITCH KIT (12V ONLY) DC0444



Bowtie High

Performance Electric Fans

These fans help prevent overheating in stop-and-go traffic. Designed to fit the most popular cars and trucks they increase fuel economy, improve engine performance, free the waterpump pulley for more RPM, and installs easily within minutes using simple hand tools. The 10", 12", 14", and 16" fans are reversible and ultra-thin to fit cramped locations. Reinforced glass filled polypropylene blade and plastic housing for minimized weight. Nylon tie mounting kit included. Each fan features the popular Chevy Bowtie Emblem in red.

Bowtie 10-inch Electric Fan, 1000 cfm	PR141-641
Bowtie 12-inch Electric Fan, 1200 cfm	PR141-642
Bowtie 14-inch Electric Fan, 1650 cfm	PR141-644
Bowtie 16-inch Electric Fan, 2000 cfm	PR141-646

15-Inch Electric Fan with Thermostat

Your stock fan robs your engine of up to 15 or more horsepower. Replace it with a rugged, Bowtie Emblem, universal-fit fan equipped with an adjustable 80°-115°C thermostat. Bolts to your radiator supports using sturdy brackets. With a heavy-duty motor, highly angled blades, and 15" diameter, this unit pulls up to 2800 cfm of air, cooling vehicles with up to 250 Horsepower (without A/C) and 220 Horsepower (without A/C). Overall dimensions: 18" x 16-1/8" x 4".

Bowtie 15-inch Electric Fan with thermostat PR141-647

AFCO Electric Fan Mounts

FAN MOUNT

AFC080197



SPAL DUAL 11" FANS

Spal's dual 11" fan assembly features an integral fan shroud and measures 600 x 410 x 73mm. This set-up is perfect for street rods and trucks and provides better radiator coverage than a larger single fan.

Description	CFM Flow	Part No.
11" Dual Fans, Straight Blades	1940 CFM	SPEF4028

SPAL FAN MOUNTS

These mounting feet are required to mount Spal fans and are available in two styles. Flush mount or raised mount which gives 6mm clearance between the fan and the mounting surface. 4 mounts required per fan.

Description	Part No.
Flush Fan Mount	SPEF3551
Raised Fan Mount	SPEF3521



SPAL ELECTRIC FANS

Spal high powered fans are 100% balanced for greater movement of air through your radiator. They are a lightweight low profile design with straight or curved blades. These fans are all puller type fans designed to be mounted behind the radiator.

Mounts sold separately.

PULLER FANS

These fans are all puller type fans designed to be mounted behind the radiator. If there is enough space available a puller fan is the best choice.

Description	CFM Flow	Part No.
9" Electric Fan, Straight Blades	624 CFM	SPEF3500
9" Electric Fan, Curved Blades	647 CFM	SPEF3526
10" Electric Fan, Straight Blades	647 CFM	SPEF3502
10" Electric Fan, Curved Blades	677 CFM	SPEF3528
11" Electric Fan, Straight Blades	806 CFM	SPEF3504
11" Electric Fan, Curved Blades	883 CFM	SPEF3530
12" Electric Fan, Straight Blades	1224 CFM	SPEF3506
12" Electric Fan, Curved Blades	1240 CFM	SPEF3532
13" Electric Fan, Straight Blades	1030 CFM	SPEF3507
14" Electric Fan, Straight Blades	1310 CFM	SPEF3547
14" Electric fan Curved Blade	1783 CFM	SPEF3657
16" Electric Fan, Straight Blades	1601 CFM	SPEF3509
16" Electric Fan, Curved Blades	2024 CFM	SPEF3534

PUSHER FANS

These fans are all pusher type fans designed to be mounted in front of the radiator when there is not enough space to mount a puller fan..

Description	CFM Flow	Part No.
9" Electric Fan, Straight Blades	624 CFM	SPEF3501
9" Electric Fan, Curved Blades	647 CFM	SPEF3527
10" Electric Fan, Straight Blades	647 CFM	SPEF3503
10" Electric Fan, Curved Blades	677 CFM	SPEF3529
11" Electric Fan, Straight Blades	806 CFM	SPEF3505
11" Electric Fan, Curved Blades	883 CFM	SPEF3531
12" Electric Fan, Straight Blades	1224 CFM	SPEF3524
12" Electric Fan, Curved Blades	1240 CFM	SPEF3533
13" Electric Fan, Straight Blades	1030 CFM	SPEF3508
14" Electric Fan, Curved Blades	1310 CFM	SPEF3548
16" Electric Fan, Straight Blades	1601 CFM	SPEF3510
16" Electric Fan, Curved Blades	2024 CFM	SPEF3535



SPAL EXTREME ELECTRIC FAN

Spal's 16" Extreme fan is the highest output electric fan available with a whopping 3000 cfm of airflow. This fan is intended for racing use and is capable of cooling the highest output engines. Operates as a puller fan only and requires a 60 AMP relay and heavy duty wiring. Mounts sold separately.

Description	CFM Flow	Part No.
16" Extreme Fan, Curved Blades	3000 CFM	SPEF3634
Fan Harness Suit 16" 3000CFM		SPSE0027



Molded Nylon Fans

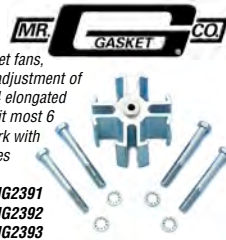
These lightweight, 6-blade nylon fans are economical and very durable. Universal bolt pattern with a 5/8" pilot hole fits most 6 cylinder and V8 engines and works with the Mr. Gasket fan spacers.

Description	Part No.
Nylon Fan - 14" Diameter	RS-ALL30091
Nylon Fan - 15" Diameter	RS-ALL30092
Nylon Fan - 16" Diameter	RS-ALL30093
Nylon Fan - 17" Diameter	RS-ALL30094
Nylon Fan - 18" Diameter	RS-ALL30095

MR GASKET FAN SPACER KITS

Designed for use with aftermarket fans, these aluminium spacers allow adjustment of fan-to-radiator clearance. With 4 elongated bolt holes and a 5/8" pilot hole they fit most 6 cylinder and V8 engines and work with the AllStar fans. Each kit includes spacer, washers and bolts.

Univesal 1/2" Spacer	MG2391
Univesal 1" Spacer	MG2392
Univesal 2" Spacer	MG2393



DERALE COOLING PRODUCTS

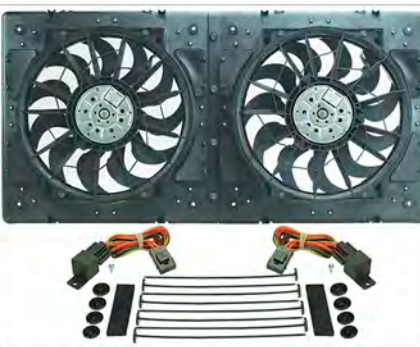


DERALE DUAL FAN SHROUD KITS

DP16812 High Output Dual 10" Electric RAD Fan/Plastic Shroud Kit
24-3/4"W x 11-1/2"H x 3"D



DP16928 High Output Dual 12" Electric RAD Fan/Plastic Shroud Kit
28-5/8"W x 13-7/8"H x 3-1/4"D



DP16934 High Output Dual 12" Electric RAD Fan/Plastic Shroud Kit
31-3/8"W x 15-3/4"H x 3-1/4"

PWM Fan Controller with push in probe

This controller monitors your engine temperature via the cool side of the radiator, therefore providing a more accurate reading for your cooling system. Using Soft Start Technology, fans ramp up slowly which eliminates harmful AMP spikes. The unit will continuously monitor your engine's temperature and operate the fans at the optimum fan rate as needed between 1 to 100%. The net result: the electric fans often only run between 40-60% to keep your engine cool. Additional benefits include, reduced fan speeds which means reduced fan noise, which tends to compete with that sweet sound of your engine!

This multi-fan controller has a built-in A/C Over-ride circuit and is designed to control as many 12 volt brushed electric fans as desired, up to 65 Amps combined. Even better, installation and calibration is a snap. It simply wires in-between your vehicles battery and electric fans; adding in a simple multi-meter and a twist of the temp adjuster, allows you to program the temperature to maximize your car's cooling system.

Part No: DP16795

DUAL FAN CONTROLLER

- Adjustable fan activation range from 150°F-140°F
- Activate fan #1 at desired temperature
- Activates fan #2 at temperature 10°F warmer than fan #1
- Turn-off temperatures preset at 10°F below activation settings
- Finned, die-cast aluminium housing with bright finish
- Interchangeable probe design available in both



DUAL FAN CONTROLLER Cont...

push in radiator probe & 3/8" NPT thread in probe

- Includes automatic resetting circuit breaker
- Air conditioning override circuit built-in
- Includes complete installation kit with illustrated wiring & mounting instructions

MAXIMUM CAPACITY: Two fans – 35 Amps per fan

Part No.

Description

DP16788

Push-in radiator probe, Dual fan controller

DP16789

3/8" NPT Thread-in probe, Dual fan controller

SINGLE FAN CONTROLLER

- Adjustable fan activation range from 150°F-140°F
- Turn-off temperatures preset at 10°F below activation settings
- Finned, die-cast aluminium housing with bright finish
- Interchangeable probe design available in both push in radiator probe & 3/8" NPT thread in probe
- Includes automatic resetting circuit breaker
- Air conditioning override circuit built-in
- Includes complete installation kit with illustrated wiring & mounting instructions

Part No.

Description

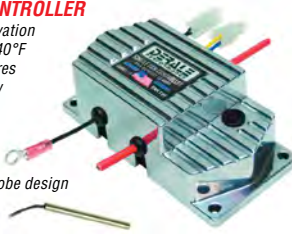
DP16778

Push-in radiator probe, Single fan controller

DP16779

3/8" NPT Thread-in probe, Single fan controller

MAXIMUM CAPACITY: Single fan – 35 Amps per fan



REPLACEMENT PROBES

This replacement thread-in brass 3/8" NPT probe with thermostat sensor fits part number 16749.

Part No DP16750

This replacement push-in radiator fin probe with thermostat sensor fits part number 16759.

Part No DP16760

(Senders also Fits #16749, #16759, #16778, & #16779 Controllers)



In-Line Fan Control

Thermostat With -6AN Inlets

With a 180°F preset turn-on, 165°F turn-off, this -6AN x -6AN fluid control thermostat engages the fan on any remote cooler electric fan so that it comes on only when needed. Brass hose barb fittings included in kit. Maximum 15 amp capacity.

•thread size: -6AN male x -6AN female

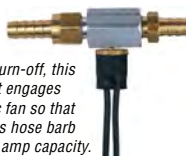
•Fitting size: 3/8" barb

•Turn-on temp: 180° F

•Turn-off temp: 165° F

•Maximum amperage capacity: 15 amps

Part No. DP13021



In-Line Fan Control

Thermostat With -8AN Inlets

With a 180°F preset turn-on, 165°F turn-off, this -8AN x -8AN fluid control thermostat engages the fan on any remote cooler electric fan so that it comes on only when needed. Brass hose barb fittings included in kit. Maximum 15 amp capacity.

•thread size: -8AN male x -8AN female

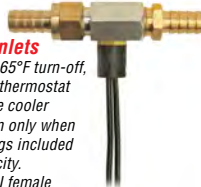
•Fitting size: 1/2" barb

•Turn-on temp: 180° F

•Turn-off temp: 165° F

•Maximum amperage capacity: 15 amps

Part No. DP15721



Inline Fluid Thermostat

This -6 -8 & -10AN 180°F in-line fluid thermostat, has an attractive blue anodized finish and features a swivel housing which allows for a clean and professional installation. 180°F preset turn-on temperature Turn-off temperature is preset at 165°F Male & Female -6 -8 & -10 Inlets Anodized aluminium swivel housing allowing precise positioning of thermostat. Rated at maximum 15 amp continuous draw

Part No.

Size

DP35020

-6 AN X -6AN

DP35021

-8 AN X -8AN

DP35022

-10AN X -10AN



Adjustable Fan Controllers

Made for Derale electric fans but works great on any 12-volt fan. This fan control is a thermostatic controlled and adjustable to turn on and off your fan. It's adjustable in the range of 150 to 240 degrees. Cool deal here is this has a 3/8" male pipe thread probe that can be screwed in a intake manifold water port, cylinder head water jacket or with a tee pipe fitting can even be used in a heater hose.

•Adjustable fan activation range from 150°F to 240°F

•Turn-off temperature preset at 10°F below

•Interchangeable probe design available in both push-in radiator

•probe and 3/8" NPT thread-in

•probe

•Heavy duty 40/60 amp relay

•Air conditioning override circuit built-in

•Max capacity: 25 amps

Part No

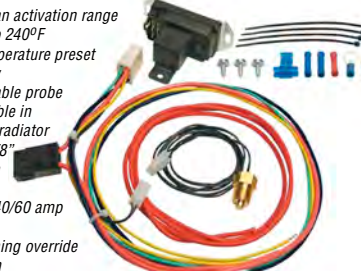
Description

DP16749

3/8" NPT Thread-In Probe

DP16759

Push-In Radiator Probe



AEROFLOW PERFORMANCE PRODUCTS



UNIVERSAL BILLET FAN SPACER KIT

Fits Holden, Ford and Chev 5/16"-24 bolts and reducer bushing for 5/8" or 3/4" water pump shaft.

Part No

Description

AF64-3040

1" Billet spacer kit

AF64-3041

2" Billet spacer kit

MR GASKET THERMOSTATIC SENSOR KIT

Designed to allow fans to operate automatically. Includes a 30 AMP relay, wiring kit w/fuse, thermostatic temperature sensor, brass radiator probe. Turns on fan at 87°C and off at 77°C.

Temperature Sensor Kit

MG1992



70 Amp Fan Relay Kit

This kit is designed for running high amp dual fans or Monster fan set-ups.

70 Amp Fan Relay Kit

PW30100



Fan-Thom Electric Fan Relay

Designed as inexpensive protection for your electric fan. Provides constant voltage, protects from voltage and amperage spikes and keeps fan from feeding back through the system. An absolute necessity if adding an on/off switch to your electric fan circuit.

Fan-Thom Electric Fan Relay

PW30101



Fan-Thom II Fan Relay With Thermostat Protection

Don't want to probe your radiator? The Fan-Thom II comes with a threaded thermostat that screws into the engine block or manifold for a professional installation. Thermostat thread size: 3/8"-18NPT fitting.

93°C On / 85°C Off (200°F On / 185°F Off)

85°C On / 77°C Off (185°F On / 170°F Off)

Replacement Thermostat for PW30102

Replacement Thermostat for PW30103

Thermostatic

Fan Switches

Use as a replacement for the Fan-Thom 2 kits or for custom applications. Must be used with a relay.

93°C On / 85°C Off - 3/8"-18 NPT Thread

85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

Replacement Thermostat for PW30102

Replacement Thermostat for PW30103

Thermostatic

Fan Switches

Use as a replacement for the Fan-Thom 2 kits or for custom applications.

Must be used with a relay.

93°C On / 85°C Off - 3/8"-18 NPT Thread

85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

Replacement Thermostat for PW30102

Replacement Thermostat for PW30103

Thermostatic

Fan Switches

Use as a replacement for the Fan-Thom 2 kits or for custom applications.

Must be used with a relay.

93°C On / 85°C Off - 3/8"-18 NPT Thread

85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

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Replacement Thermostat for PW30103

Thermostatic

Fan Switches

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Must be used with a relay.

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85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

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Replacement Thermostat for PW30103

Thermostatic

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85°C On / 77°C Off - 3/8"-18 NPT Thread

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85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

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Replacement Thermostat for PW30103

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Replacement Thermostat for PW30103

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93°C On / 85°C Off - 3/8"-18 NPT Thread

85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

Replacement Thermostat for PW30102

Replacement Thermostat for PW30103

Thermostatic

Fan Switches

Use as a replacement for the Fan-Thom 2 kits or for custom applications.

Must be used with a relay.

93°C On / 85°C Off - 3/8"-18 NPT Thread

85°C On / 77°C Off - 3/8"-18 NPT Thread

96°C On / 88°C Off - M10x1.50 Thread(LS1)

Replacement Thermostat for PW30102

Replacement Thermostat for PW30103

Thermostatic

PAINLESS

Painless F5 Dual Fan Controller

Electric cooling fans have become a mainstay when it comes to keeping any type of vehicle's engine cool. This state-of-the-art fan control system includes an under hood rated solid state pulse width modulation controller, 3/8 NPT threaded temperature sensor, large gauge fan wires and a labeled vehicle integration wire harness, mounting hardware and 70 Amp fuse and connectors. The F5 Dual Fan Controller is rated to control two 35 Amp cooling fans. Controller features include dual cooling fan control from 50% up to 100%/A/C compressor override that runs the fans at 100% duty cycle if air conditioning is kicked on. Kit also includes a three position toggle switch that gives you manual control of the cooling fans; position one is 100% fan on, position two is normal operation and position three is 0% fan or fan off. Also included is a push button switch which is used to set the vehicle speed at which you like the cooling fans to shut off above. See illustrated installation manual for more information.
PW30140 F5 DUAL FAN CONTROLLER 205-DEG ON-OFF 190-DEG



RADIATORS



PWR Aluminium Radiators

PWR Performance Products specialise in and manufacture complete radiators and cores for race, street, drag or OEM replacement applications within the automotive industry. Our constant on track testing environment in fields like V8 Supercars, Sprintcars, Drag racing, Rally, Go-Karts and Motocross ensures that every customer receives the latest in R&D Development and race proven performance technology. All PWR radiators are manufactured by hand from our State of art facilities on the Gold Coast. PWR produce all product from Hi-grade Aluminium incorporating a unique wider tube configuration and revolutionary louvre fin design angle, which maximises the cooling efficiencies and disbursement of heat. With these characteristics each PWR radiator will deliver consistent durability, strength and performance for today's demands.

By Special Order Please call Rocket for Application and Pricing



AFCO RADIATORS

AFCO radiators allow your car to remain at a constant temperature, which means that power delivery is more consistent. Using years of experience, advanced design, and thorough testing, AFCO radiators are designed to promote optimal air flow and cooling by utilizing appropriate fin count, tube size, core thickness, and fin serration for each particular application.

- 100% aluminium construction (no epoxy)
- 100% TIG welded • 100% pressure-tested
- Filler necks feature screw-in bleed – won't crack or leak with age
- Suits Manual Trans or Automatic with External Cooler

Hot Rod & Muscle Car

AFCO Radiators are designed to provide maximum cooling efficiency by considering core size, flow characteristics of the design, fin density, tube size and core thickness of each design. As the result of our efforts, AFCO Radiators can cool the biggest of big blocks, even as they "lope" through the summer heat at the fairgrounds.

Description	Part No.
Ford T-Bucket with Chev Engine	AFC80167N
1932 Ford with Ford engine	AFC80145FN
1932 Ford with Chev Engine	AFC80145N
1933-34 Ford with Ford engine	AFC80146FN
1933-34 Ford with Chev Engine	AFC80146N
1936 Ford with Ford engine	AFC80149FN
1936 Ford with Chev Engine	AFC80149N
1937-39 Ford with Ford engine	AFC80142FN
1937-39 Ford with Chev Engine	AFC80142N
1955-56 Chevrolet	AFC80163N
1957 Chevrolet	AFC80170N
1967-69 Camaro / Firebird	AFC80251N
1965-66 Mustang with LH Outlet	AFC80276N

Universal / Racing Style

AFCO Standard Universal Fit Radiators are available in a wide range of sizes and inlet / outlet configurations. These radiators are built with two 1" rows for a total core thickness of 2-1/4" and feature 3" tanks. The "U channels" on the top and bottom provide numerous mounting options for fans and fan shrouds.

Part No.	Description
AFC80104N	21.5" x 13.25" LH Inlet, LH Outlet
AFC80100FN	22.0" x 19.0" RH Inlet, LH Outlet
AFC80100N	22.0" x 19.0" LH Inlet, RH Outlet
AFC80103FN	26.0" x 19.0" RH Inlet, LH Outlet
AFC80103N	26.0" x 19.0" LH Inlet, RH Outlet
AFC80101FN	27.5" x 19.0" RH Inlet, LH Outlet
AFC80101N	27.5" x 19.0" LH Inlet, RH Outlet
AFC80102FN	31.0" x 19.0" RH Inlet, LH Outlet
AFC80102N	31.0" x 19.0" LH Inlet, RH Outlet
AFC80108N	17.0" x 21.0" Universal, Dragster/Roadster

Universal / Racing Style – Double pass

Double pass radiators pass the fluid over the top half of the radiator and then the bottom half, giving the radiator the ability to dissipate heat twice. Our exclusive 360 degree TIG-welded baffle splits the radiator core into two sections and assures that you won't have any coolant that has entered the radiator but never made it across the core.

Description	Part No.
22.0" x 19.0" RH Inlet, RH Outlet	AFC80100NDP
24.0" x 18.5" RH Inlet, RH Outlet	AFC80127NDP
26.0" x 19.0" RH Inlet, RH Outlet	AFC80125N
27.5" x 19.0" RH Inlet, RH Outlet	AFC80101NDP
31.0" x 19.0" RH Inlet, RH Outlet	AFC80126N



Aluminium Radiators

Universal aluminium Chev or Ford radiators with mounting holes. Features aluminium construction with welded end tanks.

Description	Part No.
Universal Chev Radiator - 23" Wide	RPCR1020



WALKER COBRA Z SERIES RADIATORS

The ultimate in cooling system radiators. Born to cool the massive boss big block engines, this design radiator is a must for ultra heavy-duty applications.

WRB-Z-487-1	1928-29 Ford
WRB-Z-487-2	1930-31 Ford with Ford Engine
WRB-Z-491-2	1932 Ford
WRFH-Z-491-2	1932 Ford with Flathead
WRWS-55	1932 Radiators Shroud 22"x17.5"
WRB-Z-498-1	1933-34 Ford
WRWS-50	1933-36 Radiators Shroud 22"x17"
WRFH-Z-488-1	1935 Ford with Flathead
WRFH-Z-491-1	1932 Ford with Flathead
WRZ-487-1	1928-29 Ford with GM Engine
WRFH-Z-498-1	1933-34 Ford with Flathead
WRCCI-1740	1939-40 Ford fan & Shroud Combo
WRFH-Z-497-1	1939-40 Ford with Flathead
WRZ-487-2	1930-31 Ford with GM Engine
WRZ-488-1	1935 Ford with GM Engine
WRZ-491-2	1932 Ford with GM Engine
WRZ-494-1	1936 Ford with GM Engine
WRZ-495-1	1937-39 STD Ford with GM Engine
WRZ-497-1	1939-40 Deluxe Ford with GM Engine
WRZ-498-1	1933-34 Ford with GM Engine
WRZ-508-1	1934-35 Chevrolet STD

WALKER COBRA Z COOL-MATE SERIES RADIATORS

Cobra Z Cool-Mate Series - The same cooling power as the Z Series with all the extras needed for modified air conditioned supplied engines.

WRZ-AC491-2	1932 Ford with GM Engine
WRZ-AC498-1	1933-34 Ford with GM Engine
WRZ-AC489-1	Ford 1942-52
WRZ-AC491-2	Ford 1932 (with GM)
WRZ-AC498-1	Ford 1933-34 (with GM)

Radiator Mounting Kit

Stainless Steel
Mounts radiator to frame.
Kit includes 2 stainless steel hex bolts, 2 stainless steel springs, 2 stainless steel self-locking ny-lock nuts & 2 rubber pads.

VIB-8130-SS	1928-48 stainless steel kit
VIB-8130-S	1928-48 Black steel kit



RADIATOR CAPS



RPC Radiator Caps

RPCR5010	Polished Aluminium Plain	16Lbs
RPCR5011	Chrome Aluminium Plain	16Lbs
RPCR5008	Polished Aluminium Flame	16Lbs
RPCR5009	Chrome Aluminium Flame	16Lbs
RPCR5012	Polished Aluminium Plain w/grip	16Lbs
RPCR5015	Chrome Steel Plain Standard Style	15Lbs

RPCR5012 RPCR5011



Radiator Caps

Billet Specialties radiator caps are 2.5" diameter and are machined from 6061-T6 billet aluminum. Knurled sides provide a positive grip. Available in 7lb or 16 lb applications, the billet top and radiator cap come unassembled to allow for proper positioning of the logo.

Product Features

- Industry leading mirror finish polish
- High quality Stant® radiator cap included

BS75120	PLAIN 16LB
BSBLK75120	PLAIN 16LB Black Anodised
BS76120	PLAIN 7LB
BS75220	CIRCLE 16LB
BS75320	BOWTIE 16LB
BS75420	V8 16LB
BS76420	V8 7LB
BS75820	FLAME 16LB

Notched Radiator Caps

The perfect complement to our power steering reservoir and our 8.75" overflow tanks the notch-grip radiator cap features a billet top mated to a quality Stant 16lb radiator cap. Made in the USA.

- Matches our P/S Reservoirs and Overflow Tanks
- Quality Stant 16lb Radiator Cap Included
- 6061-T6 Billet Aluminium
- Made in the USA • Polished or Black Anodised finish

BS75125	Plain 16LB
BSBLK75125	Plain 16LB



RADIATOR CAPS



These Aeroflow radiator caps are precision-machined and made from 6061-T6 aluminium. Come in two sizes either large or small standard caps. Large range of colours.

Small cap 1-1/4" (32mm), 16 PSI (1.1 bar)
Large cap 1-5/8" (42mm), 7 PSI (0.5 bar)

To Suit 32mm Water neck (Small cap)

Part No	Colour	Description
AF64-5032	Blue	Blue Anodised Cover
AF64-5032BLK	Black	Black Anodised Cover
AF64-5032G	Gold	Gold Anodised Cover
AF64-5032P	Polished	Polished Cover
AF64-5032PUR	Purple	Purple Anodised Cover
AF64-5032S	Silver	Silver Anodised Cover

To Suit 42mm Water neck (Large cap)

AF64-5042	Blue	Blue Anodised Cover
AF64-5042BLK	Black	Black Anodised Cover
AF64-5042G	Gold	Gold Anodised Cover
AF64-5042P	Polished	Polished Cover
AF64-5042PUR	Purple	Purple Anodised Cover
AF64-5042S	Silver	Silver Anodised Cover



BILLET RADIATOR CAP COVER

This awesome looking billet radiator cap covers your standard cap for a clean show car finish. Comes in two sizes to suit either large or small standard caps. Large range of colours. (Requires modification of standard cap and adhesive).

Colour	Small Cap	Large Cap
Raw	AF463-0032	AF463-0042
Polished	AF463-0032P	AF463-0042P
Blue	AF463-0032B	AF463-0042B
Silver	AF463-0032S	AF463-0042S
Black	AF463-0032BLK	AF463-0042BLK
Gold	AF463-0032G	AF463-0042G
Purple	AF463-0032PUR	AF463-0042PUR
Red	AF463-0032R	AF463-0042R



AFCO BILLET RADIATOR CAP

Large billet radiator cap. 16PSI recovery style.
Billet Radiator Cap - 16 PSI AFC80152-16



PROFORM RADIATOR CAP

Why not make the first thing you see when you open your hood a Bowtie radiator cap? This sleek radiator cap is comprised of three parts: a Stant 13 psi radiator cap, a black anodized aluminum cap cover with knurled perimeter, and lastly an embossed metal Bowtie emblem that can be centered nicely after the radiator cap has been installed. This ensures the Bowtie is lined up the way you'd like it to be!

PR141-820 Black Bow-Tie radiator cap 13psi



1932-34 Radiator Caps

Die cast and chrome plated with solid brassmounting installed.

V18-8100 1932
V18-8100 1933
V140-8100 1934



FINNED RADIATOR CAP COVERS

MNAA21450S Small 2-1/4"
MNAA21450L Large 2-3/4"

RACING RADIATOR CAPS

Fits: Standard-size radiator filler necks, including

- Stainless steel spring maintains accurate pressure setting over time and will not rust
- Includes solid brass spring retainer



PART #	DESCRIPTION
M063316	Racing Radiator Cap, 14-18 lbs.
M063320	Racing Radiator Cap, 19-21 lbs.
M063324	Racing Radiator Cap, 23-25 lbs.

PWR RADIATOR CAPS

Made in the USA by Stant, these radiator caps provide a pressure release lever to safely vent the pressure prior to removing the cap.

The large cap is the standard size found on domestic and US vehicles and the small cap is the standard Japanese type as found on Toyota and Nissan vehicles.

Small cap, 16psi PWRCAP16S
Large cap, 22-25psi PWRCAP22S



MEZIERE SAFECAP

SafeCap has been designed to address one issue that has plagued racers for decades. Standard caps often suffer damage that can result in the cap coming off at the most inopportune times. This new cap features a set of ramp rollers for smooth and secure fitment. The billet cap offers excellent integrity, fit and finish. The locking shell and clip ensure a failsafe, secure radiator cap that will easily withstand the rigors of motorsports.

Description

SafeCap, 16LB, Natural Finish
SafeCap, 16LB, Black Anodized

Part Number

MZWCC300
MZWCC300



Thermo-Caps

The Mr Gasket Thermo-Cap features a built-in thermometer, calibrated in Fahrenheit and Centigrade to indicate coolant temperature. It has a 30° to 270° F (0° to 130° C) range with colour-coded temperature ranges and helps prevent coolant burn injuries while improving under bonnet appearance. 16psi coolant recovery style.

Large 16psi Thermo-Cap MG2471S
Small 16psi Thermo-Cap MG2473S

MG2471S
MG2473S

COOLANT FILTERS



BILLET RADIATOR FILTER/FILLER

This awesome looking billet radiator filter is designed to be fitted to the top radiator hose to filter and remove any particles before they reach the radiator and lead to clogging.

The billet radiator filter is also simple to clean and install. Simply unscrew the cap and remove the filter screen and sludge collector, clean and reassemble. The filter inlet and outlet come in 1.5" dia with -16 ORB female thread inside.

(Fittings are not included)

Part no

AF64-2043
AF64-2043P
AF59-2043

Description

Black Inline billet radiator filter
Polished Inline billet radiator filter
Replacement O-Ring and Screen

THERMOSTAT HOUSINGS / WATER NECKS / FILLERS



WELD ON BILLET RADIATOR NECKS

Part No	ID	Description
AF64-0032	32mm	Raw finish, small cap
AF64-0042	42mm	Raw finish, large cap



RADIATOR HOSE FILLER

Machined from 6061-T6 billet aluminium, AeroFlow radiator hose fillers are designed to be used in the top radiator hose to Provide a complete coolant system fill. Machined with 2 x 1/8" NPT ports for water temp or pressure gauges. Available in polished or Polished Black anodised and made to suit 1-1/2" size radiator hose and accept the AeroFlow large style radiator cap (AF64-5042) sold separately.

Part No

AF64-4040

Colour

Polished.

Description

Suits 1-1/2" hose and 42mm radiator cap
Suits 1-1/2" hose and 42mm radiator cap

AF64-4040BLK

Black.

Note: AeroFlow radiator caps are available in 7 colours! Blue, Black, Gold, Polished, Purple, Red and Silver!



Manifold Filler Neck Kit

Locates filler neck at highest point on cars with low-mount radiators to bleed off air. Unit can be flipped 180° for either right or left outlet location.

Includes 1/2" NPT fitting for installing water temperature sending unit and two 1/4" NPT fittings for return lines on popular aftermarket cylinder heads. Made of 356-T6 cast aluminium; 3-1/4" high. Includes gaskets, bolts and washers, and standard size radiator cap filler neck.

Manifold Filler Neck Kit. Chevrolet V8 & 90° V6 M063420

Radiator Hose Fillers

356-T6 cast aluminium Radiator Hose Fillers are spliced into the upper radiator hose to provide more complete cooling system filling.

Standard size radiator cap receptacle is welded to the cast flange (radiator cap not included) 100% leak tested

Radiator Hose Filler, 1-1/2" hose M063730

Radiator Hose Filler, 1-1/4" hose M063745

WELD-ON, BILLET ALUMINIUM

- Made from 6061-T6 billet aluminium
- This weld-on version can be used wherever a heavy-duty, custom-application filler neck is required
- Includes screw-in 1/8" NPT hose fitting for expansion tanks, and accepts Moroso or standard-size radiator cap (not included)
- Ideal for all forms of racing and street-performance applications

Billet Aluminium Filler Neck, Weld-On M063486

REMOTE THERMOSTAT HOUSINGS

Moroso Performance Products Remote Thermostat Housings allow the street, race or marine enthusiast to have a thermostat in their cooling system away from the engine itself. This could be if the engine has a blower manifold that does not allow the thermostat to be on the engine itself or if Moroso Part No. 63615, 63616 or 63566 water pump adapters for the GM LS series of engines are being used.

- Made from 6061T-6 Billet Aluminium
- The housing has two -12AN female o-ring inlet ports
- Thermostat or restrictor is placed between this housing and a conventional manifold housing such as part No. 63423, where a radiator hose connects it to the radiator
- Can be used with Moroso cooling system accessories

M063425 Inlet ports on bottom
M063426 Inlet ports on each side



Water Outlets

Stock replacement style cast aluminium water outlets for Holden V6 and V8 engines.

Application

Holden 6cyl EH-HJ Red Motor
Holden V6, VN Series I to 11/1990
Holden V6, VN Series II - VR w/out ABS
Holden V6, VN Series II - VR with ABS
Holden V8, 253-308 Single Bypass - Natural
Holden V8, 253-308 Single Bypass - Polished

Part No.

KCW07
KCW043
KCW069
KCW079
KCW08NPN
KCW08NPP

FORD BRASS WATER FITTINGS

Ford 351c Brass 5/8" Fitting

Front Of Block Water Outlet

KC116

Ford 351c Brass 3/4"-5/8" Step

Front Of Block Water Fitting

KC117

ALUMINIUM SWIVEL WATER NECKS

• Swivel Type

• O-Ring seal

• Suits Chev SB & BB

15 Degree - Polished

15 Degree - Chrome Plated

Straight - Chrome Plated

40 Degree - Polished

45 Degree - Polished

45 Degree - Chrome Plated

90 Degree - Polished

90 Degree - Chrome Plated

Replacement O-Rings (Pair)



RPCR6015

RPCR6015C

RPCR6002C

RPCR6003BC

RPCR6003

RPCR6003C

RPCR6009

RPCR6009C

RPCR6004



CHROME STEEL WATER NECKS

Chevrolet V8 1955-64 Gasket

RPCR4788

Chevrolet V8 1955-64 O-Ring

RPCR9228

Chevrolet V8 1966-75 Gasket

RPCR4789

Chevrolet V8 1966-75 - 1/2" NPT Port

RPCR9468

Chevrolet SB/BB Chevy V8 Straight O-Ring

RPCR9647

Chevrolet V8 Straight Up O-Ring Style

RPCR9647

Chrysler V8 1964-on Gasket

RPCR4987

Ford 289-351 Windsor Gasket

RPCR4790

Ford 289-351 Windsor O-Ring Style

RPCR9440

Ford 289-351 Cleveland O-Ring Style

RPCR9331

Ford 429-460 O-Ring Style

RPCR9415

Oldsmobile 330-455 Gasket

RPCR9403

Pontiac V8 1964-1979 O-Ring Style

RPCR9230

Replacement O-ring x 2

RPCR9243

ALUMINIUM WATER NECKS

Chevrolet V8 1955-64 O-Ring Style - Polished

RPCR6228

Chevrolet V8 1966-75 O-Ring Style - Polished

RPCR6229

Chevrolet V8 Straight Up O-Ring Style - Chrome

RPCR6002C

Ford 302-351 Cleveland Thermostat Housing

Chrome 90 degree angled thermostat

housing for late model Ford 302-351

Cleveland engines.

Chrome 90° 302-351C

Thermostat Housing

RP-22-71-0



Billet Specialties Water Necks

Cooling system components from

Billet Specialties feature high quality precision machining, industry leading mirror finish polish and stainless fasteners. Each of our engine components are engineered to do more than look good ... they perform! Billet Specialties thermostat housings are precision machined from 6061-T6 billet aluminium and polished to a mirror finish. Fits small and big block Chevrolet® engines.

Product Features - Dual Buna N® O-rings for a positive seal

eliminating the need for a gasket or sealant

- Stainless steel mounting hardware included.

BS90120* SB/BB Chevy - Straight Up

BS90220* SB/BB Chevy - 0 Degree

BS90320* SB/BB Chevy - 15 Degree

BS90420* SB/BB Chevy - 45 Degree

BS90620* S/B FORD 0 Degree

BS90720 B/B FORD 429-460 - 0 Degree

BS90730 B/B FORD FE - 0 Degree

BS90820 SB/BB Chrysler & Hemi to 1978 - 0 Degree

* Available black anodized,

add BLK to part number ie: BSBLK90120



Peterson Swivel Water Necks

Necks swivel 360° for exact hose alignment.

Viton seals are used internally and the

flange is O-Ring sealed. Features hard

coat anodizing for improved wear and a

secondary locking pin for fitting

retention. Proven in NASCAR Winston Cup.

Chev Swivel Water Neck -16AN

Chev Swivel Water Neck -20AN

PFS10-2216

PFS10-2220



BILLET SWIVEL THERMOSTAT HOUSINGS

302 - 351 CLEVELAND (NON Swivel)

with internal -16 ORB

AF64-2021 Blue

AF64-2021BLK Black

AF64-2021S Silver

AF64-2021R Red

AF64-2021C Chrome

AF59-2021 Replacement O-Ring & Bolts



302 - 351 Cleveland (90°) (Swivel)

AF64-2039 Blue

AF64-2039BLK Black

AF64-2039S Silver

AF64-2039R Red

AF64-2039C Chrome

AF59-2039 Replacement O-Ring & Bolts



SUITS FORD FALCON 6 CYL (EF EL BA BF FG) (Swivel)

AF64-4036 Blue

AF64-4036BLK Black

AF64-4036S Silver

AF64-4036R Red

AF64-4036C Chrome

AF59-4036 Replacement O-Ring & Bolts



SB FORD WINDSOR (NON Swivel)

AF64-2033 Blue

AF64-2033BLK Black

AF64-2033S Silver

AF64-2033R Red

AF64-2033C Chrome

AF59-2033 Replacement O-Ring & Bolts



SUITS BB FORD 429 - 460 (Swivel)

AF64-4037 Blue

AF64-4037BLK Black

AF64-4037S Silver

AF64-4037R Red

AF64-4037C Chrome

AF59-4037 Replacement O-Ring & Bolts



SB/BB CHEVY (Swivel)

AF64-2034 Blue

AF64-2034BLK Black

AF64-2034S Silver

AF64-2034R Red

AF64-2034C Chrome

AF59-2034 Replacement O-Ring & Bolts



308 HOLDEN (Swivel)

AF64-2022 Blue

AF64-2022BLK Black

AF64-2022S Silver

AF64-2022R Red

AF64-2022C Chrome

AF59-2022 Replacement O-Ring & Bolts



308 HOLDEN (no heater) (Swivel)

AF64-2056 Blue

AF64-2056BLK Black

AF64-2056S Silver

AF64-2056R Red

AF64-2056C Chrome

AF59-2056 Replacement O-Ring & Bolts



HOLDEN LS1/LS2 SERIES (Swivel)

Housing is designed to suit LS2 thermostat

AF64-2092 Blue

AF64-2092BLK Black

AF64-2092S Silver

AF64-2092R Red

AF64-2092C Chrome

AF59-2092 Replacement O-Ring & Bolts



HOLDEN LS3 (Swivel)

Housing is designed to suit LS2 thermostat

AF64-2115 Blue

AF64-2115BLK Black

AF64-2115S Silver

AF64-2115R Red

AF64-2115C Chrome

AF59-2115 Replacement O-Ring & Bolts



SUITS NISSAN RB (NON Swivel)

AF64-4029 Blue

AF64-4029BLK Black

AF64-4029S Silver

AF64-4029R Red

AF64-4029C Chrome



SUITS NISSAN RB30

TOP WATER HOUSING (NON Swivel)

AF64-4030 Blue

AF64-4030BLK Black

AF64-4030S Silver

AF64-4030R Red

AF64-4030C Chrome



SUITS MAZDA ROTARY 2 Bolt (Swivel)

(requires slight modification to bolt holes)

AF64-2039 Blue

AF64-2039BLK Black

AF64-2039S Silver

AF64-2039R Red

AF64-2039C Chrome

AF59-2039 Replacement O-Ring & Bolts



RADIATOR HOSE ADAPTERS

Fit most popular electric water pumps and Aeroflow water necks.

1-1/4" -20 thread.

Length Blue Black Silver Red

Suits 1.5" Radiator Hose

2.75" AF64-2080 AF64-2080BLK AF64-2080S AF64-2080R

4.5" AF64-2081 AF64-2081BLK AF64-2081S AF64-2081R

Suits 1.75" Radiator Hose

2.75" AF64-2082 AF64-2082BLK AF64-2082S AF64-2082R

4.5" AF64-2083 AF64-2083BLK AF64-2083S AF64-2083R



AN WATER NECK ADAPTERS

Suits 360° Swivel Aeroflow water necks

Allows the use of AN hose and fittings for radiator hose applications.

Remove barbed fitting and screw in one of these AN adapters.

-16 Adapter is 52mm(2-3/16") from O-ring to AN, -20 adapter is

54mm(2-1/8") from O-ring to AN.

-16 AN

Part No

AF64-2073

AF64-2073BLK

AF64-2073S

AF64-2073R

AF64-2073C

Colour

Blue

Black

Silver

Red

Chrome

-20 AN

Part No

AF64-2074

AF64-2074BLK

AF64-2074S

AF64-2074R

AF64-2074C

Colour

Blue

Black

Silver

Red

Chrome



WATER NECK SPACER

Aeroflow's Chev water neck spacer kit is the perfect solution for allow-

ing an extra auxiliary port of coolant, can be used for many applica-



Water Necks

The bottom-line for water necks is resistance to leakage. Our waternecks are manufactured with especially flat sealing surfaces, extra thick bases, and an O-ring gasket where applicable (Chevrolet 66209, 66210, and Pontiac 66212). They are highly polished and thickly chrome plated for a lasting finish.

Easily installed in place of OEM parts. Supplied with bolts, gaskets or O-rings.

PR66207	All Mopar, Chevy V8 and 90-Degree V6 (must use Mopar thermostat) straight up.
PR66211	Ford 289, 302, and 351W '65-'75
PR66209	Chevy V8 '55-'65, Chevy II V8 '64, and Corvette '56-'63
PR66210	Chevy, Camaro, and Chevelle V8s '66-'75
PR66212	Pontiac V8 '64-'81
PR66610	Replacement O-Ring



CHROME STEEL WATER NECK

With hole to direct mount temperature gauge MNMP9468



Chev Filler Neck with AN Fitting and NPT Ports

Blue anodized aluminium. Includes two 3/8" NPT female ports to plumb water to cylinder head for additional cooling and a -16AN fitting for use with steel braid reinforced upper radiator hose. Fits Small Block, Big Block and 90° V6 Chevy Intake Manifolds.

Water Outlet Filler Neck, -16AN with 2 x 3/8" NPT ports M063461

Ford Windsor Filler Neck with AN Fitting

Blue anodized aluminium with -16AN fitting for use with steel braid reinforced upper radiator hose. Includes gasket. Fits Ford Windsor Engines.

Water Outlet Filler Neck, Ford, -16 AN Fitting M063455

Bolt-On Filler Neck

Blue anodized aluminium. Accepts standard-size radiator cap (not included). Excellent replacement part for Moroso Filler Neck Kits. 100% leak tested.

Stamped Aluminum Filler Neck, Bolt-On M063465

Billet Aluminium Bolt-On Filler Neck

Made from 6061-T6 billet aluminium. Easily mounts to any Big Block or Small Block Chevy intake manifold, and can be used in all racing and street-performance applications where a heavy-duty filler neck is required. Includes screw-in 1/8" NPT hose fitting for expansion tanks, and accepts standard-size radiator cap (not included).

Billet Aluminum Filler Neck, Bolt-On M063466

Water Neck Block-Off Plate

This 1/4" aluminium plate provides an ideal base to weld-your-own radiator hose fitting to the intake manifold. Untreated aluminium makes it easy to drill opening and weld any size fitting of your choice. Two pre-drilled mounting holes ensure a perfect fit to the intake manifold. Perfect for racing and custom applications.

Water Neck Block-off Plate. Chevrolet M063471

Filler Neck

Fits: Ford 4.6/5.4L engines

- Allows Mod Motor Racers to upgrade existing upper radiator hose
- Billet Aluminium Water Neck Outlet with -16AN Fitting
- Anodized Black • Includes O-ring

Filler Neck M063456



Ford 302 - 351 Cleveland Thermostat Housings

Straight Chrome water neck Chrome Steel MG2663 302 - 351 Cleveland

Flathead Ford Water Neck

Hot rod style bolt-on aluminium water neck for the 1949-53 Ford Flathead V8.

1949-53 Flathead Water Neck V18A-8592-HR

Ford 302 - 351 Windsor Thermostat Housings

Chrome water necks for Windsor engines. Available in 45° or 90° types for early and late engines.

MG2662	289-302-351W Early 45° Style
MG9713	302-351W 1979-1995 90° Style



Offset Thermostat Housing adapter

This polished aluminium adapter offsets the thermostat to right side of manifold. Used on 144/174 blower kits. Includes O-Ring and mounting bolts. Will NOT work on Weiland 142, 177, or 256 blowers.

Chev Thermostat Offset Adapter WM90845

THERMOSTATS & ACCESSORIES



MR GASKET THERMOSTATS

These high performance thermostats are designed to resist large variations in coolant pressures that occur at high RPM's where coolant temperature and coolant pressure fight for control of the thermostat keeping it from opening at it's designated temperature. The balanced HP Thermostat features all brass and copper construction, and opens at the right temperature regardless of engine RPM.

Chev, Ford & Holden, 160°F (71°C)	MG4363
Chev, Ford & Holden, 180°F (82°C)	MG4364
Chev, Ford & Holden, 195°F (82°C)	MG4365
LS1, 180°F (82°C)	MG6368
Chrysler & Dodge, 160°F (71°C)	MG4366
Chrysler & Dodge, 180°F (82°C)	MG4367
Thermostat Gasket with rubber seal H/D	MG738G

THERMOSTATS FOR LS1

Available for all new style LS series engine that have a separate thermostat and water neck. These thermostats are available in 160, 180 and 195°F temperatures to suit any application. Mr. Gasket's 2005 Pontiac GTO test car gained 5 hp with the 180 degree unit.

Description	Part No.
LS1 late thermostat 160°F (71°C)	MG6367
LS1 late thermostat 180°F (82°C)	MG6368
LS1 late thermostat 195°F (90°C)	MG6369

TUFF STUFF HIGH FLOW THERMOSTATS

Standard thermostats flow about 37 gallons of coolant per minute. With Tuff Stuff's High-Flow thermostat, that number jumps to 56 gallons per minute. That's almost a 50 percent increase in coolant flow! The increased coolant flow will reduce the delay in engine warm-up times, allows trapped air in the cooling system to escape and stabilizes the pressure of the cooling system overall.

These thermostats also have a bypass valve that allows a small amount of coolant to circulate before fully opening.

Description	Part No.
GM, Ford, AMC, Jeep, Holden 160°	TUF900160
GM, Ford, AMC, Jeep, Holden 180°	TUF900180
GM, Ford, AMC, Jeep, Holden 195°	TUF900195
1953-1980 Mopar 180°	TUF910180



HI-FLOW THERMOSTATS

High flow design that resists large variations of coolant pressure at high rpm. Fully opens at correct temperature consistently regardless of engine rpm. Perfect for high performance street, drag race, and oval track Copper & brass construction - resists corrosion Suitable for GM Holden, Chevrolet, Ford and AMC

AF49-1043 71°C(160°F) hi-flow thermostat

AF49-1044 82°C(180°F) hi-flow thermostat

ZINC ANODE

PLUG

Sacrificial zinc anode insert to control electrolysis in cooling systems. **AF49-2500** 1/4" NPT plug with zinc anode

TEMPERATURE PROBE ADAPTERS

Adapts mechanical temperature (5/8"-18 UNF) probe to NPT holes.

NPT	Blue	Black	Silver
3/8"	AF660-06	AF660-06BLK	AF660-06S
1/2"	AF660-08	AF660-08BLK	AF660-08S
-100RB	AF661-10	AF661-10BLK	AF661-10S

RADIATOR HOSE GAUGE ADAPTERS

Aeroflow's new Billet Hose Adapters with 1/8" NPT Auxiliary Port are perfect for mounting gauge senders to monitor radiator temperatures. These are perfect to slip between radiator hoses and enable you to mount a sender effortlessly.

Part No	Colour	Description
AF64-2232	Black	1-1/4" 32mm OD adapter with 1/8" port
AF64-2234	Black	1-11/32" 34mm OD adapter with 1/8" port
AF64-2236	Black	1-27/64" 36mm OD adapter with 1/8" port
AF64-2238	Black	1-1/2" 38mm OD adapter with 1/8" port



MILODON WATER OUTLET RESTRICTORS

In race applications these Water Outlet Restrictors, on Chevys and Fords, replace the thermostat. They work to slow the flow of coolant through the block and radiator which allows more heat to be absorbed from the block and more heat to be released through the radiator. In cases where the engine has excess cooling capacity, as in an alcohol burning engine, a higher amount of restriction is required than the thermostat, while open, can provide. This kit contains restrictors with 1", 3/4" and 5/8" openings to allow tailoring to your particular application.

WATER OUTLET RESTRICTOR

Chevy, Small & Big Block, Ford & Holden MI16420 (except pre '67 390-428)

MILODON HIGH FLOW THERMOSTATS

These High Flow Thermostats greatly aid the proper functioning of a high performance cooling system. They are engineered to warm the engine to a proper operating temperature without making it run hot enough to lose power. Also the "Balanced Sleeve" design is highly recommended for use with High Volume water pumps. With other thermostat designs, the increased flow generated by High Volume water pumps can actually attempt to hold the thermostat closed. The "Balanced Sleeve" design equals the pressure exerted on the thermostat allowing its operation to be solely regulated by coolant temperature.

Application	Part No.
Chev, Ford & Holden, 160° F (71°C)	MI16400
Chev, Ford & Holden, 180° F (82°C)	MI16401
Chrysler & Dodge, 160° F (71°C)	MI16405
Chrysler & Dodge, 180° F (82°C)	MI16406



WATER OUTLET RESTRICTOR KIT

- Restricting coolant flow leaving the engine lets you control the amount of heat absorbed by the coolant
- Red, gold and blue anodized aluminium restrictor plates are mounted under the water outlet on the intake manifold
- Kit consists of three restrictor plates with 5/8", 3/4" and 1" I.D. holes for optimum coolant flow, 2-1/8" O.D.

Water Outlet Restrictor Kit. GM V8, GM V6, Ford 260-302, 351W M063440



MEZIERE COOLANT RECOVERY TANK

Meziere recovery tanks are designed to catch overflow liquid and purge air out of your system during heat cycles. This enables the system to stay completely full of water and greatly reduces the amount of maintenance required for your cooling system.

- Made from 2"x3"x.125" rectangle aluminium tube.
- 28 ounce capacity.
- O-ring sealed #12AN cap for a filling provision.
- Supplied with a stainless fitting that reaches to the bottom of the tank to provide the "recovery" action.
- The remaining 1/8 NPT port on the top is for a vent to be run to the rear of the vehicle.
- The bottom has a 1/8 NPT port which is factory sealed but can be used if so desired.
- Show quality finish.
- Two crosstubes are welded into the tank for mounting on a 5" vertical center to center. There is a 1/4 through hole and a 5/16-18 thread in these tubes.

Description

28oz (830ml) Coolant Recovery Tank - Black

Part No.

MZWR100S



Meziere Recovery Tank

Recovery Tank Reduce aeration and maintain pressure. Designed to catch overflow liquid and purge air out of your system during heat cycles.

Dimensions 10"H x 2"W x 3"D
• 1/8" NPT ports
• O-Ring seal cap

Part No: MZWR100U (Polished)



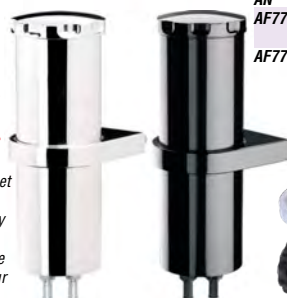
Compact Overflow Tanks

These compact overflow tanks are machined from 6061-T6 billet aluminium and include a billet mounting bracket. They are only 8-3/4" tall but thanks to their larger 2-7/8" diameter they have almost the same capacity as our 17" overflow tanks.

Available in mirror polished or high gloss black anodized finish.

BS77109 8.75" Polished Overflow 440ml

BSBLK77109 8.75" Black Anodized Overflow 440ml



Overflow Tanks Plain or Ribbed

Billet Specialties overflow tanks are machined from 6061-T6 billet aluminium and include two adjustable billet mounting brackets to ensure proper positioning. Choose from either ribbed or smooth designs to match our engine accessories. Tanks are 2" in diameter and available in three lengths.

Product Features

- Knurled o-ring cap for a no-leak seal
- Stainless hardware included - Aluminum push-on fittings included
- Industry leading mirror finish polish - Internal return tube

BS77113 13" Smooth Overflow 300ml

BS77115 15" Smooth Overflow 400ml

BS77117 17" Smooth Overflow 500ml

BS77213 13" Ribbed Overflow 300ml

BS77215 15" Ribbed Overflow 400ml

BS77217 17" Ribbed Overflow 500ml



Stainless Steel Radiator Over Flow Tank

New improved "Twist Cap" design.

Mounting bracket & hardware included.

2" x 13" (530ml) - Chrome RPCR6072X

2" x 17" (770ml) - Chrome RPCR6074X

2" x 19" (890ml) - Chrome RPCR6075X

3" x 10" (1.0L) - Chrome RPCR6076X

2" x 16" (1.5L) - Chrome RPCR6078X



CHROME ALUMINIUM

RADIATOR OVERFLOW

9" X 3" 700ml capacity. RPCR6570



FABRICATED RADIATOR

OVERFLOW TANK

Aeroflow's fabricated overflow tanks come with our Billet 2" cap and hold 800ml/27oz of fluid. These professionally constructed tanks come either highly polished or in a black anodised finish.

Our tanks are compatible with both recovery and non-recovery cooling systems. *NOTE Comes with 3/8 barb fittings.

AN Colour Description

AF77-1015 Polished Height 190mm (7-1/2")

AF77-1015BLK Black Diameter 90mm (3 1/2")

-4 ORB inlet and outlet

Mounting bracket holes

107mm (4-1/2") centres



BILLET RADIATOR OVER FLOW TANK

Billet Radiator Overflow Tank is constructed from 6061-T6 aluminium and include two Billet aluminium mounting brackets.

Height 325mm (13") Diameter 50mm (2")

-4AN, supplied with 5/16" barb fittings.

Billet mounting brackets included.

AF77-1021 Polished

AF59-1121 Polished replacement cap

AF77-1021BLK Black

AF59-1121BLK Black replacement cap



UNIVERSAL HEADER TANK

With 5/16" male barbs and features a 32mm cap Designed originally for racing engines, today's compact production engines can also benefit from the use of Aeroflow's Radiator Breather Tank. This tank efficiently removes trapped hot air pockets within the cooling system which can eventually cause overheating, especially during Aggressive driving. This tank allows the radiator to perform more efficiently, improving overall cooling performance. Requires radiator hose adapters for installation.

Height is 200mm 7-7/8" Diameter is 60mm 2-3/8"

AF77-1031 Polished

AF77-1031BLK Black

AF59-1031 Replacement blanking cap and pressure cap

Square Fabricated Radiator Expansion Tanks

Aeroflow's fabricated aluminium with integral mounting bracket radiator expansion tanks hold 1180ml/39oz of fluid. Designed for several applications where a small volume tank is required. Comes with a recovery style radiator cap (16PSI/1.1bar) with a radiator billet cap cover. 1 x -8 female ORB fitting on side of tank and 1 x female -8 ORB fitting on bottom. ORB to AN or ORB to Barb fittings available separately for custom plumbing applications.

Length 75mm x Width 115mm x Height 140mm

Length 2.95" x Width 4.52" x Height 5.51"

AN

AF77-1026

AF77-1026BLK

Colour

Polished

Black

Description

-8 ORB, radiator cap included

-8 ORB, radiator cap included



UNIVERSAL OVERFLOW TANK

When your radiator coolant gets too hot, it will blow through your overflow spout and all over your engine bay unless you have an overflow tank. Aeroflow's new overflow tanks are available in polished billet aluminium or anodised black with 3/8" barb fittings for a simple installation. They will allow the coolant to expand and then recover as the temperature drops.

(171mm) 6-3/4" Height and (76mm) 3" Diameter

AF77-1029 Polished

AF77-1029BLK Black



Ford BA/BF Series Fabricated

Radiator Overflow Tanks

High Grade constructed Aluminium Tanks designed for direct replacement for both inline 6Cyl and V8 models. 2 x -4 ORB & 1 x -12 ORB ports.

AN

AF77-1022

AF59-1022

AF77-1022BLK

AF59-1022BLK

AF64-5032

AF64-5032BLK

Colour

Polished

Silver

Black

Black

Polished

Black

Description

Ford BA/BF/FG fabricated

radiator tank

Replacement fittings kit

Ford BA/BF/FG fabricated

radiator tank

Replacement fittings kit

Replacement cap

Replacement cap



VX & VY Commodore Series

Fabricated Radiator Overflow Tanks

LS Fabricated Radiator Overflow Tanks designed for direct replacement for VX and VY models fitted with LS engines, ORB fittings included.

AN

AF77-1024

AF59-1024

AF77-1024BLK

AF59-1024BLK

AF64-5032

AF64-5032BLK

Colour

Polished

Silver

Black

Black

Polished

Black

Description

VX & VY fabricated radiator

tank

Replacement fittings kit

VX & VY fabricated radiator

tank

Replacement fittings kit

Replacement cap

Replacement cap



RCI OVERFLOW TANK

1 Quart (946ml) capacity, non-recovery type plastic catch can. Contains excess fluid and prevents it from reaching the track. Features barbed inlet, drain cock and moulded in mounting threads.

1 Quart Overflow Tank - Black RCI7040D





1 QUART RECOVERY TANKS

Jaz 1 Quart (946ml) recovery tanks are perfect for street driven vehicles as they allow the radiator to recover fluid as needed. They feature moulded-in 1/4"-20 threaded mounting inserts, a 1/4" barbed inlet fitting in the bottom and a 1/4" barbed vent fitting with hose in the top.

Description

1 Quart Recovery Tank - Black JAZ602-025-01
1 Quart Recovery Tank - Red JAZ602-025-06
1 Quart Recovery Tank - Blue JAZ602-025-11

Part No.

1 QUART OVERFLOW TANKS

Jaz overflow tanks meet all sanctioning organizations requirements for a 1 quart (946ml) overflow. They feature moulded-in 1/4"-20 threaded mounting inserts, a 1/4" barbed inlet fitting in the top and a 1/4" barbed lever handle petcock in the bottom.

Description

1 Quart Overflow Tank - Black JAZ600-025-01
1 Quart Overflow Tank - Red JAZ600-025-06
1 Quart Overflow Tank - Blue JAZ600-025-11

Part No.



1 GALLON OVERFLOW TANK

1 gallon (3.78L) capacity for large cubic inch engines. Features a -6AN inlet and -6AN vent in the top and a lever handle petcock in the bottom for easy draining. Requires mounting kit.

Description

1 Gallon Overflow Tank - Black JAZ600-100-01
Mounting Kit JAZ400-001-03

Part No.



2 QUART

OVERFLOW TANK

2 Quart (1.9L) capacity for large capacity engines with twist lock cap for easy filling. Features a 1/4" barbed inlet fitting in the top and a 1/4" barbed lever handle petcock in the bottom. Requires mounting kit.

Description

2 Quart Overflow Tank - Black JAZ600-050-01
2 Quart Overflow Tank - Natural JAZ400-050-03
Mounting Kit

Part No.



BILLET RADIATOR RECOVERY TANK

- Billet Aluminium design holds one full quart capacity (946ml)
- Vented recirculating tank includes push-lock fitting (for 1/4" O.D. flexible tubing), barbed fitting (for 3/8" rubber hose), siphon tube and drain fitting
- Dimensions: 9" high (overall), 3" tank diameter
- Billet mount included

M085505 - Billet Radiator Recovery Tank



MUSTANG COOLANT EXPANSION TANK

Direct bolt-in replacement to stock 2 piece plastic tank. Fabricated Aluminium for strength, plastic tanks fail after repeated high heat situations. This Aluminium tank can be polished, chromed, painted, powder coated or left as is for a race look. Uses factory stock vented cap, bleeds pressure like the factory intended. Billet aluminium neck has a built-in overflow like the factory tank. Integral aluminium hose fittings are better looking and more trouble free than screw in fittings.

Description

Coolant Expansion Tank, Mustang 2015-Up

Part Number
M063806

UNIVERSAL COOLANT EXPANSION TANK

Fabricated aluminium expansion tank designed for applications where a small volume remote tank is necessary. Features integral mounting bracket, billet filler neck with barbed fitting for overflow hose, One 1/2" NPT female fitting on bottom of tank and one 3/8" NPT female fitting on side of tank. 1-1/4" quart (1.18L) capacity.

Description

Universal Coolant Expansion Tank

Part No.
M063766



RADIATOR OVERFLOW TANK

- Lightweight Plastic design holds full quart (946ml) capacity
- Can be used in many forms of competition, NHRA & IHRA accepted
- Vented tank includes hose fitting and drain cock
- Dimensions: 10-1/2" high (overall), 3" tank diameter

Description

1 Quart Overflow Tank
Mounting Bracket.

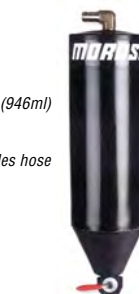
Part No.
M063657
M063401



SO-CAL Overflow Tank

Designed in our own shop by Aaron Broughton and Ryan Reed, the SO-CAL overflow tank is designed for multiple applications where there was no factory overflow system. It can be used on hot rods, customs, classic trucks, muscle cars, etc. The tank, which holds roughly two quarts, is made of polished, spun aluminium, features two unobtrusive pre-tapped mounting bosses and a knurled machined cap.

S0001-62078



RADIATOR COOLANT ADDITIVE



Cool Down

Reduces cooling system operating temperatures by up to 25°C. Works great in high-performance radiator systems, towing vehicles, and long idling applications. Reduces coolant surface tension, allowing better laminar coolant flow for better heat transfer. Lubricates without the crystallization of other coolant additives.

VPCOOL Cool Down - Treats 12L of water



REDLINE DIESEL

ENGINES WATER WETTER

- Designed for heavy-duty diesel engines which use more than 33% antifreeze or a supplemental corrosion package
- Similar properties and benefits to regular WaterWetter, but lacks rust and corrosion inhibitors
- Diesel road cars and light trucks (equipped with Cummins, Duramax, and PowerStroke engines) should use regular WaterWetter to ensure proper rust and corrosion protection
- Does not lower cooling system below the thermostatically-controlled temperature

Description

Water Wetter Additive 15 oz (443 ml)

Part No.
RED80213



REDLINE PETROL ENGINES

WATER WETTER

- Unique agent for cooling systems that doubles the wetting ability of water
- Rust and corrosion protection allows for use of straight water in racing or reduced antifreeze levels in warm climates
- Improves heat transfer and reduces cylinder head temperature
- Use one bottle for most passenger cars and light trucks, treats 3 to 5 gallons or 13.2 to 15.9 L
- Designed for use with all modern aluminum, cast iron, copper, brass and bronze cooling systems
- Cleans and lubricates water pump seals
- Does not lower cooling system below the thermostatically-controlled temperature

Description

Water Wetter Additive 12 oz (354 ml)
Water Wetter Additive 1/2 Gallon (1.90 Liters)

Part No.
RED80204
RED80205



RADIATOR & HEATER HOSE



STAINLESS STEEL RADIATOR HOSE KITS

Each Kit Contains:

1 x Stainless Steel Hose 1-3/4" OD
2 x Aluminium End Cap Covers - Chrome or Polished
2 x Rubber Hose Sleeve Adaptors
4 x Rubber Reducers (2 each of 1-1/4" & 1-1/2")
4 x Hose Clamps

Size	Polished	Chrome
12" x 1-3/4"	RPCR7301	RPCR7302
24" x 1-3/4"	RPCR7304	RPCR7305
36" x 1-3/4"	RPCR7307	RPCR7308
48" x 1-3/4"	RPCR7310	RPCR7311

REPLACEMENT HOSE END CAPS

Replacement aluminium hose end caps for RPC stainless steel radiator and heater hose kits. Sold as pairs.

Description

Radiator Hose End Caps	Polished	Chrome
Radiator hose end adapters	RPCR7315	RPCR7319

(2" hose adapter with 1 1/2" reducer & 2 hose clamps (package of 2))

STAINLESS STEEL HEATER HOSE KITS

Each Kit Contains:

2 x Stainless Steel Hoses
44" x 3/4" OD
4 x Aluminium End Cap Covers - Chrome or Polished
4 x Rubber Hose Sleeve Adaptors
4 x Rubber Reducers (5/8" ID)
8 x Hose Clamps

Size	Polished	Chrome
44" x 3/4"	RPCR7313	RPCR7314



WINDOW WASHER TANKS



Note: Can also be used with water or Methanol injection, intercooler water spray.

ALLOY WASHER BOTTLE WITH MOTOR

AeroFlow's fabricated washer tanks come with our Billet 1" cap and hold 1.5L/51oz of fluid. These professionally constructed tanks come either highly polished or in a black anodised finish. Tanks come for universal applications or factory replacement for some vehicles.

Part No	Colour	Size- L x W x H
AF77-1000	Polished	4" x 3-1/8" x 8-1/4" 100mm x 80mm x 210mm
AF77-1000BLK	Black	4" x 3-1/8" x 8-1/4" 100mm x 80mm x 210mm
AF77-1005	Polished	8-1/4" x 3-1/8" x 4" 210mm x 80mm x 100mm
AF77-1005BLK	Black	8-1/4" x 3-1/8" x 4" 210mm x 80mm x 100mm
AF77-1006	Polished	Suits HD-HZ & LC-UC HOLDEN 8-1/4" x 3-1/8" x 4" 210mm x 100mm x 80mm
AF77-1006BLK	Black	Suits HD-HZ & LC-UC HOLDEN 8-1/4" x 3-1/8" x 4" 210mm x 100mm x 80mm
AF77-1001	Replacement washer tank motor Suits all AeroFlow washer tanks.	

HOSE END COVERS



Hex Hose Finishers

Hex Hose finishers are designed to add a completed appearance to your hoses with easy installation of a hose clamp and are available in seven great colours: blue, red, purple, silver, black, gold and chrome. Aeroflow's corrosion resistant, colour consistent, double anodised and hand polished finish adds the final touch of quality and protection.

I.D. Inch	mm	100S	Blue	Red	Purple	Silver	Black	Gold	Chrome
1/2"	12.7	-4	AF150-04	AF150-04R	AF150-04PUR	AF150-04S	AF150-04BLK	AF150-04G	AF150-04CH
9/16"	14.3		AF150-05	AF150-05R	AF150-05PUR	AF150-05S	AF150-05BLK	AF150-05G	AF150-05CH
5/8"	15.8	-6	AF150-06	AF150-06R	AF150-06PUR	AF150-06S	AF150-06BLK	AF150-06G	AF150-06CH
21/32"	16.5		AF150-07	AF150-07R	AF150-07PUR	AF150-07S	AF150-07BLK	AF150-07G	AF150-07CH
11/16"	17.5	-8	AF150-08	AF150-08R	AF150-08PUR	AF150-08S	AF150-08BLK	AF150-08G	AF150-08CH
13/16"	20.6	-10	AF150-10	AF150-10R	AF150-10PUR	AF150-10S	AF150-10BLK	AF150-10G	AF150-10CH
15/16"	24.9	-12	AF150-12	AF150-12R	AF150-12PUR	AF150-12S	AF150-12BLK	AF150-12G	AF150-12CH
1-1/8"	28.5		AF150-14	AF150-14R	AF150-14PUR	AF150-14S	AF150-14BLK	AF150-14G	AF150-14CH
1-3/16"	30.5	-16	AF150-16	AF150-16R	AF150-16PUR	AF150-16S	AF150-16BLK	AF150-16G	AF150-16CH
1-19/32"	40.5	-20	AF150-20	AF150-20R	AF150-20PUR	AF150-20S	AF150-20BLK	AF150-20G	AF150-20CH
1-3/4"	44.5		AF150-24	AF150-24R	AF150-24PUR	AF150-24S	AF150-24BLK	AF150-24G	AF150-24CH
1-15/16"	49.2		AF150-28	AF150-28R	AF150-28PUR	AF150-28S	AF150-28BLK	AF150-28G	AF150-28CH
2-1/16"	52		AF150-30	AF150-30R	AF150-30PUR	AF150-30S	AF150-30BLK	AF150-30G	AF150-30CH
2-3/16"	54		AF150-32	AF150-32R	AF150-32PUR	AF150-32S	AF150-32BLK	AF150-32G	AF150-32CH
2-5/16"	58.5		AF150-34	AF150-34R	AF150-34PUR	AF150-34S	AF150-34BLK	AF150-34G	AF150-34CH

Part no	Inside Dia.	Outside Dia.	Suggested Applications
111-014	14mm,	10-14mm,	Fuel, Oil, Water and Vacuum Hoses
111-021	21mm,	17-21mm,	Fuel, Oil, Water and Vacuum Hoses
111-024	24mm,	21-24mm,	Fuel, Oil, Water, A/C and Vacuum Hoses
111-029	29mm,	24-29mm,	Fuel, Oil, Water, A/C and Vacuum Hoses
111-20	45mm,	40-45mm,	Small Radiator Hoses
111-24	50mm,	45-50mm,	Medium Radiator Hoses
111-28	60mm,	50-60mm,	Large Radiator Hoses



Hex Hose Finishers

Hex Hose finishers are designed to add a completed appearance to your hoses with easy installation of a hose clamp and are available in five great colours: blue, black, chrome, red and silver. Aeroflow's corrosion resistant, colour consistent, double anodised and hand polished finish adds the final touch of quality and protection.

I.D. Inch	mm	100 Series Hose size	Blue	Red	Purple	Silver	Black	Gold	Chrome
1/2"	12.7	-4	AF150-04	AF150-04R	AF150-04PUR	AF150-04S	AF150-04BLK	AF150-04G	AF150-04CH
9/16"	14.3		AF150-05	AF150-05R	AF150-05PUR	AF150-05S	AF150-05BLK	AF150-05G	AF150-05CH
5/8"	15.8	-6	AF150-06	AF150-06R	AF150-06PUR	AF150-06S	AF150-06BLK	AF150-06G	AF150-06CH
21/32"	16.5		AF150-07	AF150-07R	AF150-07PUR	AF150-07S	AF150-07BLK	AF150-07G	AF150-07CH
11/16"	17.5	-8	AF150-08	AF150-08R	AF150-08PUR	AF150-08S	AF150-08BLK	AF150-08G	AF150-08CH
13/16"	20.6	-10	AF150-10	AF150-10R	AF150-10PUR	AF150-10S	AF150-10BLK	AF150-10G	AF150-10CH
15/16"	24.9	-12	AF150-12	AF150-12R	AF150-12PUR	AF150-12S	AF150-12BLK	AF150-12G	AF150-12CH
1-1/8"	28.5		AF150-14	AF150-14R	AF150-14PUR	AF150-14S	AF150-14BLK	AF150-14G	AF150-14CH
1-3/16"	30.5	-16	AF150-16	AF150-16R	AF150-16PUR	AF150-16S	AF150-16BLK	AF150-16G	AF150-16CH
1-19/32"	40.5	-20	AF150-20	AF150-20R	AF150-20PUR	AF150-20S	AF150-20BLK	AF150-20G	AF150-20CH
1-3/4"	44.5		AF150-24	AF150-24R	AF150-24PUR	AF150-24S	AF150-24BLK	AF150-24G	AF150-24CH
1-15/16"	49.2		AF150-28	AF150-28R	AF150-28PUR	AF150-28S	AF150-28BLK	AF150-28G	AF150-28CH
2-1/16"	52		AF150-30	AF150-30R	AF150-30PUR	AF150-30S	AF150-30BLK	AF150-30G	AF150-30CH
2-3/16"	54		AF150-32	AF150-32R	AF150-32PUR	AF150-32S	AF150-32BLK	AF150-32G	AF150-32CH
2-5/16"	58.5		AF150-34	AF150-34R	AF150-34PUR	AF150-34S	AF150-34BLK	AF150-34G	AF150-34CH



Hose Ends

Billet Specialties has the answer for unsightly hose clamps and loud anodized colors - polished billet hose ends! Available in popular sizes for rubber and braided hoses from 5/16" to 1-3/4". Sold individually.

Product Features

- Precision machined from 6061-T6 billet aluminum
- Mirror polish finish
- Hose clamp included
- BS67025** 5/16" Fuel - Braided
- BS67225** 3/8" Fuel - Rubber
- BS67325** 3/8" Fuel - Braided
- BS67425** 5/8" Heater - Rubber
- BS67525** 5/8" Heater - Braided
- BS67625** 3/4" Heater - Rubber
- BS67725** 3/4" Heater - Braided
- BS67825** 1-1/2" Radiator
- BS67925** 1-3/4" Radiator



EXHAUST WRAP & INSULATION



EXHAUST INSULATING WRAP

The Original Exhaust Insulating Wrap was developed almost 20 years ago by Thermo-Tec. Exhaust Insulating Wrap is an innovative way to create more horsepower and reduce temperatures under the hood. Wrapping headers with Exhaust Insulating Wrap maintains hotter exhaust gases that exit the system faster through decreased density. This produces increased exhaust scavenging, as well as lower intake temperatures. Exhaust Insulating Wrap withstands continuous heat up to 2000°F (1095°C) and it contains no asbestos. Exhaust Insulating Wrap, available in natural and graphite black colors, is sold in 15 ft. (4.5 Metre) and 50 ft. (15 metre) rolls, 1 inch (25mm) and 2 inches (50mm) wide. All Exhaust Wrap has a low profile 1/16 inch thickness.

Description	15 Ft Roll	50 Ft Roll
1" Wide - Natural	TT11151	TT11001
2" Wide - Natural	TT11152	TT11002
1" Wide - Black	TT11153	TT11021
2" Wide - Black	TT11154	TT11022

CARBON FIBER EXHAUST INSULATING WRAP

Hi-Tech Carbon Fiber appearance and Titanium like strength, Carbon Fiber Exhaust Insulating Wrap is produced utilizing pulverized Lava rock called basalt. It is extremely pliable, resistant to discoloration and can withstand 2000 degrees Fahrenheit in direct continuous contact.

1" Wide X 50' Ft Roll	TT11041
2" Wide X 50' Ft Roll	TT11042



Generation II Copper Exhaust Insulating Wrap

Generation II Copper Header Wrap improves heat resistance up to 30% more than current insulating technology, by utilizing a new proprietary coating developed by Thermo-Tec. Available in 50 foot lengths, 1" and 2" widths.

1" Wide x 50 Ft Roll	TT11031
2" Wide x 50 Ft Roll	TT11032



Snap Strap

New and improved! Same quality stainless steel straps with a dependable multi-lock system, now in standard lengths. No more cutting to length, then attaching the lock. Narrow width straps come in precut lengths with the multi-lock already attached - just insert the end and pull to tighten. Snap Strap comes in individual sizes of 9" and 18"; also in kits for V-6 or V-8 applications.

V-8 Kit 8 x 9" straps & 4 x 18" straps	TT13101
V-6 Kit 6 x 9" straps & 4 x 18" straps	TT13105
12 Pack of 9" straps	TT13150
6 Pack of 18" straps	TT13160



Hi-Heat Coating

Use the Hi-Heat Coating to finish off a clean and well-protected Exhaust Insulating Wrap installation. The coating will protect the wrap from abrasion and harmful liquid spills. Extra resins and binders toughen the surface and help extend the life of the wrap by protecting it from friction. They also seal the pores to minimize the penetration of harmful liquids. The 11oz. (325mL) spray coating now comes in three colors - black, aluminum and copper.

Black 325mL	TT12001
Aluminum 325mL	TT12002
Copper 325mL	TT12003



Heavy-Duty Spray Adhesive

Heavy-Duty Spray Adhesive is the answer when you need a quick-drying, long-lasting spray adhesive in a high-temperature application. Extra-strong contact-style adhesive sets quickly, lasts even in high-temperature situations. Use with Thermo-Guard FR, Cool-It Insulating Mat, Aluminized Heat Barrier and more. Comes in a large 16 oz. (473mL) spray can.

Heavy-Duty Spray Adhesive

TT12005



High-Velocity Exhaust Jackets

The Quick Wrap High-Velocity Exhaust Jacket is an innovative way to insulate and block radiant heat, using Thermal-Conductive-Technology. The jacket covers the tubes vertically allowing for a consistent fit. This allows the exhaust system to expand without restriction as it comes up to operating temperature and provides air space for added insulation. High-Velocity Exhaust Jackets can be applied with the headers on the vehicle.

4-6 Cylinder kit	TT11246
8 Cylinder kit	TT11248



Header Manifold Blanket

The Header Manifold Blanket provides excellent heat retention for exhaust headers and manifolds. This flexible heat shield simply clips into place on the upper portion of the header. The fabric side of the material faces the heat source; the aluminized side faces away, offering protection from abrasion and harmful liquid spills. The Header Manifold Blanket is available in two different kits: Two 20" x 24" blankets for V-6 and V-8 applications or One 36" x 40" blanket for straight 6 & 4 cylinder engines.

V6 and V8 Kit	TT14003
4-cylinder & straight 6 Kit	TT14004



Muffler/CAT Heat Shield

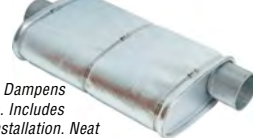
The Muffler/CAT Heat Shield is made up of woven silica with a flexible mylar finish. The highly reflective heat shield can be installed between the catalytic converter, muffler or any other component to reflect radiant heat away from the under-carriage. Kit includes fasteners. Muffler Shield 24" x 40" (610 x 1015mm) TT16500



Kevlar Muffler Cover

Handles continuous temperatures up to 1100° F (590° C). Reduces radiant heat inside vehicle. Dampens muffler noise and vibration. Includes stainless steel straps for installation. Neat attractive appearance and is abrasion resistant.

Kevlar Muffler Cover 24" x 40" (610 x 1015mm) TT16800



Turbo Insulating Kit

The Turbo Kit was designed to protect and improve performance of the turbo. This universal kit will keep the turbo spooled up and it virtually eliminates turbo lag. The custom cut-to-fit kit comes with a substantial amount of material to cover turbos from the smallest automotive application to heavy-duty truck applications. Two Turbo Kits are available, a 4 cylinder kit and one for 6 & 8 cylinders.

4 Cylinder kit
6 & 8 Cylinder kit

TT15001
TT15002

Starter Heat Shield

The Starter Heat Shield was developed to eliminate starter problems caused by close proximity of the exhaust to the starter. The universal kit enables the user to insulate the starter and solenoid. The unique construction of the aluminized material provides protection by reflecting 90% of radiant heat, up to 2000°F (1095°C).

Starter Heat Shield 7" x 22"

TT14150



Cool-Air Tube Heat Shield

The Cool-Air Tube Heat Shield features a unique lace-up design. This unique design allows this heat shield to fit air tubes from 2-1/2" to 4" in diameter, up to 3' in length. Like most of Thermo-Tec's products, it blocks more than 90% of radiant heat from the exhaust, protecting the air tube from the destructive effects of high heat. For an added kick, Cool-Air Tube Heat Shield comes with laces in four different colors - white, blue, red and yellow.

3 ft. adjustable diameter shield

TT14500

Cool-It Plug Wire Sleeves

This unique spark plug and ignition wire protector comes in red, blue and black. These dual purpose sleeves enhance performance, reduce misfires, extend plug wire life and will not react with petroleum products. The double-wall construction keeps the wire and boot cooler in a high temperature engine. Its universal size fits most boots, is easy to install and is non-flammable. Cool-It Plug Wire Sleeves can be used in any temperature environment from street vehicles to motor homes. Sleeves are available in packs of 4 & 6.

Description	4 Pack	6 Pack
Red Plug Wire Sleeves	TT14261	TT14271
Black Plug Wire Sleeves	TT14262	TT14272
Blue Plug Wire Sleeves	TT14263	TT14273



Thermo-Shield

Thermo-Shield is a combination of materials laminated together to provide a barrier against the extreme conditions that under-hood components are exposed to. This aluminized adhesive-backed tape is great for wrapping the hoses and wires you don't want to remove. Thermo-Shield reflects radiant heat up to 2000°F (1095°C). Thermo-Shield Ultra offers twice the thickness for extra durability.

1-1/2" x 15 ft. Thermo-Shield
2" x 50 ft. Thermo Shield

TT14002
TT13995



Thermo-Sleeve

Thermo-Sleeve is the combination of a high temperature fabric laminated to a highly reflective Mylar foil. It provides protection from radiant heat for hoses and wires. Thermo-Sleeve's ultra light weight construction provides more insulation than traditional bulky rubber-coated fiberglass. The aluminized sleeve reflects more than 90% of radiant heat. It is fireproof and oil resistant. Thermo-Sleeve is packaged in 3 foot or 12 foot lengths and five different inside diameter sizes.

Size	3 Foot	12 Foot
1/4" to 1/2" (6 to 12mm)	TT14005	TT14006
5/8" to 1" (16 to 25mm)	TT14010	TT14011
1-1/8" to 1-1/2" (28 to 38mm)	TT14015	TT14016
1-5/8" to 2" (41 to 50mm)	TT14020	TT14021
2-1/8" to 2-1/2" (53 to 63mm)	TT14025	TT14026



Thermo-Flex

Thermo-Flex heat shield is a composite material with unlimited uses. The material is manufactured to provide abrasion resistance, thermal insulation and physical containment of hoses and wiring. The combination of aluminum and silica produces a sleeving that is flexible, light weight and strong. Thermo-Flex can be slit for applications such as wire looms or hose-covering with out disconnecting the ends of the wire or hose.

5/8" x 3 ft. (15 x 915mm) Silver
3/4" x 3 ft. (15 x 915mm) Silver

TT17062
TT17075

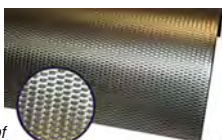


Micro Louver Heat Shield

Lightweight yet extremely durable, this aluminum shield features micro air louvers. These tiny vents allow air to flow through the metal shield. The movement of air across the textured surface of the shield cools by natural convection. The flexible shield bends easily by hand, making it easy to hand-form a custom fit.

12" x 24" (305 x 610mm)
24" x 24" (610 x 610mm)
24" x 48" (610 x 1220mm)

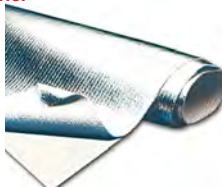
TT11710
TT11720
TT11740



Adhesive-Backed Heat Barrier

The adhesive-backed composite material can be easily applied to any surface or wrapped around a hose or wire to make a clean, professional appearance. The highly reflective surface is capable of withstanding radiant temperatures in excess of 2000°F (1095°C) Adhesive Backed Heat Barrier is available in four sizes.

12" x 12" (305 x 305mm) TT13500
12" x 24" (305 x 610mm) TT13575
24" x 36" (610 x 915mm) TT13585
24" x 48" (610 x 1220mm) TT13590



Aluminized Heat Barrier

This flexible, high temperature material makes it an excellent choice for any application when a versatile heat control product is needed. For conductive heat applications, the fabric side can handle temperatures in the range of 350-1200°F (175-650°C) The highly reflective metallic surface is capable of withstanding radiant temperatures of up to 2000°F (1095°C).

Heat Barrier 36" x 40" (915 x 1015mm) TT14001

Cool-It Insulating Mat

Use the Cool-It Mat to battle excessive heat and noise that penetrates the driver compartment through firewalls and floorboards. Cool-It Mat is also perfect for use in doors, under hoods and above transmission housings. Cool-It Mat is composed of resin-bonded silica blanketing insulation sandwiched between a mylar facing and a foil facing.

The highly reflective mylar reflects the heat away from surfaces, while the foil side is oriented away from the heat source to conduct any penetrating across its surface, providing the ultimate in heat protection. The silica blanketing is a dual-density composite which acts as the sound insulator. Cool-It Mat is easy to trim and it can be applied with the provided push-in fasteners or with Thermo-Tec's Heavy-Duty Spray Adhesive.

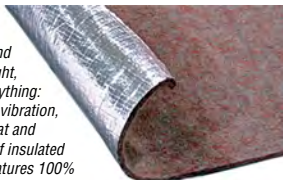
24" x 48" (610 x 1220mm) TT14100



Thermo-Guard FR

Thermo-Guard FR offers the best in heat and sound insulation. This lightweight, durable shield does everything: reduces sound, absorbs vibration, protects from radiant heat and provides an extra layer of insulated padding. The product features 100% polyester fiber felt that provides sound and comfort control and a high-tech foil heat barrier that blocks more than 90% of radiant heat. Thermo-Guard FR is very easy to apply and it can be trimmed to fit anywhere. Great for use in trucks, RVs, buses, cars, aircraft and homes. Available in two sizes with one or two foil sides; the polyester felt material is also available without foil. May be applied with Thermo-Tec's new Heavy-Duty Spray Adhesive.

48" x 72" (1220 x 1830mm) one-side foil TT14120
48" x 72" (1220 x 1830mm) two-side foil TT14125



The Suppressor

The Suppressor is ideal where both sound and radiant heat control is desired; perfect for firewalls, floorboards and doors. These high-quality mats offer the best in sound-dampening and heat control. The high-density polyethylene film with an aluminum foil composite is abrasion and tear resistant. Both mats are 5mm thick with a high-temperature adhesive backing. Installation is simple: cut to fit, peel away backing, press in place and remove air bubbles with the Mat Roller. We also offer the best tool for installation of these acoustical mats - the 2" Mat Roller.

12" x 12" (2 pcs) TT14600
36" x 24" (915 x 610mm) TT14610
36" x 60" (915 x 1525mm) TT14620
Mat Roller TT14800



Kevlar Heat Barrier

The Kevlar Heat Barrier is made from Kevlar with a Mylar finish. The Barrier can withstand up to 3000° F (1650° C) of radiant heat and can with stand direct contact up to 1100° F (590° C). The product can be installed using standard rivets with a backup washer or weather strip adhesive.

The use of clamps or straps such as Thermo-Tec's Snap Strap can be used to hold the blanket in place for applications on manifolds or exhaust systems.

Kevlar Heat Barrier 24" x 40" (610 x 1015mm) TT16850



Battery Wrap Heat Barrier

Battery Wrap is a combination of materials designed to provide the ultimate in protection from battery heat and vibration. The heat barrier is made up of woven silica with a flexible aluminized finish. The highly reflective surface of this material is capable of with standing radiant temperatures in excess of 2000°F. Battery Wrap is available in a kit that includes a 8" x 40" piece.

Battery Wrap Barrier kit

TT13200

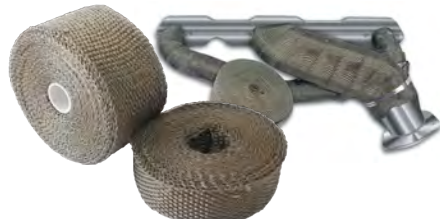


EXHAUST INSULATION HEAT WRAP

(White and Black)

Aeroflow's exhaust wrap is an innovative way to reduce unwanted and power-robbing engine compartment heat. By wrapping your exhaust headers and down pipes you decrease exhaust density and increase exhaust flow resulting in more power! The white and black exhaust wrap is rated to withstand 650°C (1200°F) direct heat and 1100°C (2000°F) of radiant heat.

Part No	Colour	Description
AF91-3000	White	25.4mm (1") x 15.24m (50ft)
AF91-3001	White	50.8mm (2") x 15.24m (50ft)
AF91-3002	White	25.4mm (1") x 4.57m (15ft)
AF91-3003	White	50.8mm (2") x 4.57m (15ft)
AF91-3004	Black	25.4mm (1") x 15.24m (50ft)
AF91-3005	Black	50.8mm (2") x 15.24m (50ft)
AF91-3006	Black	25.4mm (1") x 4.57m (15ft)
AF91-3007	Black	50.8mm (2") x 4.57m (15ft)



EXHAUST INSULATION HEAT WRAP (Titanium)

Aeroflow's Titanium exhaust wrap is the cutting edge technology of exhaust wraps. Titanium wrap is engineered to be stronger and more durable without the need to pre-wet the roll before installation and features a carbon fibre like look that withstands 980°C (1800°F) and 1371°C (2500°F) of intermittent radiant heat.

Part No	Description	Length
AF91-3008	Titanium	25.4mm (1") x 15.24m (50ft)
AF91-3009	Titanium	50.8mm (2") x 15.24m (50ft)
AF91-3010	Titanium	25.4mm (1") x 4.57m (15ft)
AF91-3011	Titanium	50.8mm (2") x 4.57m (15ft)

SNAP-LOCK TIES

Aeroflow's Snap-Lock ties are a perfect choice for securing your wrap or cables from extreme heat areas that will handle 200lbs of tensile strength. Simply pull to tighten. Manufactured from 316 stainless steel and will handle 1370°C (2500°F). Available in two kits: 229mm (9") Long x 12 pieces and 457mm (18") long x 6 pieces.

Part No	Description	Length
AF91-7000	Snap Lock Ties 12 Piece x 229mm (9") Long	
AF91-7001	Snap Lock Ties 6 Piece x 457mm (18") Long	



AF91-6051



AF91-6050



HEAT GUARD SPARK PLUG BOOTS

Aeroflow's spark plug boot and ignition wire insulator is the perfect solution for tight headers and turbo manifolds, also act as a dual purpose spark insulator to reduce misfires, extend plug wire and boot life and will not react to petroleum products. Universal size fits most boot sizes and can easily flex for angled boot applications. Easy to install and most importantly non-flammable. Sold as 4 packs.

Dimensions: 155mm (6-7/8") long, 25.4mm (1") diameter.
AF91-6050 Black 1100°C (2000°F) radiant, 260°C (500°F) direct
AF91-6051 Titanium 1650°C (3000°F) radiant, 1100°C (2000°F) direct



BRAIDED SLEEVE HEAT SHIELD

Insulates hoses and cables in high heat areas. Withstands up to 500°C (932°F) and splashes of 1100°C (2000°F). Not recommended for direct contact with heat source. Available in 3.7m (12ft) or 1m (3ft) lengths

Part No	I.D.	Suits Hose	Length
AF91-9000	6.35mm	1/4" -4, -3 & -4 PTFE	1m or 3ft
AF91-9001	12.7mm	1/2" -5, (-6 PTFE)	1m or 3ft
AF91-9002	25.4mm	1" -6, -8, -10, -12	1m or 3ft
AF91-9050	12.7mm	1/4" -5, (-6 PTFE)	3.7m or 12ft
AF91-9051	12.7mm	1/2" -5, (-6 PTFE)	3.7m or 12ft
AF91-9052	25.4mm	1" -6, -8, -10, -12	3.7m or 12ft



HEATGUARD HEAT SHIELD

Insulates hoses and cables in high heat areas. Withstands up to 260°C (500°F) and splashes of 1100°C (2000°F). Not recommended for direct contact with heat source. Available in 3.7m (12ft) or 1m (3ft) lengths

Part No	I.D.	Suits Hose	Length
AF91-1999	7.9mm 5/16"	-3, -4	3.7m or 12ft
AF91-2000	12.7mm 1/2"	-5, (-6 PTFE)	3.7m or 12ft
AF91-2001	25.4mm 1"	-6, -8, -10, (-12 PTFE)	3.7m or 12ft
AF91-2002	38.1mm 1-1/2"	-12, -16, -20	3.7m or 12ft
AF91-2010	12.7mm 1/2"	-5, (-6 PTFE)	1m or 3ft
AF91-2011	25.4mm 1"	-6, -8, -10, (-12 PTFE)	1m or 3ft
AF91-2012	38.1mm 1-1/2"	-12, -16, -20	1m or 3ft

**WIRE & HOSE OVERWRAP**

Insulates hoses and cables in high heat areas. Withstands up to 410°F / 210°C and splashes of 660°F / 350°C. Not recommended for direct contact with heat source. Available in 3.7m / 12ft or 1m / 3ft lengths

Part No	Inside Dai	Suits Hose	Length
AF91-9900	6.35mm 1/4"	-4, (-3 & -4 PTFE)	1m or 3ft
AF91-9901	12.7mm 1/2"	-5, (-6 PTFE)	1m or 3ft
AF91-9902	25.4mm 1"	-6, -8, -10, -12	1m or 3ft
AF91-9950	12.7mm 1/4"	-5, (-6 PTFE)	3.7m or 12ft
AF91-9951	12.7mm 1/2"	-5, (-6 PTFE)	3.7m or 12ft
AF91-9952	25.4mm 1"	-6, -8, -10, -12	3.7m or 12ft

**FLEX BRAID WRAP**

Black tight weave high coverage Aeroflow's heat-flex braid is lightweight and extremely flexible. Heat-flex braid can be used for insulating wire bundles or cables while offering that factory look. Heat-flex braid can also be used on heater and radiator hoses. With a tough woven construction, heat-flex provides a continuous temperature rating of up to 127°C (260°F) and a melting temperature of 250°C (482°F). Available in 1m (3ft) and 7.6m/25ft length rolls in 6.35mm (1/4"), 12.7mm (1/2"), 25.4mm (1") and 38.1mm (1-1/2") size I.D. Can be terminated with heat-shrink or Aeroflow hose end finishers for that professional look.

Part No	Descriptions	Length
AF91-7050	6.35mm (1/4")	1m 3ft
AF91-7051	12.7mm (1/2")	1m 3ft
AF91-7052	25.4mm (1")	1m 3ft
AF91-7053	38.1mm (1-1/2")	1m 3ft
AF91-7550	6.35mm (1/4")	7.6m 25ft
AF91-7551	12.7mm (1/2")	7.6m 25ft
AF91-7552	25.4mm (1")	7.6m 25ft
AF91-7553	38.1mm (1-1/2")	7.6m 25ft

**FUEL JUG COVERS**

Aeroflow's fuel jug cover will keep your race fuel cool! Available in both square and round 5 gallon jug styles. Protect your fuel at the track.

Part No	Description
AF91-8050	Square & round jug cover

FLEXIBLE SELF ADHESIVE HEAT BARRIER

Aeroflow's adhesive backed barrier has the same high quality features as the flexible heat barrier with the added adhesive back allowing neat and easy installation. Flexible adhesive backed barrier can only be applied one way adhesive side down. Withstands 2000°F/1100°C radiant heat and 1200°F/650°C direct heat, can be trimmed to fit then simply peel and stick.

Part No	Description	Style
AF91-4000	38.1mm (1.5") x 4.5m (15ft)	Roll
AF91-4001	305mm (12") x 305mm (12")	Sheet
AF91-4002	305mm (12") x 610mm (24")	Sheet
AF91-4003	610mm (24") x 915mm (36")	Sheet
AF91-4004	610mm (24") x 1220mm (48")	Sheet
AF91-4005	159mm (6.25") x 660mm (26")	Sheet

FLEXIBLE HEAT BARRIER

Aeroflow's heat barrier is an excellent method for reflecting unwanted heat from surfaces needing protection. Minimal thickness to provide an easy installation and can be retained in place with Aeroflow's stainless straps or simply riveted in place. When used as a heat SHIELD the barrier should be installed so the bright metallic surface faces the heat source. When used to RETAIN heat, the fabric side faces the heat source. This allows the metallic surface to act as a barrier to prevent penetration of fluids. Withstands 2000°F/1100°C radiant heat and 1200°F/650°C direct heat and can be easily trimmed to desired size.

Part No	Description
AF91-6000	508mm (20") x 305mm (12")
AF91-6001	1016mm (40") x 305mm (12")
AF91-6002	1016mm (40") x 914mm (36")
AF91-6003	1016mm (40") x 183mm (72")

**MANIFOLD HEAT SHIELD TO SUIT LS INTAKE**

Aeroflow's new LS Intake Manifold will give you an increase in horsepower! By shielding the intake manifold and reducing the heat radiating up from the engine, this shield will lower intake manifold temperatures creating a more dense fuel and air mixture hence creating more power.

Being adhesive backed, the heavy duty adhesive will stick to any clean semi-smooth surface and will enhance the look and performance of your LS! With oversized front and rear, with some slight trimming it will be a perfect fit to your manifold. Withstands up to 1100°C (2000°F) radiant heat & 260°C (500°F) of direct heat.

AF91-4050 Suits LS Chev intake manifold shield trim to fit

**ALUMINISED HEAT SLEEVE**

Aeroflow's new heat sleeve is designed to simply slide over hoses, cables and wires to provide the ultimate protection from radiant heat. It is constructed from a fiberglass inner weave and protected by an aluminised heat barrier that also protects from fluid and oil spills and is capable of withstanding 260°C (500°F) direct heat and 1100°C (2000°F) radiant heat.

Part No	Min ID	Max ID	Length
AF91-5000	6.35mm 1/4"	12.7mm 1/2"	1m 3ft
AF91-5001	15.8mm 5/8"	25.4mm 1"	1m 3ft
AF91-5002	28.5mm 1-1/8"	38.1mm 1-1/2"	1m 3ft
AF91-5003	41.2mm 1-5/8"	50.8mm 2"	1m 3ft
AF91-5004	54mm 2-1/8"	63.5mm 2-1/2"	1m 3ft
AF91-5010	6.35mm 1/4"	12.7mm 1/2"	3.7m 12ft
AF91-5011	15.8mm 5/8"	25.4mm 1"	3.7m 12ft
AF91-5012	28.5mm 1-1/8"	38.1mm 1-1/2"	3.7m 12ft
AF91-5013	41.2mm 1-5/8"	50.8mm 2"	3.7m 12ft
AF91-5014	54mm 2-1/8"	63.5mm 2-1/2"	3.7m 12ft

ALUMINISED STARTER HEAT SHIELD

Aeroflow's new Aluminised Starter Heat Shield is the latest in heat prevention to your starter motor. Due to starter problems that can be caused by the close proximity of an exhaust to the starter, these shields are perfect for enabling the user to insulate the starter and solenoid. Withstanding 1100°C (2000°F) radiant heat & 260°C (500°F) of direct heat, this heat shield with protect your starter from heat and increase the longevity of your starter motor. Supplied with 2 straps.

AF91-6010

AIR CONDITIONING**The HERITAGE Series**

The latest in under dash evaporator kits. Available in three different bezels to complement any interior theme, the heritage Series is a great choice when your hot rod plan includes and under-dash style evaporator. Bezel choices include engine-turned aluminium, brushed aluminium and mother of pearl. Offered in both cool only and cool & heat configurations. Dimensions 16.25" x 11.5" x 6"

COOL ONLY

Mother of Pearl
Engine Turned Aluminium
Brushed Aluminium

VA674001
VA674002
VA674003

COOL & HEAT

Mother of Pearl
Engine Turned Aluminium
Brushed Aluminium

VA674011
VA674012
VA674013

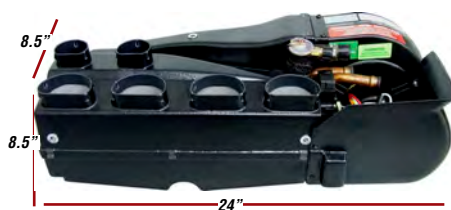
**Mark IV - Under Dash Cool Only System**

Vintage Air has created an exact reproduction of the most popular under dash air conditioner ever made. The Mark IV features an all steel case built from the original tooling. The timeless look of chrome and real steel combined with Vintage Air's proven performance makes the new Mark IV a great choice for your period perfect ride. Comes complete with under dash evaporator and mounting brackets built-in controls and drain kit.

Mark-IV - Under Dash Cool Only System VA672001-VHY

GEN-II SYSTEMS

Gen-II systems come complete with: evaporator and mounting brackets, wiring harness, adjustable servo heater control valve, A/C duct hose, drain kit and defrost hoses and ducts.

**GEN-II Super Cooler - 61005 Series**

The absolute performance leader. State of the art GEN-II servo motor control technology is the foundation of our most popular heat & cool system ever. Amazing performance is achieved with the GEN-II Super's new "D" shaped air outlets. As an added benefit, you can position all 4 louvers wherever you need them. The ideal system for the largest sedans and wagons. Features true bi-level operation in cool and heat modes and a more powerful dedicated dehumidified defroster mode.

GEN-II Supercooler - Heat, Cool & Defrost VA61005-VUZ-A



GEN-II Compac – 68000 Series

Amazing performance in a compact system. State of the art GEN-II servo motor control technology makes this mid sized package work better than most other's full-size systems. Amazing performance with three vents allowing you to position louvers wherever you need them. The ideal system for the coupes and smaller sedans and wagons. Features true bi-level operation in cool and heat modes and a more powerful dedicated dehumidified defroster mode.

GEN-II Compac - Heat, Cool & Defrost

VA68000-VUZ-A



GEN-IV MAGNUM UNIVERSAL System

GEN-IV technology delivers OEM quality climate control. Now you can enjoy true bi-level, infinitely adjustable comfort in your classic car. This large system can handle even the largest sedan or wagon. Gen-IV systems come complete with: evaporator and mounting brackets, wiring harness, electric solenoid heater control valve, A/C duct hoses, drain kit and defrost hoses and ducts.

Gen IV System features:

- Fully electronic operation - No cables or vacuum controls
- Micro-processor controlled coil temperature monitor.
- No capillary tube to install!
- Separate high capacity heat and cool coils
- Aluminium plate /fin A/C coil (most efficient design available)
- Copper/brass cuprobrase parallel flow heater coil
- In full A/C mode air bypasses heater core for less restriction
- Blend air door for instant temperature adjustment
- Infinite dash/floor air blend
- Infinite defrost /floor air blend with dedicated defrost
- Variable speed blower motor
- Positive shut off solenoid heater control valve in max A/C
- Multiple control panel options

Gen-IV Magnum - Heat, Cool & Defrost

VA671400-VUZ



GEN-II Mini – 66005 Series

GEN-II technology for the smallest cars and trucks. State of the art GEN-II servo motor control technology is now incorporated into our smallest heat & cool system. All new CAD designed case allows more capacity and air flow than our original Compac systems. The ideal system for utes and smaller hot rods. Feature true bi-level operation in cool and heat modes and a more power. dedicated dehumidified defroster mode.

GEN-II Mini - Heat, Cool & Defrost

VA66005-VUZ-A

EVAPORATOR SETUP UNITS



THE EASIEST WAY TO FIT YOUR EVAPORATOR UNIT INTO PLACE.

These mock-ups are representative cases with jack-nuts and brackets for each system but without the internal components so they are extremely light weight - helpful while holding the unit in place to determine fitment, mounting and hose routing.

VA610050-VUA - Gen II Super

VA660050-VUA - Gen II Mini

VA680000-VUA - Gen II Compac



SURE FIT SERIES COMPLETE KITS:

All above plus under hood kit including condenser and drier package. Attaches to existing radiator mounting holes. Comes with SuperFlow condenser, mounting brackets, standard drier, safety switch, pre-formed aluminium lines, and all mounting hardware. You must provide v-belts and refrigerant. Compressor sold separately.



Gen II HEATER

New design provides superior performance from servo motor controlled air door, improved case design and our exclusive electronic servo actuated heater control valve. New three knob control operates temp, fan speed and heat/defrost balance mode. Includes universal defrost ducts. Also may be used with optional dash louvers. •Includes three knob control panel (knobs can be mounted directly into dash) •Includes Our Electronic Gen II Servo Controlled Heater Water Valve for positive temp adjustments
VA506101 Heater with defrost and servo door control

VINTAGE AIR Controllers



4-Lever Standard Gen-II Fingertip Control

Only Gen-II delivers true OEM style louver air temperature regulation and bi-level operation of a/c and heat modes! This standard panel uses our exclusive servo actuated heater valve which allows the introduction of small amounts of heat to regulate air temperature. Simplified installation with plug-in connections, no vacuum lines, and fewer wires to route. Slightly larger face allows you to upgrade from existing vacuum system Proline Panel installations.

Description

Horizontal, 4.63" x 2.44" Internally Lighted
Vertical, 2.44" x 4.63" Internally Lighted

Part No.

VA49110-SHQ
VA49110-SVQ



4-Lever MACHINED FACE Gen-II Fingertip Control

Gen-II Machined Face Panels Aluminium slide control panels put just right temperatures at your fingertips.

Available in horizontal or vertical design.

Description

Horizontal, 4.69" x 2.50" Internally Lighted.
Vertical, 2.50" x 4.69" Internally Lighted.

Part No.

VA48103-SHQ
VA48102-SVQ

Streamline Proline Aluminium Control Panel

Internally lighted,
4.5 in. wide x 2 in. tall
VA49120-VUQ
Brushed Aluminium



Vintage Air Manufactures These Vehicle Specific Systems

		Gen IV Electronic System	Gen II Electronic System	Cable or Cable/Vacuum System	Use factory Controls (Control Panel not Included)	Vintage Air Replacement Controls (Included)
Chevy	1955-57 Tri-Five Cars	■		■	■	
	1958-62 Corvette	■				■
	1963-67 Corvette	■				■
	1968-76 Corvette	■			■	
	1967-69 Camaro	■		■	■	
	1970-78 Camaro	■				■
	1964-65 Chevelle	■			■	
	1966-67 Chevelle/El Camino	■			■	
	1968-72 Chevelle/El Camino	■				■
	1962-65 Nova	■				■
Pontiac	1966-72 Nova	■			■	
	1959-60 Impala			■	■	
	1961-64 Impala	■			■	
	1964-67 GTO	■			■	
Pontiac	1967-68 Firebird	■		■	■	
	1969 Firebird			■	■	
Mopar	1970-74 Barracuda/Cuda	■				■
	1970-74 Challenger	■				■
Ford	1964 ½ -66 Mustang	■			■	
	1967-68 Mustang	■			■	
	1969-70 Mustang	■			■	
	1964-65 Falcon/Ranchero			■	■	
Chevy/GMC Trucks	1947-55 Trucks First Series Chevy Truck		■			■
	1947-53 GMC Trucks		■			■
	1956-59 Trucks			■	■	
	1960-66 Trucks			■	■	
	1967-72 Trucks	■			■	
Ford Trucks	1973-86 Trucks	■				■
	1953-56 Ford Trucks		■			■
	1949-59 Studebaker Truck		■			■
Bronco	1966-77 Bronco			■	■	
Landcruiser	1973-83 Landcruiser			■	■	



UNDERDASH PODS FOR 4-LEVER CONTROLS

Underdash pods for GEN-II horizontal 4-lever control panels (control panels sold separately).

Description	Part No.
Underdash Pod for 4-Lever Panel	VA47211-SHA
Underdash Pod for 4-Lever Panel w/ Louver	VA47210-SHA



Gen-II Streamline Panel

This Gen II control panel features same styling and dimensions as the original Vintage Air design! Engraved, polished black anodized panel. Internally lighted though the soft glow aluminium knobs.

Description	Part No.
3 Knob Oval Panel 5.5" x 2.5"	VA48104-RHQ
3 Knob Oval Panel 5.5" x 2.5" Black	VA481005



4 Knob Gen-II Streamline Panels.

Our latest Streamline design fits in very compact dash or console positions. Controls all functions of any Gen-II system. Engraved aluminium panel is available in fully polished or black anodized finish. Knobs are internally lighted with a soft glow.

Description	Part No.
4 Knob Streamline 5.318" x 1" Polished	VA491200-RUA
4 Knob Streamline 5.318" x 1" Black	VA491229



3 Knob Gen-IV Streamline Panel

The new all- electronic Gen-IV systems use one of these super compact 3 knob control panels. Featuring engraved mode icons and your choice of polished or black anodized finish. Internal soft-lighted aluminium knobs.

Description	Part No.
3 Knob Horizontal 4.125" x 1.25" Polished	VA491210-RUA
3 Knob Vertical 1.25" x 4.125" Polished	VA491214-RVA
3 Knob Horizontal 4.125" x 1.25" Black	VA491223-RUA
3 Knob Vertical 1.25" x 4.125" Black	VA491226-RVA



4 KNOB UNDERDASH PODS

Sold complete for GEN-II systems with servo heater valve.

Description	Part No.
GEN-II 4 Knob Underdash Pod	VA49200-RHA
GEN-II 4 Knob Underdash Pod w/ Louver	VA49205-RHA



CUSTOM KNOBS

These custom knobs are perfect to dress up your 4-knob controller or for custom panels or dash installs when used with the decals listed below.

Description	Part No.
Streamline Knob -Plain	VA49302-VUQ
Streamline Fan Knob (F)	VA49303-VUQ
Streamline Mode Knob (M)	VA49304-VUQ
Streamline Temp Knob (T)	VA49305-VUQ
Red Pearl Custom Bullet Knob	VA48700-RUK
Blue Pearl Custom Bullet Knob	VA48701-RUK
Green Pearl Custom Bullet Knob	VA48702-RUK
Gold Pearl Custom Bullet Knob	VA48703-RUK



DECALS

These replacement decals for the 4 knob underdash pod can be used to create custom panels or for seamless dash installs.

Description	Part No.
Mode Decal	VA20559-VUP
Fan Decal	VA20558-VUP
Heat Decal	VA20572-VUP
Thermostat Decal	VA20571-VUP
Air Flow Selector Decal	VA20570-VUP



Dakota Digital

Dakota Digital Climate Control

The DCC-2200 and DCC-2300 Digital Climate Control systems were created to interface directly to a Vintage Air Gen-II Air Conditioning system, they provide the convenience of full climate control. Similar to other Dakota Digital instruments, they offer a full character Vacuum Fluorescent Digital readout for a simple and beautiful approach to updating your A/C system. With a direct plug-in into the Vintage Air Gen-II's wiring harness and the addition of three temperature senders installation is nearly effortless.

NOTE: The Digital Climate Control system is designed for Vintage Air Gen-II systems only and is not compatible with factory equipment or other aftermarket models or manufacturers.

DAKDCC-2200	Climate Control System / Rectangular Bezel
DAKDCC-2300	Climate Control System / Elliptical Bezel



DIGITAL CLIMATE CONTROLLER

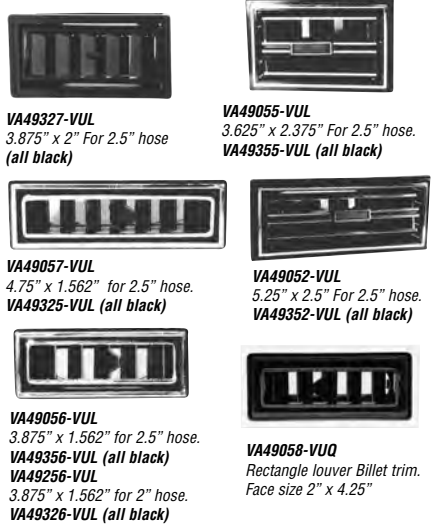
FOR VINTAGE AIR GEN IV

Dakota Digital DCC-2400 and DCC-2500 Series Digital Climate Controllers plug directly into the Vintage Air Gen IV A/C systems. Offering a footprint of the same size as the Vintage Air controller and direct plug-in connections, installation couldn't be simpler for new or retrofit applications. Intuitive rotary encoder on the front face allows for simple operation, while the convenience of selecting your preferred cabin temperature makes this unit truly unique.

Overall Dimensions: 4.2" x 1.3"
Cut out Dimensions: 3.97" x 1.07"
(All controllers are horizontal mount, Vertical mount is also available)

Description	Part No.
Digital VFD Gauges Brushed Bezel	DAK-DCC-2400-H
Digital VFD Gauges Chrome Bezel	DAK-DCC-2400-H-C
Analogue VHX Info Brushed Bezel	DAK-DCC-2500-H
Analogue VHX Info Chrome Bezel	DAK-DCC-2500-H-C

VINTAGE AIR LOUVERS & VENTS



VA49062-VUQ
Streamline louver.
Smooth polished aluminium trim. Face size 1.75"x 4"

VA49063-VUQ
Streamline louver.
Smooth polished aluminium trim. Face size 1.75"x 4.875"



VA49202-VUQ
Brushed aluminium rectangle louver. 6"x 1.25" Face size



VA49203 -VUQ
Brushed aluminium rectangle louver. 4"x 1.25" Face size



VA49051-VUL
Left kick panel louver for 2.5" hose.



VA49050-VUL
Under dash louver For 2.5" hose.



VA49059-VUL
Under dash louver For 2.5" hose.





ProLine Penta Louvers
VA499120 Clear Anodized Louver
VA499121 Black Anodized Louver
 2.625" Diameter



ProLine Spyder Louvers
VA499122 Clear Anodized Louver
VA499123 Black Anodized Louver
 2.625" Diameter



ProLine Planar Louvers
VA499210 Clear Anodized Louver
VA499211 Black Anodized Louver
 2.625" Diameter

VA63100-VUQ

Machined aluminium defrosted duct trim.
 (Pair) 6.5" x 0.625"

VA49161-LHA

Paintable molded plastic defrosted duct trim. (Pair) 6.5" x 0.625"

VA62415-VUE

2" to 2.5" hose adapter.

VA49870-VC1

2.5" to 3" hose adapter.

VA62419-VUE

2" glue-on hose adapter.

VA49592-VUI
 2.5" Y connector.



VA06200-VUE-5FT 2" Duct hose.
VA06250-VUE-5FT 2.5" Duct hose.
VA06300-VUE-5FT 3" Duct hose.



VA49057-VUL
 Under dash louver pod
VA49057-VCL
 Under dash mounting pod For Vent

VA49008-VUL
 4 Pack Underdash Mounting Vent
 Black/Chrome



Billet A/C Vents - Slotted
 Keep it cool with billet air conditioning vents from Billet Specialties! Fully adjustable machined vent rotates smoothly within a machined bezel. Engineered to fit into a 2-1/2" dash opening and accepts 2-1/2" flexible hose. Outer bezel is 2-3/4". Sold individually.



BS38110
 BILLET BEZEL

BS38220
 SILHOUETTE

BS38320
 SLOTTED



VA49054-VUL
 Underdash For 2.5" hose.
VA49354-VUL
 Underdash (All black)
VA49154-VUL
 Underdash (All chrome)



VA49051-VUI
 Standard louvers under dash louver pod only.
 2.5 in. punched holes for louvers with up to 2.875" diameter



Clayton Machine Works AC Vents.

Adjustable air conditioner vents designed and developed with industry leader Vintage Air. The chrome plated, die-cast vents feature adjustable louvers not unlike those found on many OEM applications. Adding to the uniqueness are the chrome plated inner bezels which can be removed and painted in a variety of combinations to suit the tastes of each individual user. The vents are designed for maximum airflow, measure 4" x 1.6" and accommodate standard 2.5" ac vent duct hoses. All mounting hardware and templates are included for the easiest of installations.

Oval A/C Vent CLA-AC902



AIR CONDITIONING PARTS

Replacement Evaporator

Thermostat

VA11013-VUE (Rotary 18")
 Evaporator thermostat

WATER VALVE KIT

GEN II replacement water valve kit
VA461172



Servo Heater Valve Re-fit Kit

Now you can retrofit your current Vintage Air a/c or heater system with our Gen II style adjustable electronic servo controlled heater water valve kit. Includes servo valve, control switch and wiring kit.

VA50507- VUA Valve kit with control knob and pod

Heater Valve

Servo heater control valve for Gen II systems
VA46114-VUH



Switch Fitting

Pressure switch fitting. 3/8" female O-ring x 3/8" male O-ring w/ female switch installation fitting.
VA34098-VUG Switch fitting

Trinary Switch Kit

Low pressure and high pressure compressor clutch cut off functions PLUS electric fan engagement signal at 254 psi.30 psi low pressure cut off. 406 psi high pressure cut off. Recommended for all electric fan installations.

VA24678-VUS Trinary switch kit for beadlock crimp
VA11076-VUS Replacement female thread trinary switch only
VA11206-VUS Replacement servo motor for GEN II systems
VA11212-SUA GEN II Slide pot (switch) for servo heater valve
VA11413-RUA GEN II Rotary pot (switch) for servo heater valve
VA11430-VUS Lever switch (Fan/mode)

A/C COMPRESSORS & PARTS



BILLET LOW MOUNT

A/C BRACKET

Aeroflow has developed an air conditioning compressor bracket that positions the compressor low and snug on passenger side beside the block. Made to suit small block Chevy. These brackets are a custom fit and may suit universal applications in hot rods and muscle cars fitted with small block Chevs dependant on space.

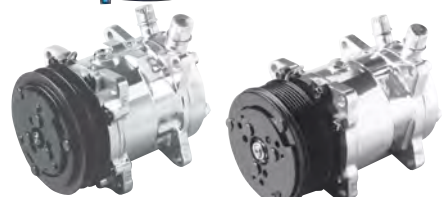
S/B CHEVY

Part No	Colour	Description
AF64-4012	Polished	Suit Small Block Chevy
AF64-4012BLK	Black	Suit Small Block Chevy



Vintage Air Machined Alloy Covers

Provides smooth detailed look and keeps clutch assembly clean and dirt free.
VA04401-VUQ Aluminium V-belt clutch cover, polished - V groove and Multi-groove 508



VINTAGE AIR Compressors & Accessories

Sanden SD 508 Compressor

This compressor is recommended for all Vintage Air systems. It pumps 8.4 cubic inches per revolution with a maximum 6000 sustained RPM range. Available in standard finish or polished. Fits all Vintage Air brackets.

VA04808-VUQ	Double V groove pulley-standard finish
VA04808-VUA	Double V groove pulley-polished finish
VA04808-VMA	7- Groove serpentine pulley-standard finish
VA04808-VWQ	7- Groove serpentine pulley-polished finish
VA04808-SWA	Single wide groove pulley-standard finish (3/4" Belt)
VA04808-SWQ	Single wide groove pulley-polished finish (3/4" Belt)

Sanden SD 7 Front Runner Compressor

This compact but high performance compressor is an integral part of our award winning Front Runner Accessory Drive system. Use only with our pulleys engineered specifically for this compressor.



Front Runner Accessory Drive SD 7 Compressor 134a

VA04670-MTQ 6-Groove serpentine pulley - polished finish
VA046703 V-Belt pulley - polished finish

Sanden Direct GM Replacement Compressor

Bolts into accessory drive mounts on most GM engines from 1996 to 2000. Chevy and GMC 4.3 six and 5.0, 5.7 V-8's. Also Cadillac Escalade 5.7 and Olds Bravada 4.3
VA046441-MTQ
 6- Groove serpentine pulley - polished finish



Sanden Rear Exit Compressor

Excellent solution to low hood clearance issues. SD 508 Compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings.

508 Rear Exit Compressor 134a

VA047001-SUQ Double V groove pulley rear exit with #8 & #10 Fittings - polished finish
VA047003-MUQ 7- Groove serpentine pulley rear exit with #8 & #10 Fittings - polished finish



Clutch Pulley Cover

Chrome plated clutch pulley cover screws on to the front of Sanden SD 508 style A/C compressors.

Chrome Plated Clutch Pulley Cover
TUF8490A



Peanut A/C Compressor

Chrome plated Sanden 7176 (Peanut) style air conditioning compressor for R134 refrigerant. Compact design as used on many aftermarket bracket kits. Available with double V-belt or 6-rib serpentine pulley.

Chrome Plated with Double V-Belt Pulley **TUF4517NADP**
Chrome Plated with 6-Rib Serpentine Pulley **TUF4517NA6G**



CHROME SANDEN 508 COMPRESSOR

RPCR8752 - Chrome serpentine belt.
RPCR8754 - Chrome V belt.





UNIVERSAL COMPRESSOR BRACKET

U-Weld Fabricator's bracket for mounting Sanden SD508 or SD709 compressor. Requires welding and fabrication by customer to complete.

VA151015



Aluminium A/C Clutch Cover

Fits Sanden 508 Compressor
RPCR8850POL Polished



Billet A/C Clutch Cover - Sanden 508

Machined from solid billet aluminium, this cover bolts directly to the Sanden 508 clutch with stainless hardware and is polished to a mirror finish.

BS87120



Billet A/C Clutch Cover - Sanden SD-7

Engineered as a direct bolt on for the new Sanden SD-7 compressor and machined from solid aluminium this cover attaches with the supplied stainless hardware and is polished to a mirror finish. Not for use with Sanden 7186 heavy-duty compressor.

BS87220



PROLINE - Driers

Chrome Drier

Features a built in mounting bracket and compact size. 2.5"x 6"
VA07310-VUQ Chrome drier with bracket.
VA18103-VUG Adapter required to install trinary or binary switch.
Threaded port for trinary or binary switch installation. Comes sealed and pre-charged with nitrogen.



Chrome Drier With Safety Switch

Includes chrome mounting bracket. 2.5"x 6". No adapter needed.
VA07308-VUQ Chrome drier with binary switch.
VA07309-VUQ Chrome drier with trinary switch.



Polished Aluminium Drier

Features a unique design which allows changing the drier without removing any fittings. 2.5"x 7"
VA07330-VUQ Polished drier
VA07331-VUQ replacement drier



Proline Horizontal Drier

Machined aluminium drier is completely rebuildable. Just replace the drier element. 2.5" x 6.875"

VA07315-VUQ Horizontal Drier-Aluminium



Standard Drier With Safety Switch

Painted black. 2.5"x 6"
No adapter needed.
VA07322-VUC Painted drier with binary switch and mounting hardware.
VA07323-VUC Painted drier with trinary switch and mounting hardware



Vintage Air SuperFlow Micro Tube Condensers

The importance of this unique new micro tube design and its improved refrigerant flow cannot be over emphasized. By providing increased refrigerant contact with the micro tube walls and multiple passes per circuit for low restriction pathway, the SuperFlow condenser provides up to 40% more capacity than a comparably sized tube and fin condenser.



Horizontal SuperFlow Condenser

Perfect for late model cars with more grill area. With Male O-ring fittings. Top #8, Bottom #6, includes brackets.

Description	Part No.
12" Tall x 20" Wide x .83" Thick	VA03701-OVA
12" Tall x 24" Wide x .83" Thick	VA03704-OVA
14" Tall x 20" Wide x .83" Thick	VA03261-VUC

Vertical SuperFlow Condenser

The only condenser anywhere designed for street rods ('32- 40 Fords and most pre-48 cars) that will fit the tight spots and still deliver big condenser performance! Unpainted condenser with brackets, #8 fitting at top and #6 at bottom - 20.75" tall x 14" wide x .75" thick

VA037032

A/C HOSE & FITTINGS



Stainless Steel A/C Line Kit

VA31201-VUQ Proline line kit R-12/134a without bulkhead Include straight stainless steel tubing (72" of #6, 36" of #8, and 72" of #10 tubing), tube ends with stainless TiteFit TM nuts, one foot each of stainless Aeroquip #10 & #8 line with straight fittings and a proline A/C bulkhead plate.

Stainless Steel Heater Line Kit

A31100-VUQ Proline heater line kit include stainless steel tubing (60" of 1/2" #10 tubing) 2 tube ends with nuts, 2 tube ends with barbs, rubber hose for flex areas and 1 heater bulkhead plate.

Standard Heater Hose Kits

Choose straight or 90° firewall bulkhead fittings. Includes: 10 feet of 5/8" heater hose, 2 standard male O-ring 90 degree bulkhead fittings (or 2 standard straight bulkhead fittings), 2 female O-ring 90 degree fittings and 8 hose clamps.

VA31400-VUD 90° bulkhead fitting heater hose kit



Slyder Hose Clamps

VA31102-VUR	5/8" Clamp
VA31103-VUR	3/4" Clamp
VA31107-VUR	1-1/4" Clamp
VA31104-VUR	1-1/2" Clamp
VA31105-VUR	1-9/16" Clamp
VA31106-VUR	1-3/4" Clamp

COMPRESSOR

BLOCK FITTINGS

Front Runner TiteFit Line kit fully polished
VA342311



800 Series Hose Specifications

#	Hose I.D.	Hose O.D.	Min Bend Radius
6	8.38mm 21/64"	11.17mm 7/16"	101.6mm 4"
8	10.92mm 27/64"	13.71mm 35/64"	133.35mm 5-1/4"
10	13.46mm 17/32"	16mm 41/64"	165.1mm 6-1/2"

Note: Please ensure all hose is thoroughly cleaned out before use.

800 SERIES NYLON STAINLESS STEEL

AIR CONDITIONING HOSE

Aeroflow air conditioning has an attractive stainless steel outer braid with a nylon inner tube for superior refrigerant performance.

- Suited for use with R-134a Refrigerant.
- Max operating pressure 500PSI

#	1 Metre	2 Metre	3 Metre
6	AF800-06-1M	AF800-06-2M	AF800-06-3M
8	AF800-08-1M	AF800-08-2M	AF800-08-3M
10	AF800-10-1M	AF800-10-2M	AF800-10-3M



CHROME PLATED STAINLESS STEEL

AIR CONDITIONING FITTINGS

Hard to find air conditioning fittings are available in Aeroflow's huge range of fittings and adaptors. Designed to be used with R-134a refrigerant the nylon tube core inside a braided stainless steel covered hose will work within a temperature range of -40°F to +250°F (-40°C to 121°C). Dress up your air conditioning with these chrome plated stainless steel reusable fittings.



A/C FITTINGS NO CHARGE PORT

#	Straight	45°	90°	135°
6	AFFCE-06-STR	AFFCE-0645	AFFCE-0690	AFFCE-06135
8	AFFCE-08-STR	AFFCE-0845	AFFCE-0890	AFFCE-08135
10	AFFCE-10-STR	AFFCE-1045	AFFCE-1090	AFFCE-10135



A/C FITTINGS NO CHARGE PORT

#	Straight	45°	90°	135°
6	AFFCE-06B	AFFCE-0645B	AFFCE-0690B	AFFCE-06135B
8	AFFCE-08B	AFFCE-0845B	AFFCE-0890B	AFFCE-08135B
10	AFFCE-10B	AFFCE-1045B	AFFCE-1090B	AFFCE-10135B



BILLET A/C CHARGE

PORT COVERS

Part No	Description
AF88-08-06	Suits large #6 and #8 charge port fittings
AF88-10	Suits small #10 charge port fittings



A/C INLINE FITTINGS WITH CHARGE PORT

#	Part No
6	AFFCEL-06B
8	AFFCEL-08B
10	AFFCEL-10B

NOTE: All #6 and #8 A/C charge port fittings come with large charge port. All #10 A/C fittings come with small charge port.

REPLACEMENT OLIVES for A/C Fittings

#	Part No
6	AFFCM-06
8	AFFCM-08
10	AFFCM-10

NPT to A/C FITTING ADAPTER

These stainless steel adapters allow you to use air conditioning hose and fittings for heater applications. Fits manifolds and water pumps.

Part No	Description
AF88-3000	3/8" NPT to #10 A/C O-ring
AF88-3001	1/2" NPT to #10 A/C O-ring





A/C O-Ring to AN FITTING ADAPTER

These billet aluminium adapters allow you to use AN fittings on air conditioning bulkheads. Great for heater hose applications.

Part No	Description
AF88-3003	#10 A/C O-ring converts to -10AN



REPLACEMENT A/C VALVES

Part No	Description
AFFCV-08-06	Suits large #6 and #8 charge port fittings
AFFCV-10	Suits small #10 charge port fittings

REPLACEMENT A/C Fitting O-Rings

#	Part No	Description
6	AF188-06	10 Pack
8	AF188-08	10 Pack
10	AF188-10	10 Pack



A/C BULKHEAD FITTINGS



Proline™ Machined Billet Plates

4-Way For A/C & Heater O-Ring Lines 3" x 3.187"

VA34217-VUQ
4-way A/C-heater (6-10 male O-ring)

VA34017-VUQ
4-way A/C-heater (8-10 male O-ring)

2-Way For Air Conditioning O-Ring Lines 1.5" x 3.187"

VA34014-VUQ 2-way A/C radiator (6-8 male O-ring)
VA34215-VUQ 2-way A/C firewall (6-10 male O-ring)
VA34015-VUQ 2-way A/C firewall (8-10 male O-ring)

2-Way For Heater O-Ring Lines 1.5" x 3.187"

VA34116-VUQ 2-way Heater (10-10 male O-ring)

4-Way Inline For A/C & Heater O-Ring Lines 1.5" x 6.5"

VA34317-VUQ A/C and heater (6-10 male O-ring)

Streamline™ A/C Aluminum Bulkheads

Creates professional looking installation and allows one-man tightening of fittings and reduce the possibility of scratching your paint. Lower Profile, Easier installation - just drill 4 individual holes.



4-Way Square For A/C & Heater 3" x 3"

VA384600-MBA 4-way A/C-heater (6-10 male O-ring)
VA384800-MBA 4-way A/C-heater (8-10 male O-ring)

4-Way Diamond For A/C & Heater 2.75" x 4.375"

VA388600-MBA 4-way A/C-heater (6-10 male O-ring)
VA388800-MBA 4-way A/C-heater (8-10 male O-ring)

4-Way Diamond For A/C & Heater - Black 2.75" x 4.375"

VA389601 4-way A/C-heater (6-10 male O-ring)
VA389801 4-way A/C-heater (8-10 male O-ring)

2-Way For A/C & Heater O-Ring Lines 1.25" x 2.75"

VA382600-MBA 2-way A/C (6-10 male O-ring)
VA382800-MBA 2-way A/C (8-10 male O-ring)
VA382680-MBA 2-way A/C (6-8 male O-ring)
VA382000-MBA 2-way heater (10-10 male O-ring)

4-Way In-Line For A/C & Heater 1.25" x 5.75"

VA386600-MBA 4-way A/C-heater (6-10 male O-ring)



Available in polished or black finish



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



38mm x 80mm
1.5" x 3.25"



80mm x 80mm
3.25" x 3.25"



38mm x 165mm
1.5" x 6.5"

BILLET A/C BULKHEADS

Billet 6061-T6 Aluminium bulkheads give your ride that custom look. Available in -AN or push-on rear fittings for (heater side only)

Part No	Colour	Port	Description
AF88-2000	Polished	2 port	1x#6 1x#10
AF88-2000BLK	Black	2 port	1x#6 1x#10
AF88-2001	Polished	2 port	2x #10
AF88-2001BLK	Black	2 port	2x #10
AF88-2002	Polished	2 port	2x #10 (5/8 rear Push-on fittings for heater)
AF88-2002BLK	Black	2 port	2x #10 (5/8 rear Push-on fittings for heater)
AF88-2003	Polished	4 port	Square 3x#10 1x#6
AF88-2003BLK	Black	4 port	Square 3x#10 1x#6
AF88-2004	Polished	4port	Square 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2004BLK	Black	4port	Square 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2005	Polished	4 port	Inline 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)
AF88-2005BLK	Black	4 port	Inline 3 x #10 1x #6 (5/8 rear push-on fittings for heater only)



Billet Specialties heat and AC bulkheads

Billet Specialties heat and AC bulkheads are engineered to work with 5/8" heater hose and one -6 and one -10 A/C line.

Products Feature:

- Precision machined from 6061-T6 billet aluminium
- Industry leading polish finish
- Offset configuration allows clear access to lines and uniform hose routing in a minimum amount of space.

A/C & Heater Bulkhead 4-port Push-On

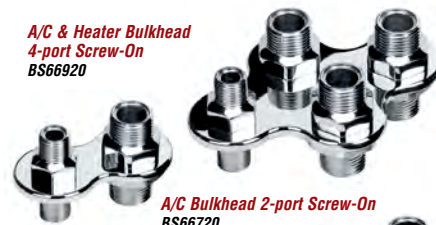
Push-on for heater side screw

BS669.



Heater Bulkhead 2-port Push-On
BS66825

A/C & Heater Bulkhead 4-port Screw-On BS66920



A/C Bulkhead 2-port Screw-On
BS66720

Heater Bulkhead 2-port Screw-On BS66820



A/C & Heater Bulkhead 4-port Inline Push-On
Push-on for heater side screw on for A/C side.
BS66935

AUTOMATIC TRANSMISSIONS



The TCI® Super StreetFighter™

Transmission bridges the gap between the StreetFighter® series and our full competition transmissions. It is intended for normally aspirated vehicles powered by engines producing up to 600 horsepower (most applications). Featuring the same benefits as our StreetFighter® Transmissions but with some upgrades, the Super StreetFighter™ offers both manual and automatic shift options to give you the power and shifts you want for the street. TCI® 700R4, 2004R and AOD Super StreetFighter™ Transmissions also feature a TCI® Constant Pressure Valve Body™ to ensure that clutches and bands are firmly applied to help eliminate slippage.

Super Streetfighte Transmission, TCI311005
6" Tailshaft
Ford C4 1970-82 Large Bellhousing, 26 Spline TCI511605
Input, Dipstick In Pan



B&M Street/Strip Transmissions

B&M's Street/Strip Transmission is a complete ready to run unit (less converter) for high performance street and mild strip use. The transmission provides firm shifts and features a standard shift pattern. The B&M Street Turbo 700 transmissions are suitable for use behind engines producing up to 450 lb/ft of torque which covers most small blocks and mild big blocks. A low first gear ratio and overdrive 4th make these very desirable units. Won't replace 4L60E applications (post '93)

GM Turbo 400

The B&M Street/Strip Turbo 400 features a 2:48 1st gear & 1:48 2nd gear. Rebuilt front pump utilizes B&M pressure regulator spring & shims. All new B&M hi-performance friction plates, thrust bearings & races. New intermediate roller clutch & kickdown band with welded anchors. Machined center support with new case saver ring. New adjustable modulator & silencer ring; external electric connector & kickdown solenoid. Recalibrated valve body
Turbo 400 Street/Strip Automatic Transmission for use with 1-7/8" diameter yoke BM112002



GM Turbo 350

The B&M Street/Strip Turbo 350 features a 2:52 1st gear & 1:52 2nd gear. Extra wide direct drum bushing. Machined forward & direct pistons. New kickdown band with welded anchors. New intermediate & low roller clutches. All new B&M high performance friction plates, thrust bearings & races. New adjustable modulator, detent control link with new breather & filter. Recalibrated valve body
Turbo 350 Street/Strip Transmission with 6" tailshaft BM113001





GM Turbo 700

BM117101 GM TH700R4 / 4L60 (except Corvette & 60 degree V6) 1984 or later 30 tooth spline converter

- 4 speed GM transmission
- 3:06 1st gear ratio, 1:63 2nd, 1:1 3rd & .70 OD ratio
- Corvette 2-4 servo assembly
- Recalibrated valve body
- New overdrive sprag assembly
- New external electric connector
- Rebuilt front pump & governor with new gear
- All new B&M high performance friction plates
- New thrust washer kit, races, thrust bearings bushings & 2-4 band
- High performance reaction carrier assembly
- Can be used with Lock-up Control unit
- Heavy duty sunshell
- Input housing includes support ring
- Improved lubrication on sun gear

BM118001 Street/Strip GM 4L80E TRANSMISSION 1993-1996

- 34 Element Intermediate Sprag
- High Energy Intermediate Band
- New Overdrive Sprag Assembly • New Low Roller Assembly
- Performance Frictions
- All New Solenoids and Wiring Harness
- Recalibrated Valve Body
- Performance Pump Assembly
- Steel Forward Hub
- 800 Hp Max

BM117307 Street/Strip GM 4L60E TRANSMISSION 1996-1997 LT motors

Street/Strip Automatic Transmission '96-97 LT motors

- Beast Sunshell
- Reinforced Input Drum
- Corvette Servo 4th Gear Servo "Billet"
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Recalibrated Valve Body
- Performance Pump Assembly
- Updated Low Roller Assembly
- Performance Frictions
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Pan, Standard Depth
- 600 Hp

BM117308 Street/Strip GM 4L60E TRANSMISSION 1998-up LS motors

Street/Strip Automatic Transmission '98-up LS motors

- Beast Sunshell
- Reinforced Input Drum
- Corvette Servo 4th Gear Servo Billet
- All New Solenoids & Wiring Harness
- 29 Element Dual Cage Sprag
- Recalibrated Valve Body
- Performance Pump Assembly
- Updated Low Roller Assembly
- Performance Frictions
- 8 Count 3-4 Friction Pack with Koleen Steels
- Chrome Pan, Standard Depth
- 600 Hp



Chrysler Torqueflite 727

The B&M Street/Strip Torqueflite features a 2:45 1st gear, 1:45 2nd gear. Rebuilt front pump Five clutch direct drum New low roller clutch B&M 5.0 servo lever Four pinion front carrier All new B&M high performance friction plates. New special bellville spring. Fully recalibrated valve body.

Street/Strip Automatic Transmission

'67-'79 361-440 cid non-lockup with 18-3/8" tailshaft **BM111212**



B&M Ford AOD

The B&M Street/Strip AOD features a 2:40 1st gear, 1:47 2nd gear, .67 OD Rebuilt front pump. Rebuilt governor. New overdrive band. Recalibrated valve body
New B&M Hi-performance friction plates. Comes with B&M shift lever or stock Mustang lever for use in late model Mustang applications

Street/Strip Automatic Transmission

'80-'93 (Mustang only) 289, 302, 351C & 351W **BM114501**



B&M Ford C-6

The B&M Street/Strip C6 Transmission features a 2:46 1st gear, 1:46 2nd gear Rebuilt front pump & governor Comes with B&M shift lever. New B&M hi-performance friction plates New intermediate flex band. New low roller clutch with lube hole in inner race. New adjustable modulator, bellville spring & filter. Fully recalibrated valve body.

Street/Strip Automatic Transmission

'70-'89 289, 302, 351C, 351W 13-1/2" tailshaft **BM114202**



HUGHES TRANSMISSION GM TRANSMISSION

This particular transmission fits many GM rear wheel drive O.D. transmission models, including the popular C/K Pick-ups. It was originally used in non-electronic form in the early 1980's by General Motors. Hughes Performance has continued to improve this unit both in durability and technology. All internal parts are carefully inspected and many of the original equipment pieces are replaced with Hughes High Performance components. We replace OEM clutch plates with our special high-coefficient one-sided frictions* for longer life and greater reliability. Kevlar bands have been installed in our transmissions for over 15 years in shifting applications. We co-developed with Borg Warner our "High-Static Hold" material for increased holding power, especially in racing applications, for all brake band applications. All lubrication and valve body circuits are carefully inspected and modified for cooler and quicker operation. We have manufactured countless numbers of these transmissions for a wide variance of vehicles and have earned an enviable reputation from racing to towing and all types of street performance, hot rods, and custom applications.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
TH350 1969-79	HT35-1	HT35-2	HT35-3
Available w/2.75 low 6" Ext Hsg			
TH400 1967-90	HT34-1		HT34-3
Available w/2.75 low 4" Ext Hsg			
TH400 1967-90	HT34-1B		
Available w/2.75 low 4" Ext Hsg (Buick, Olds, Pontiac)			
TH400 1967-90	HT34-1HD		
Heavy Duty 34 Sprag Full Auto			
TH700 4L60	HT74-1		
30 spline input and converter (1982-92)			
4L80E 1000HP FWD Pattern			HT35-3HD
H.D Input Shaft & Fwd Drum			



GM POWERGLIDE

Hughes Performance competition transmissions deliver unsurpassed strength and reliability under the most severe conditions. Only the finest state-of-the-art performance parts are used in Hughes competition units. All internal and external components are inspected and then assembled to exact tolerances, thus ensuring top quality and performance. These transmissions are equipped with reverse-pattern, or, in some cases, forward-pattern valve bodies for sure, solid, quick shifts. They are also equipped with Hughes "Pro III" trans-brake valve bodies. These transmissions are designed with the capacity to withstand pass after pass.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
P/GLIDE 1.76	HT28-1-76S	HT28-2-76S	HT28-3-76S
P/GLIDE 7.82	HT28-1-82S	HT28-2-82S	HT28-3-82S
P/GLIDE 1.76			HT28-3-76B

Specify 17 or 30 Spline Input Shaft



FORD

TRANSMISSIONS

These Hughes Performance Street and Strip transmissions are made tough enough to deliver tyre-spinning shifts race after race. They feature internal and external racing components, which increase strength, reliability, and torque capacity. Plus, they feature Hughes' manual/automatic valve body, which provides precise manual or full automatic shifting.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
C4 1970-80	HT26-1	HT26-2	HT26-3
26-2 available in reverse pattern (26 spline) (No Bellhousing)			
C4 1964-69		HT26-2A	
Shipped without Bell Hsg & Linkage (24 spline)			
C6 1967-91	HT36-1		

Specify engine & bell hsg. Size



MOPAR

TRANSMISSIONS

The A727 Torqueflite: the respected workhorse of Chrysler automatic transmissions. Once Chrysler engineers added an overdrive assembly and updated the unit, it became a 4 speed overdrive known as the A518. Since its introduction in 1990, it has undergone multiple updates. Our inhouse modifications, along with the popularity of the fresh design of the new Dodge pickup, make this unit a must-have. Before beginning the rebuild, each unit is closely inspected for abnormal wear. Many components are automatically replaced, even if normally passed over by other manufacturers; all friction material is upgraded, lube circuits are modified, and the valve body is re-worked to achieve more positive shifts and better durability. This is the most outstanding version of the A518 available today.

Transmission	Street/Strip Automatic	Street/Strip Full Manual	Competition Transbrake
Torqueflite 904	HT12-1		
All 6 Cylinder and 273/318 V8			
Torqueflite 727	HT22-1E		HT22-3E
Big Block 1967-2001			
Torqueflite 727	HT22-1F		HT22-3F
Small Block 1967-2001			

MOPAR EXTREME DUTY TRANSMISSION

Torqueflite 727 Full Manual (Rev Pattern) Small Block w/Engine Braking, Rated To 1000HP (Check Rocket Website For More Details)

HT22-2FEBRX



TRANSMISSION PACKAGES

Our newly redesigned transmission packages are built to give our auto & truck customers the option to choose a transmission & converter package best suited to his / her vehicle combination. These kits come complete with everything you need, transmission, converter, transmission cooler, dipstick, trans mount, kick down cable, transmission controller even the transmission fluid! (contents of kits vary based on transmission type and vehicle, please call for details). So, whether you have a radical cam in your big block Chevelle or are towing 20,000 lbs. with your Dodge Ram; Hughes Performance has the transmission package to handle your needs!

TH350 TRANS PACKAGE

Muscle Car Trans. Package, designed for modified engines, camshaft and or compression change, numerically higher differential gearing. Call for further . details. Incl: 35-1, GM25, HP8238 Trans Cooler, Deep Alum Pan, HP8720 Trans Mount, Flex Trans Dipstick, Kick down cable and mount (when required) (2) cases HP501 Lucas Sure-Shift.

HTMC35-1

TH400 TRANS PACKAGE

Muscle Car Trans. Package, designed for modified engines, camshaft and or compression ratio increase, numerically higher differential gearing. Call for further details. Incl: 34-1, GM25, HP8238 Oil Cooler, Deep Alum oil pan, Locking Dipstick, trans mount, (2) cases HP501 Lucas Sure Shift

HTMC34-1

GM 4L80E TRANS PACKAGE

Muscle Car Trans. Package, Designed For Modified Engines, Camshaft And Or Compression Ratio Increase, Numerically Higher Differential Gearing. Includes: 25-1, 25-30L HP8238 Trans Cooler, Trans, Controller, Flexible Dipstick, Deep Alum Oil Pan Trans Mount. (3) Cases HP501 Lucas Sure-shift

HTMC25-1

TRANSMISSION CASES

REID
RACING, INC.

SUPERGLIDE 1-PIECE TRANSMISSION CASE

This is simply the best 1-piece Powerglide transmission case available. You will not find another case with a better combination of strength, simplicity, light weight, and unsurpassed quality in casting and machining. Reid Racing 1-piece Superglide cases come with the inner safety liner which meets SFI 4.1 rating without bulky heavy external shields or blankets. Reid Racing cases do not require pan straps or special SFI rated transmission pans. You may use any pan you wish without the inconvenience of awkward straps.

- Provision for top bellhousing bolt.
- Smaller diameter bellhousing increases floorboard clearance.
- Narrow design fits all dragsters.
- Double rear wall thickness prevents cracking in reverse-piston area.
- Tail shaft bolt bosses are tied to back wall, stiffening case.
- Beefier boss for transbrake solenoid.
- Enlarged, 1/4 inch NPT bosses for oil cooler lines.
- Redesigned oil passages improve transbrake release time.
- Patented, adjustable transbrake release.
- Larger oil pump thread bosses prevent cracking.
- SFI 30.1 certified bellhousing requires no flywheel shield.
- Wall thickness increased by at least 30 percent in all critical areas.
- Pressure tap for reverse piston.
- Thicker oil pan rails correct the flexing and leaking of stock cases.
- Massive front-rail area prevents oil pump distortion.

Case with Liner **REPG1500**
Case with Liner and Roller Bearing Hub **REPG1500R**

SUPERGLIDE 2-PIECE TRANSMISSION CASE

Starting with the time proven 1-piece Superglide, Reid Racing engineers decided against the "cut it in half" approach and specifically designed this case to be used as a 2-piece unit. The full 360 degree reinforced mounting flange provides the needed rigidity and stiffness, while extra thickness in critical areas adds strength to the rear of the case and eliminates the need for an internal liner. Adapter bellhousings and flexplates are available for most popular engine combinations; See below.

- No internal or external shields required; case is SFI 4.1 Certified*
- Uses all stock and aftermarket internals; no oddball parts.
- Bellhousings available for Chevrolet, Pontiac, Ford, and Mopar
- Front pump can be installed with or without the bellhousing attached.
- Made by a permanent mold from heat treated aircraft aluminium.
- Oil pan flanges are thickened to stiffen case.
- Beefed up oil pump area prevents front case distortion
- Patented adjustable transbrake release.
- Redesigned oil passages improve transbrake release time.
- No need for external shields or bottom straps.

2-Piece Case **REPG2000**
2-Piece Case with Roller Bearing Hub **REPG2000R**
2-Piece Case with Turbo 400 Bushing **REPG2000-400B**
2-Piece Case with Turbo 400 Roller Bearing **REPG2000-400R**

TAILSHAFT HOUSINGS

These new tailhousing are designed to fit both the Reid Racing Superglide and stock GM Powerglide transmissions. They are 5 times stronger than stock, yet only weighs 4-1/2 lbs. The length and crossmember mounting flange is exactly the same as stock for a bolt-in replacement. The tailhousings come completely pre-assembled and includes a complete hardware kit with everything needed to bolt it on. Note: No speedometer cable provision is supplied. Roller bearing models requires Strange Yoke, part number STU1667N or STU1664N.

- Relocated vent ends problem of trans fluid spraying out of breather
- Optional needle roller bearing transfers maximum horsepower
- Accepts stock crossmember mounting flange

Housing with Roller Bearing **REPGH1**
Housing with Teflon Bushing **REPGH1B**
Housing with Roller Bearing for TH400 Yoke **REPGH2B**
Housing with Teflon Bushing for TH400 Yoke **REPGH2R**

SUPERGLIDE BELLHOUSINGS

Cast from high-strength 6061 T6 aluminium and heat treated for additional toughness, these bellhousings pass the stringent SFI 30.1 certification and are approved with no external shields required. They feature an open bottom for easy converter access, a reduced diameter for better floorboard clearance, and a contoured mounting flange to properly match the rear of the engine block. When used with a Reid Racing flexplate available below, these bellhousings allow for direct fit to Ford and Mopar engines with no spacers or adapters needed. Stock style starters are used in the factory location.

Chev V8 & 4.3L V6 **RE-BH001**
Ford 289-351 Windsor & Cleveland **RE-BH010**
Ford 429-460 Big Block **RE-BH020**
Mopar Big Block 361-440 Incl. Hemi **RE-BH040**

REID SUPER HYDRA TH400 DRAG/STREET

TRANSMISSION CASE

The Turbo 400 is the favored 3-speed transmission today for high horsepower applications because of its light weight, minimal drag, and its tolerance of abuse. As rugged as it is, there is one glaring weakness; the internal case "lugs" that retain the center support and pressure plate do not go completely around the inside of the case. At high horsepower levels, the "lugs" closest to the gap become overloaded and they fail. This sets off a chain reaction and all of the remaining "lugs" fail in a zipper-like fashion ending up in a ruined transmission. Reid Racing, Inc. has redesigned the Turbo 400 to correct this problem and has added dozens of features that improve every aspect of the case.

- Standard bellhousing flange fits Reid Racing's full line of SFI 30.1 bellhousings, as well as SFI 6.x "cans" from Browell, Trick Titanium, Quicktime, and others.
- Indexing ring on the oversized flange properly centers bellhousing.
- Full 360° lugs
- Speedometer and Governor provisions
- Improved billet pressure plate
- Oversize snap ring
- Longer band anchor pins captured by oversize bosses
- Numerous strengthening features address problem areas in the GM case
- Additional dipstick hole on driver's side
- Multiple external pressure taps allow monitoring of circuit pressures
- Accepts all style oil pumps including 8 bolt and vari-pitch designs
- Bellhousing and oil pump threads are heli-coiled
- Machined for standard NPT fittings
- Pre-machined to fit larger custom planetary gear carriers

Description **Part No.**
TH400 Drag/Street Transmission Case **RESH400DRAG**

REID TH400 TAILSHAFT HOUSING

The Reid Racing Tailshaft Housings are designed to fit both the REID Superglide Cases and the stock GM transmissions. They are now available for both Powerglide and TH400 transmissions and are a great for high horsepower applications yet offer a solution to the shortage of weak OEM replacements. They are lighter weight yet five times stronger than stock and the roller bearing option frees up horsepower by reducing parasitic drag!

- Bolt-in replacement - fits Reid SH400 or OEM TH400
- Your choice of length - Powerglide or standard TH400 to match existing driveline components
- Pre-assembled with rear seal and either bushing or optional roller bearing
- Reworked oil passage for improved lubrication
- Cast from high strength aircraft grade aluminium alloy with thicker walls and additional gusseting
- Precision machined for perfectly aligned bores

Description **Part No.**
TH400 Extension Housing With Bush **RESH400HB**
TH400 Extension Housing With Roller Bearing **RESH400HR**
TH400 Extension Housing With Roller Bearing - Short (Powerglide Length) **RESH400HRS**

AUTO TRANS KITS & PARTS



SPRAG AND SPRAG ASSEMBLIES

Hughes offers a wide variety of aftermarket heavy duty sprag and sprag assemblies for the racing enthusiast. These items are essential in higher horse power and transbrake applications. Added elements, forged and heat treated races greatly increase the strength of these assemblies.

Part No. **Description**
HTHP2234 TH400 Direct Drum with 34 Element Sprag

HEAVY DUTY CLUTCH HUBS

The Hughes Heavy Duty hubs are recommended for all Powerglides and TH400s and will increase the strength and reliability of your transmission

Part No. **Description**
HTHP2226 TH400 HD Forward clutch hub.
HTHP7483 Aluminium Powerglide-Steel Clutch Hub for 5&6 clutch count
HTHP7483P Aluminium Powerglide-Custom sized Hub for 10&10 clutch count with .061" frictions and .060" steels.

HUGHES POWERGLIDE

FRONT PUMP

Each oil pump is carefully machined to our exact tolerances and in some cases, incorporates our own pump bearing assembly for less drag and horsepower loss, but still yields more mile per hour than the more commonly used thrust washer types. All units come with gasket, o-ring sealing rings, new Hughes pressure regulator springs, gear set, and some also use a new Torrington Bearing.

Billet Ringless Powerglide Pump **HTHP7433X**

FRONT PUMP SEAL

GM TH350 & TH400 **HT44526**



HARDEND INPUT SHAFTS

Install a Hughes hardened input shaft in your Powerglide transmission and feel confident you will not have any twisting or breakage. For the high horsepower and transbrake application Hughes hardened input shafts made from 4340 steel billet, will exceed the need! Turbo shafts are also available and manufactured from special forged alloy steel for even higher horsepower applications.

Part No	Description
General Motors	
HTHP3214	TH350 Input Drum and Shaft Assembly (300M) With Custom Front Drum
HTHP2236	TH400 Input Drum and Shaft Assembly
HTHP7496C	Aluminium Powerglide With Turbo Spline, All Ratios
HTHP7496M	Aluminium Powerglide W/Turbo Spline-High HP appl.
HTHP7496MX	Aluminium Powerglide W/Turbo Spline w/o rings can be used with special top sportsman style oil pump ONLY!

Ford **HTHP5214** C4 All with 26 Spline Input



MSD ATOMIC TCM

The all-new MSD Transmission Controller was developed completely in-house - evolving from the engineering expertise and proven performance of our Atomic EFI technology. In fact, the Atomic TCM is designed to integrate directly with the Atomic EFI when using Brainwave so you can modify transmission operation parameters from the same handheld monitor! Doing away with the need for sensor duplication, and an extra programmer, means less wiring for easy installation and a clean appearance.

Don't worry if you haven't stepped up to an Atomic EFI system yet; the Trans Controller is also offered as a stand-alone system to work with most OEM or aftermarket fuel injection systems, as well as carbureted applications equipped with a stand-alone Throttle Position Sensor (TPS). This allows you to take advantage of modern 4-speed overdrive transmissions and the inherent flexibility associated with electronic controls.

- Available as a standalone controller or Brainwave ready
- Adjust the operating parameters of later model electronically controlled 4-speed overdrive transmissions
- Simple to configure with the supplied Handheld Monitor - no PC required*
- OEM style connectors allow direct plugin to popular GM and Ford transmissions

- Adjust shift points, shift firmness, torque converter clutch behavior, and more
- Monitor the operation of your transmission in real-time
- The Brainwave ready TCM allows for seamless integration with the Atomic EFI controller to reduce wiring and simplify setup
- Easily modify the operating parameters of your GM or Ford 4-speed automatic transmission:
- Adjust shift points
- Adjust torque converter clutch behavior
- Select different levels of shift firmness
- Select between auto-shift mode and manual-shift mode
- Activate Dyno Mode to deliver repeatable chassis dyno results

STAND ALONE SYSTEM

Includes the Controller, Handheld Monitor and Auxiliary Harness. Designed to control Late Model GM/Ford 4 speed transmissions. Transmission Harness sold separately. Requires a Throttle Position Sensors that output a 0 to +5 VDC signal (not supplied).

MSD2760

BRAIN WAVE COMPATIBLE

Designed for vehicles using Atomic EFI. Includes the Controller and Auxiliary Harness. Transmission Harness must be purchased separately.

Description	Part No.
GM Trans Controller Harness	
4L60-85E, 1993-up or 4L70, 2006-2009	MSD2770
4L70 (2009-up)	MSD2771

FORD Trans Controller Harness

AODE/4R70W, 1998-up	MSD2772
AODE/4R70W, 1992-1997	MSD2773
4R100, 1998-up	MSD2774
E40D, 1995-1997	MSD2775
E40D, 1989-1994	MSD2776



BUMP STAGER TRANSBRAKE CONTROLLER

The FAST Bump Stager provides improved staging accuracy by allowing users to access the patented "transcreeper" function found in FAST XFI without the added expense of converting the vehicle to a full XFI system. Available as a complete kit, the Bump Stager lets drag racers carefully pulse the transbrake. This enables the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually. The complete kit comes with everything needed for use, and a built-in 20-amp driver removes the hassle of wiring an external relay for most applications. It can be used in carbureted applications or with any aftermarket EFI system.

- Improves staging accuracy; allows access to patented "transcreeper" function found in FAST XFI
- Lets drag racers carefully pulse the transbrake; enabling the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually
- Works w/ any trans-brake application; Carb or EFI

FAST30322



SHIFT PLUS 2 TRANS CONTROLLER

The Shift Plus 2 electronic overdrive transmission control for GM 1993-2007 4L60E and 1993-2013 4L80E is fully configured right out of the box. There is no tuning necessary but for those who demand customization the unit is also optionally fully programmable based on load, speed and RPM. Works with GM automatic transmission models 1993-2007 4L60E and 1993-2013 4L80E. Gives users complete control over most popular electronic overdrive transmissions and no laptop, hand-held tuning device, or software of any kind is required. Shift firmness, shift points, and torque converter lockup are simply adjusted with easy to use dials found on the end of the unit. Comes with a calibration for your transmission so all you have to do is drive it like it is or adjust it to suit your individual taste. Complete transmission diagnostics built in with bright LEDs right on the unit. Includes the Simple Shift control unit and wiring harness, specific to your application with clearly labelled connectors and easy to follow instructions. Available for most popular GM and Ford electronic overdrive transmissions

- Control over electronic overdrive
- Diagnostic built in
- Fully configured
- No laptop required

GM 1993-2007 4L60E & 1993-2013 4L80E
TPS Use with BM120001
(For carburetted engines)



REVERSE PISTON INSTALLATION KIT

- Billet reverse gear clutch piston
- Extra thick reverse spring retainer
- Reverse gear pressure plate
- Reverse spring retainer snap ring
- Reverse clutch pack snap ring

Reverse Piston Installation Kit DE-PGKITRP

POWERGLIDE

RACING OIL PUMP

This is not a rebuild or just a partial replacement - it's 100% brand new and complete! The Powerglide racing oil pump has been designed from scratch to strengthen and update the Powerglide pump for your racing applications.

- Larger pump gears for more low RPM volume and pressure.
- Extra volume prevents rocking or backing up when transbrake is on
- Stiffer castings with ribs to prevent flexing and pressure loss
- High strength cast iron for maximum rigidity and minimum distortion
- Custom, high strength stator support shaft handles high horse power
- Extra clamping bolts to hold pump halves together at high pressure
- Redesigned oil pathways to increase flow to converter and cooler
- High clutch drum bushing pressure feed
- Factory machined for roller thrust bearing

Powerglide racing Oil Pump DE-PGP1

RACING OIL PUMP INSTALLATION KIT

Install your REID Racing pump easily with a complete installation kit. Comes with all needed gaskets, seals, roller thrust bearing, shims and Teflon high gear sealing rings. Includes: Needle thrust bearing, shim assortment, pump gasket, seals and high gear rings.

Racing Oil Pump Installation Kit DE-PGP1K



Shift Improver Kit

- Improves the shift feel and crispness on any stock automatic transmission
- Elimination of soft sluggish shifts, shift overlap and excess wear on clutches and bands due to slippage
- Improves transmission life

The shift improver kit is B&M's least expensive and simplest to install transmission performance kit. The transmission pan is removed and the valve body is taken out. The stock separator plate is replaced with the special B&M plate, reinstall the valve body, filter and pan and you're done! In some cases other minor modifications may also be made. The B&M Shift Improver Kit can be installed in one of two modes. You can select which mode you want at the time of installation. Two kits in one.

STAGE 1. RV/HEAVY DUTY

Firm positive shifts without loss of driver comfort for improved performance in all street vehicles. Recommended for regular passenger vehicles and RVs.

STAGE 2. STREET / STRIP

Provides very positive shifts for high performance street use or for competitive events. This model is for the enthusiast who wants the hardest, quickest possible shift.

GM Kits

TH-400, 375 and M40 '65-'87
TH-350, 375B and M38
(for TH-350 use TransPak BM30235) 1968-81
TH-700R4/4L60 VN-VP only 1982-93
4L60E VR-VZ 1993-on

Ford Kits

C6 1967-91
C4 1967-69
C4 1970-82

Chrysler Kits

TF A-727 1966-70
TF A-727 1971-77
TF A-904 1966-77 with 6cyl
TF A-904 1968-70 with V8
TF A-904 1971-77 with V8

BM20260

BM30262

BM70239

BM70360

BM40262

BM50260

BM50262

BM10226

BM10225

BM10226

BM10226

COMMODORE TRANSMISSION APPLICATIONS:

NOTE: B&M Transmission Shift Kits for Commodores with TH700-R4 Trans, there are two types of TH700-R4 depending on the year model. They are as follows:

4L60 Model TH700-R4 has a kickdown cable and an iron valve body. This trans appeared in VN-VP Commodores up to 1993.
4L60E Model TH700-R4 has an electronic kickdown and an alloy valve body. This trans appeared in Commodores from VR 1993 on to current VZ.

The easiest way for you to determine what trans type is in the car is: Does it have a Cable kick-down or not?

BM70235 - suits 4L60 Only Shift Improver

BM70239 - suits 4L60 Only Trans Pack Manual shift option

BM70360 - suits 4L60E Only Shift Improver

BM70365 - suits 4L60E Only Trans Pack Manual shift option

Governor Recalibration Kit

This kit will allow you to change the shift points of your transmission after it is installed in your vehicle.

It is very useful if you have a vehicle that is very light or if it has low rear end gear ratio or if it is a conversion.

Governor BM20428

(recalibration kit for GM TH-700, 400 & 350)

Racing Overhaul kit

- Includes all gaskets, seals, bushings and famous B&M red high performance friction materials for a complete high performance or racing transmission overhaul
- Doesn't include valve body components other than OEM valve body gaskets or instructions

Powerglide Master Racing Overhaul kit

TH-400 Racing Overhaul kit

TH-350 Racing Overhaul kit

BM21040

BM21041

BM21042

TRANSMISSION KITS & ACCESSORIES

Transpak

- Recalibrate your automatic transmission for better performance
- Select the mode that best suits your application at installation
- Improves transmission life

The next step beyond the Shift Improver Kit. The Transpak has all the features in the Shift Improver Kit plus it provides additional driver manual control. Most conventional automatic transmissions won't downshift into low gear above 15mph, and automatically upshift at a predetermined speed no matter what gear you are in. With a Transpak you can downshift at any speed (except C4, AOE, TH 200-4R and TH-700-R4), you can also hold the transmission in first gear to any speed that you want. Downshifting at any speed is an asset when towing a trailer or driving heavy loads down hill.

STAGE 1. RV/HEAVY DUTY

For towing, street rods, off road vehicles, campers, motorhomes, trailers, police, taxi, normal passenger vehicles or other heavy duty use. Firmer shift feel but not harsh. Improves transmission performance and life dramatically without loss of comfort. Full manual downshifts when desired, normal automatic operation when in Drive.

STAGE 2. HIGH PERFORMANCE STREET

For full performance street use. Essentially the same as RV/Heavy Duty mode except shift is much snappier. A real instant shift. Retain full automatic features and standard shift points with selector in Drive.

STAGE 3. FULL COMPETITION

For racing applications. Features a full competition shift and higher shift points. Extremely hard shifts and higher shift points make this mode unsuitable for street use. Maintains automatic shift feature. For full manual control, use a Manual Pak.

GM Kits

TH-700R4/4L60 1982-93
TH-400, 375 and M40 1965-87
TH-350, 375B and M38 1968-81
4L60E 1993-01

Ford Kits

AOD 1980-92
C6 1967-91
C4 1970-82

Chrysler Kits

TF A-727 & A-904 1966-77
TF A-727, 518, 46RH & 47RH 1978-96
TF A-904, 999, 32RH, 42RH & 500 1978-96

BM70235

BM20228

BM30228

BM70365

BM40227

BM40228

BM50229

BM10228

BM10227

BM10227

TransKit

- Same quality and components used in B&M Street/Strip transmission in a do-it-yourself kit

- Includes all the necessary parts required to convert your valve body to a full B&M Manual/ Automatic valve body
- Improved shift feel, retains full automatic features
- B&M high performance friction materials

- Complete overhaul gasket set

- B&M Transpak modification components including special replacement valves and springs

- Drain plug kit

The TransKit comes complete with full instructions on how to assemble your transmission to B&M specifications.

Includes special directions on modifying your case, pump, and other components to provide you with all the science and engineering that B&M has put into every transmission they build.

CHRYSLER

1970-'77 TF A-727

BM10229

1978-'79 TF A-727 w/non lock-up conv.

BM10229

GM

1980-86 TH-350, 375B & M38

BM30229

1965-87 TH-400, 375 and M40

BM20229

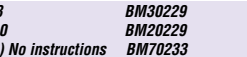
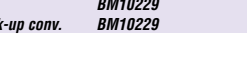
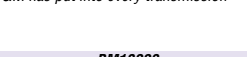
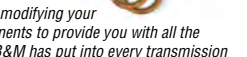
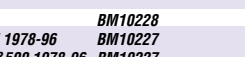
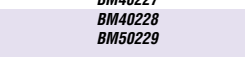
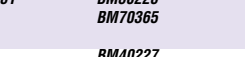
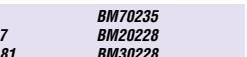
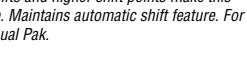
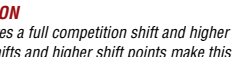
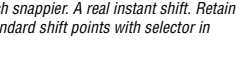
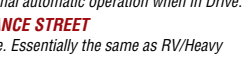
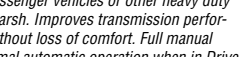
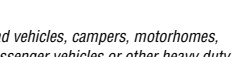
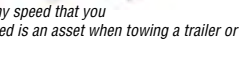
1987-93 TH-700R4 (Not 4L60) No instructions

BM70233

FORD

C4 1970-82

BM50231



ShiftPlus Electronic Shift Improver

ShiftPlus electronically recalibrates your transmission's hydraulic system. Shift firmness not only makes driving more pleasurable, but slippage and heat are reduced extending transmission life. This design allows you to improve shifting performance without removing the transmission pan or valve body. A simple flip of the switch allows the transmission to operate in the performance or stock mode.

- Recalibrate your automatic transmission for optimum performance & extended life.
- Reduces slippage and heat.
- Installs in minutes & is 50 state emissions legal.



B&M Shift Plus shift improver suits 4L60E VR-on BM70380

Launch Control

- The choice for performance & dependability
- Can control the front and rear brakes
- Can be used as a brake locking device for drag racing or as a hill holding device for street use
- Can be used with button & switches found earlier in catalogue

The B&M Launch Control is a sophisticated device which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on a uphill grade. This high quality solenoid can be used on either the front or rear brakes of your vehicle and can handle pressure spikes up to 1500 psi or maintain constant pressure of up to 400 psi.

Launch Control solenoid BM46075
Launch Control solenoid & Install Kit BM46076



AF49-4076

AF49-4078

LAUNCH CONTROL KIT

Aeroflow's Launch Control (also known as: Roll/Stage/Brake Control, Line Lock, Roll Stop and Anti-Roll). Aeroflow's 12 Volt 2-Port Launch Control is designed to be installed into the vehicles existing brake system and can be used on either the front or rear brakes (Not for split or diagonal brakes). In & out ports are 1/8" NPT. They are intended primarily as brake-locking devices for Drag Racing and Off Road use.

Part No	Description
AF49-4076	Launch control line lock KIT (Includes Solenoid)
AF49-4075	Launch control line lock solenoid ONLY
AF49-4077	Button assembly momentary button style RED button
AF49-4078	Button assembly on/off style switch GREEN button



Mushroom Cap Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. A button and cord assembly with extra large actuator button. For use with gloves and Full or Pro Tree applications

Large Actuator Red button with spiral cord BM46013

Remote Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. The universal remote button and spiral cord is a great all around adjustable unit and is ideal for bracket racing. Use with transbrake, launch control and nitrous systems.

Standard Remote button with spiral cord BM46003



TH400 Kickdown Switch

When swapping the TH-400 into any vehicle, this kit makes installation of the transmission kickdown feature a snap. Mounts to either a TH-700 or TH-350 throttle cable bracket.

TH-400 Kickdown Switch BM20297

Throttle Valve / Kickdown Cable

Universal fit adjustable TV/Kickdown cables will work in 95% of all listed transmission applications yet are less expensive than OEM. Use as straight replacement cable or ease the installation of transmission swaps.

Universal TH350 TV Kickdown Cable BM30287
Universal TH-700-R4 Throttle Valve Cable BM70242



DEDENBEAR
 PRODUCTS, INC.

TRANSBRAKE SWITCHES

DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.



DE-PBSXL

This uses the same quick switch as the PBSRTD but has an extra large red button (1 inch). Fits gloved thumbs very comfortably. Great for delay boxes that allow multiple "hits". Adjustable button height.



DEDENBEAR

STRETCHY CORD

STRETCH CORD - 2 CONDUCTOR

Super large 14 gauge, multi-strand conductors. Coil is only 1 foot long when contracted, and stretches over 10 feet when needed. We used larger 14 gauge wire to prevent massive voltage drop that the small 16 and 18 gauge coil-cords cause. Typically less than half the voltage drop when compared to other "heavy duty" cords!! Ready to be attached to your existing button or our PBSRTD and PBSXL buttons above. Dark Blue vinyl jacket stays clean after years of use.

DARK BLUE STRETCHY

DE-SC2

STRETCH CORD - 3 CONDUCTOR

Three conductors? Why? Let's say you want to mount your transbrake button and your line lock button on the steering wheel... both buttons need power supplied to them right? The SC3 has 1 super large 12 gauge wire to bring power "up" to the both buttons, then use one of the 14 gauge wires to bring the transbrake button signal "down" and the other 14 gauge wire to bring the line lock button signal "down". This is a lot cleaner and less expensive than running 2 coil cords! Medium Red vinyl jacket stays clean after years of use.

RED STRETCHY CORD

DE-SC3

Vacuum Modulator

The same high quality modulators supplied with all B&M complete transmission. This modulator is adjustable, allowing you to tailor shift points within a range of 2-4 mph. Supplied adjusted for normal shift points. **GM AII TH-350 & AII TH-400 BM20234** (Note: If your engine does not make adequate vacuum (big cam, diesel engines, etc) you will not be able to make the stock (or B&M) modulator work properly usually resulting in late, hard shifts.



TCL
 AUTOMOTIVE



TCL ADJUSTABLE VACUUM MODULATOR

The vacuum modulator is a vital component of automatic transmissions. It tells the transmission what kind of load is being put on it, allowing the transmission to react with the proper line pressures and shift points. Over time, modulators can develop leaks, suffer ruptured diaphragms, become bent, etc. Not only can this cause annoying drivability issues, it can lead to premature transmission failure.

TCL comes to the rescue with this line of adjustable modulators. Renew performance, and gain the ability to slightly raise/lower part throttle shift points and line pressures. Simply adjust the screw inside the vacuum nipple for more or less diaphragm pre-load.

Powerglide Adjustable Vacuum Modulator TC1280001
TH350/400 Adjustable Vacuum Modulator TC1350001

Four 'O' Transbrake Parts

Replacement solenoid for Powerglide BM21011
Replacement filter BM10288

BM21011
BM10288

TCL C4 PAN-FILL CONVERSION KIT

We now offer an easy to install conversion kit to allow you to use our TCL 518000 Ford C4 Cast aluminium pan or TCL 518011 steel pan on your pan-fill C4 transmission. Stock dipstick tube threads directly into the pan just like factory and stock full mark is still accurate also **TC1518050**



GM Speedo Drive Gear

Mounts to mainshaft of transmission

Application	Tooth Count	Colour	Part No.
TH400	15 Tooth	Gray	TC1880019A

Part No.
TC1880019A



TCL High Performance Input Shafts

TCL® Hardened Input Shafts are constructed from hardened, aircraft quality Vacu Melt 300 billet steel or Vasco 300 high strength steel for maximum durability. They feature increased lubrication flow and strength with a resized diameter that provides optimum stress distribution along the entire length of the shaft and along the extended high gear splines to the oil ring.

- Constructed from aircraft quality 300 billet steel or Vasco 300 high strength steel
- Increased lubrication flow & strength
- Resized diameter provides optimum stress distribution along the entire length of shaft
- Allows for optimum stress distribution along the extended high gear splines to the oil ring

GM Powerglide 1.82 Carrier W/ Turbo Splines, 12 5/8" TC1749200
 (Installation of the turbo shaft requires minor machining of the stator Shaft or turbine spline bushing in converter)

GM Powerglide 1.76 Carrier W/ Turbo Splines, 12 7/8" TC1749600
 (Installation of the turbo shaft requires minor machining of the stator Shaft or turbine spline bushing in converter)

GM Powerglide 1.76 Carrier W/ Turbo Splines, 12 7/8" TC1749601
 (VASCO 300 Steel)

TH400 HD Forward Drum & Input Shaft, Vacu Melt 300 TC1223600

Ford C6 Input Shaft With 31/30 Spline, Vasco 300 Steel TC1427600



Powerglide Pro-X Input Shafts

These two input shafts, one for the standard Powerglide pump or TCL Gerotor pump and one for the TCL Ringless Gerotor pump, eliminate input shaft breakage by incorporating unique proprietary construction material and a special heat-treated process. The Pro-X standard configuration input shaft TC1749602 is a direct replacement component able to handle up to 2000 hp applications. The Pro-X Ringless design input shaft TC1749603 replaces the load-limiting internal rings with a special bushing and enlarges the diameter of the shaft for increased strength. Able to handle up to 2500+ hp applications, use of the TCL Ringless input shaft requires installation of a TCL Gerotor pump TC1743510 for proper operation. These shafts suit the 1.76 carrier with Turbo converter splines and are 12 7/8" long.

Pro-X Standard Style Input Shaft TC1749602
Pro-X Ringless Style Input Shaft* TC1749603

* Can only be used with TC1743510 style front pump

C4 Hardened Input Shaft

This hardened input shaft suits all 26 spline C4 transmissions and will increase torque capacity over the stock shaft.

C4 26 Spline Hardened Input Shaft TC1549700

TCL Trans Brakes

Our Trans-Brake Series allows you to achieve maximum torque converter stall and provides for quicker and more consistent reaction times and 60 foot times. Once the Trans-Brake is released, the power is transmitted immediately to the rear tyres in much the same manner as a manual clutch but with the parts saving advantage of the torque converter's shock absorbing action.

GM TH-350, Reverse Pattern TC1321500
GM Powerglide Forward Pattern, Cast Iron TC1748200



Trans-Brake Solenoids

TCL trans-brake solenoids feature a precision-ground steel shaft with bronze bushing, a shaft-pinned nut for secure placement and unique lip seal to prevent fluid leakage while minimizing mechanical drag. The TCL solenoid motor is only 1.025-inches long, the most compact solenoid available and the two-wire setup assures a good quality ground can be established.

Powerglide Solenoid with 0.200" stroke TC1749800

Powerglide High Capacity Drum

This new Powerglide drum is configured to use ten Alto Red Eagle frictions and Alto steels. This is a significant increase in lock-up surface area and allows the drum to hold significantly more torque. The drum is made from a high strength cast steel and has excess material removed to reduce rotating mass. Oil holes have been added to allow fluid to escape the drum and permit the piston to engage quicker. A standard needle bearing stepped into the front side reduces friction and drag. High strength, forged-steel clutch hub is built extra tall to accommodate the additional clutch plates.

Steel Drum for 10-Clutches TC1743910
Steel Clutch Hub for 10-Clutch Drum TC1748310



TCI StreetFighter Valve Bodies

The TCI® manual/automatic StreetFighter® Valve Body is designed for street/strip performance vehicles and is the same valve body used in the StreetFighter® Transmission. It's designed to allow fully automatic or manual shifting and is a direct replacement with no modifications required. Ideal for street/strip performance upgrades.

- Designed to allow fully automatic or manual shifting
- Direct replacement with no modifications required

1964-91 GM TH400 TCI222400

TCI Full Manual Valve Bodies

Our competition valve body for maximum performance and quick elapsed times in a racing application. By controlling the valve body only through manual means we can produce quicker shift timing and are able to run higher line pressures than possible with an automatic shift transmission. Higher line pressure makes it harder for clutches to slip under high loads. Remember, with a full manual you will have to make every shift, for these units do not shift on their own. A great choice for bracket cars, monster trucks, and virtually any off-road competition.

Torqueflite 727 & 904, 1967-on, Reverse Pattern	TCI121700
GM TH-700R4, Reverse Pattern	TCI376010
GM TH-350, Reverse Pattern	TCI321100
GM TH-350, Forward Pattern	TCI321000
GM TH-350, Reverse Pattern, 2nd gear engine braking	TCI321115
GM Powerglide, Alloy Case, Forward Pattern	TCI744200
GM TH400 1965-91 Reverse Pattern	TCI221201
(Retains 1st & 2nd Gear Engine Braking)	
GM TH400 1965-91 Forward Pattern	TCI221200
(Retains 1st & 2nd Gear Engine Braking)	
GM TH350 Forward Pattern	TCI321001
(Retains 1st & 2nd Gear Engine Braking)	

Powerglide Rear Governor Support

Boost the efficiency of your transmission by reducing power-robbing friction with this special low drag governor support with roller bearing installed..

Billet Aluminium Support with Roller Bearing TCI720005

POWERGLIDE DUAL RING SERVO

For greater durability and consistent performance in the Powerglide, TCI introduces the Dual Ring Servo Kit. This kit uses two Teflon® sealing rings in place of the original single design or dual rubber ring designs offered elsewhere. This doubles sealing effectiveness and prevents excessive leakage which can reduce band apply force. This feature also reduces vehicle rocking when the Trans-Brake is applied and provides additional stability in low gear. Perfect for the Super Class racer seeking positive Trans-Brake engagement when staging.

Powerglide Dual Ring Servo TCI743210

Powerglide Aluminium Servo Cover

TCI automatic transmission servo covers are manufactured from billet aluminium and feature high-quality rubber O-rings for maximum sealing protection. Keep your transmission operating effectively with one of these TCI automatic transmission servo covers.

Powerglide Aluminium Servo Cover TCI743300

TH-700/4L60 Jumbo Servo Kits

TCI's newest addition to our extensive line of high performance components, these two servo kits will enhance shift quality and extend durability of any 700R4/4L60E/4L65E. Since the servo applies the 2-4 band in 2nd gear, releases it in 3rd and reapplies it in 4th, the servo plays a vital role in the operation of your transmission. The TCI376005 kit includes two CNC-machined, 6061-T6 billet aluminium pistons, seals and hardware necessary to give your servo 35% more 2nd gear apply area than the commonly used, stock Corvette-style servo. The TCI376006 kit contains a large diameter 4th apply piston and matching cover, also machined from 6061-T6 billet aluminium. The piston utilizes a lip seal to improve fluid retention and the increased surface area will assure that the band is held tight under the most severe conditions. Easy to install with transmission in the vehicle. Kits may be used individually or combined to create the ultimate servo for your 700R4/4L60E/4L65E transmission.

TH-700/4L60E 2nd Gear Jumbo Servo Kit TCI376005
TH-700/4L60E 4th Gear Jumbo Servo Kit TCI376006

Powerglide Cast Aluminium Gerotor Front Pump

Our new Cast Aluminium Gerotor front pump offers several design advantages over OEM, involute-style pumps, plus improved low rpm flow and reduced horsepower consumption. The Gerotor pump features: simple design; no expensive crescents to machine or wear out, longer life; low velocity between inner and outer gears for less wear, low noise; smooth, uniform flow of fluid, reduced cavitation; design that slows fluid velocity, positive trans-brake apply, reduction of slipping reverse clutches when backing at or near idle speed, gears created with latest in powder metal technology; dry-film lubricant coated for wear resistance, redesigned, bolt-in style stator support tube that eliminates the possibility of spinning like interference fit, OEM-style tubes, hardened steel sleeve in stator support tube that yields greater wear resistance from input shaft sealing rings, Turbo 350/400 style input shaft bushing which makes selection and swaps easy, and they are made in the USA.

Powerglide Front Pump TCI743520

Powerglide Ringless Shaft Front Pump* TCI743525

* Can only be used with TCI749603 style input shaft

TCI TH700 Trans Lock Up

This easy-to-install lockup wiring kit for 700R4 and 2004R transmissions from TCI® allows hands-free, automatic activation of the torque converter clutch in 4th gear under stable engine operation, and disengages the clutch when accelerating or down shifting. This universal lockup wiring kit is needed when installing a GM 700R4 or 2004R transmission in a non-computer controlled application such as a street rod, muscle car, or when removing the factory computer in pre-1993 applications that utilize a 700R4 or 2004R transmission. The fully adjustable vacuum switch automatically locks and unlocks the torque converter with engine vacuum and can be configured for various vacuum levels. While this vacuum operation makes the lock-up fully automatic, there is also a manual override option that allows complete control over lock-up if wanted or needed. Constructed from OEM connectors and oil resistant wire, this durable lockup wiring kit includes everything required for installation, including gasket, wiring harness, vacuum switch, 4th gear pressure switch, splice connectors and mounting screw.

2004R / 700R4 LOCKUP WIRING KIT TCI376600

TCI TH700 Boost valve

Operating line pressure is the lifeblood of any automatic transmission by providing the clamping force on the clutches and bands. Oftentimes, increasing line pressure is a requirement when increasing driveline output. The new TCI® 4L60E boost valve assembly provides you the means of elevating your line pressure while also addressing wear issues that may actually have your transmission running at a lower level of pressure than GM intended. Boost valve features: larger diameter over stock that yields 10-15% higher line pressure, o-rings on boost sleeve which prevents loss of boost signal pressure, sleeve constructed from Alcoa Dettalloy 4032 & hard-coat anodized which prevents wear between the mating parts.

4L60E/4L65E .490-Inch Diameter Boost Valve TCI374420

With O-Ring

Powerglide Powerband

This totally retooled Alto Powerband has been made 15% wider than the OEM design band. The added width better utilizes the available surface area of the high-gear drum while the Kevlar lining provides superior heat and wear resistance over common linings. The TCI Powerband is perfect for high torque applications that can benefit from the ultimate in trans-brake and low gear holding capacity.

Powerglide Powerband TCI625102

Torqueflite 727 Bolt in Sprag

The only way to go when building a Torqueflite for heavy-duty or performance use. Prevents the outer race from stripping out the delicate splines in the case. Kit comes complete with new fasteners, springs and rollers.

Bolt In Sprag For TF-727 TCI127000

Powerglide Case Savers

The TCI case saver clips are designed to fit into all six reverse steel pockets located in the bottom of the case. They will restore smooth reverse clutch operation and Trans-Brake consistency to a worn case. Suits OEM, Deadenbear and JW cases.

Powerglide Case Savers TCI720011

TCI Rear Case Thrust Bearing

Reduce drag and increase torque capacity by replacing the factory thrust washer with this needle bearing assembly. Packaged with selective shims to aid in achieving proper rear end play. Standard in all TCI® TH400 transmissions.

TH-400 Rear Case Bearing TCI224400

TCI TH400 Sprag

TH400 (1964-1972) special intermediate sprag, this 34-element sprag replaces the stock 16-element, increasing torque capacity 110%.

TH400 Sprag With 34 Elements TCI227900

TCI HD Steel Forward Clutch Hub

The new TCI® forged steel clutch hub is CNC machined from a 4140 steel forging. The all-new construction is much stronger than the cast OE unit and will resist fracturing, clutch tooth wear and spline failures. Designed for 500+ HP TH400/4L80E transmission applications, the TCI® forged steel clutch hub is the perfect remedy to avoid clutch hub failure.

TH400/4L80E HD Steel Forward Clutch Hub TCI228300

Powerglide High Impact Gear Set

Based on the OEM 1.76 type cast iron planetary cage the ATI heavy duty gear set features: Straight cut 9310 Gears, a heavy duty output shaft and precision balanced carrier.

ATI204989 1.74" Straight Cut, 28" Long

ATI204996 1.80" Straight Cut, 28" Long

TCI Trans shift Lever

This is a bolt-in replacement for the wimpy lever found on most run-of-the-mill Torqueflites. Gain greater shift feel and apply force with this Hemi-style 5.0 ratio lever.

727/904 5.0 RATIO HEMI BAND APPLY LEVER TCI146900

SPEEDOMETER GEARS & GEAR HOUSINGS

GM Driven Gear Housings

Application	Tooth Count	Part No.
GM Powerglide & TH350	18-23 Tooth	TCI880021
GM TH400	34-39 Tooth	TCI880042

Gm Speedometer Gears

Application	Tooth Count	Colour	Part No.
Powerglide & TH350	18 Tooth	Brown	TCI880000
Powerglide & TH350	19 Tooth	Natural	TCI880001
Powerglide & TH350	20 Tooth	Blue	TCI880002
Powerglide & TH350	21 Tooth	Red	TCI880003
Powerglide & TH350	22 Tooth	Gray	TCI880004
TH400 & TH700R4	35 Tooth	Orange	TCI880008
TH400 & TH700R4	36 Tooth	Natural	TCI880009
TH400 & TH700R4	37 Tooth	Red	TCI880010
TH400 & TH700R4	38 Tooth	Blue	TCI880011
TH400 & TH700R4	39 Tooth	Brown	TCI880012

Ford Speedometer Gears

Application	Tooth Count	Colour	Part No.
Ford C4 & C6	16 Tooth	Brown	TCI881000
Ford C4 & C6	19 Tooth	Tan	TCI881001
Ford C4 & C6	20 Tooth	Orange	TCI881002
Ford C4 & C6	21 Tooth	Red	TCI881003
Ford C4 & C6	23 Tooth	White	TCI881004

ELECTRONIC TO

CABLE DRIVE

Finally, the missing link between your muscle car's original, cable-driven speedometer and swapped-in electronic transmission! Measuring a compact 5" x 4.1" x 2.15", the new Electronic Cable Drive, or ECD-100 for short, allows the use of a mechanical-cable speedometer to be used in conjunction with a modern drivetrain which provides only an electronic output. Available with provisions for GM thread-on, GM clip-on as well as Ford clip-on style cables, the ECD-100 offers the utmost in adaptability. Supplied cable is 36" in length.

Description	Part No.
GM/Ford With 5/8" Thread (36" Wires)	DAKECD-100-1
Ford With Clip On Style Hook-Up (36" Wires)	DAKECD-100-5
GM With Clip On Style Hook-Up (36" Wires)	DAKECD-100-5

C4 Six-Pinion Planetary

The strength of the C4 forward planetary has become an issue with the ever increasing loads that racers are subjecting this transmission to. With this new six-pinion planetary, the load capacity is doubled.

C4 Six Pinion Forward Planetary

TCI Drum &

Sprag Assembly

TH350 iron direct drum w/ HD 36-element sprag assembly.

TCI327900

GM Trans Seal Up Kit

This kit includes plastic plugs and caps to seal your spare transmission against dirt and the elements. Suits GM Powerglide, Turbo 350 and Turbo 400 Transmissions

Powerglide, Turbo 350/400 Seal Up Kit
TCI890900



Powerglide Twin Seal Servo

ATI's twin seal servo features 2 metal sealing rings (as opposed to the single seal stock design), which greatly improves shifting performance in high horsepower applications and extends clutch and band life. The servo is precision CNC-machined from billet aluminium.

Powerglide AT1205322
Gasket, Servo Cover To Case AT1205330
O-ring, Servo Cover To Case AT1205340

Servo Rings

ATI's new servo rings have zero gap to totally seal the servo to the bore for exceptional band pressure and easier installation. Standard equipment on ATI's Superglides. An excellent addition to ATI's Twin Seal Servo.

Servo Rings

AT1205319

Red Eagle Friction Plates

Clutches fail in Hi-Performance applications due to excessive heat. Original Red Eagle clutches are specially designed to reduce slipping which generates heat and can withstand higher thermochemical diffusion process, whereby ferrous parts are processed in molten salt with a specific nitrogen potential. It provides a surface treatment that enhances wear and fatigue resistance from 200% to 500% while imparting higher heat resistance & increased lubricity.

Description

Powerglide, Front, 0.098" ALTO-019740
Powerglide, Front, 0.061" ALTO-019740A
Powerglide, Reverse, 0.098" ALTO-032744

Kolene Steel Plates

Kolene is a salt bath nitriding process. In technical terms, it is a thermo chemical diffusion process, whereby ferrous parts are processed in molten salt with a specific nitrogen potential. It provides a surface treatment that enhances wear and fatigue resistance from 200% to 500% while imparting higher heat resistance and increased lubricity.

Description

Powerglide, Front, 0.070" ALTO-019701K
Powerglide, Front, 0.060" ALTO-019701AK
Powerglide, Reverse, 0.070" ALTO-019703K
Powerglide, Reverse Pressure Plate, 0.317" ALTO-019761A800

MANUAL TRANSMISSIONS



MCLEOD MUSCLE CAR 5 TRANSMISSION

The revolutionary Muscle Car 5 Transmission with a 2.95 1st gear and .63 5th gear. Its innovative design gives muscle car owners the ability to use an overdrive transmission without having to make expensive or annoying modifications. The McLeod Muscle Car 5 is designed with an exclusive case design that allows for fitment into tight tunnels. Gone are the days of cutting your floorboards to be able to get the benefits of improved fuel economy and lower RPMs that an overdrive transmission provides. With 8620 forged steel gears and a 32-spline output shaft with 26 spline 1-1/8 input shaft, the Muscle Car 5 can handle up to 500 ft lbs of torque. We made sure the gears were fully synchronized for smooth shifting and quiet operation. The internal rail shifter aides in quick and smooth shifts. The front cover is designed so it will bolt up to your factory bellhousing.

Part No. 1st 2nd 3rd 4th Rev. Torque
MC512957 2.95 1.99 1.34 1.00 1.63 500 Ft. lbs

TREMEC

TREMEC TKO-600 5-SPEED TRANSMISSIONS

Designed to be a replacement of the earlier model TR-3550, the TKO has been significantly upgraded, making it more robust, flexible and versatile. The TKO is ideal for high-performance street and racing applications. Features: • Higher center distance (83 mm) from main shaft to counter shaft allows for larger gear sizes and higher torque carrying capacity • Robust transmission design with internal 3-rail shift system with cast iron shift forks • Tapered roller bearings on input, output and counter shafts improve performance (reduced noise factor). • All gears and shafts made from special grade steel (ASTM 4615) that permits increased torque carrying capacity • Single-piece countershaft that better handles increased torque carrying capacity • Equipped with a high-performance short-throw billet aluminum shifter that isolates road noise, while providing clean crisp shifts • Neutral safety switch and back-up light sensor • Eight shifter locations available • Dual electronic and mechanical speedometer pick-ups • 0.64 ratios reduce engine rpm to a level that makes it fun to drive besides enhancing the fuel efficiency • 0.82 ratio is ideal for long straight-aways for high performance racing • Ford Style Boxes suit Toploader Bellhousings (with spacer) • GM Style boxes suit Standard Muncie, Saginaw & T-10 Bellhousings

Part No.	Style	Torque	1st	2nd	3rd	4th	5th	Rev
TMTCT4617	FORD	600ft/lbs	2.87	1.89	1.28	1.00	0.82	2.56
TMTCT4618	GM	600ft/lbs	2.87	1.89	1.28	1.00	0.82	2.56
TMTCT5008	FORD	600ft/lbs	2.87	1.89	1.28	1.00	0.64	2.56
TMTCT5009	GM	600ft/lbs	2.87	1.89	1.28	1.00	0.64	2.56

TREMEC TKO REPLACEMENT SEALS

Replacement front and rear oil seals for Tremec TKO-600 5-Speed Transmissions. Keep spares of these hard to find parts in your toolbox.

Application
TKO-600 Front Oil Seal Part No. TMT2603865
TKO-600 Rear Oil Seal TMTTCSJ1277



TREMEC T-56 6-SPEED TRANSMISSIONS

The T-56 six-speed overdrive transmission was developed for adaptation to a wide range of vehicle requirements. Currently, the TREMEC T-56 is being used on the Dodge Viper, Chevy Corvette Z06, Ford SVT Mustang Cobra, Aston Martin DB7 Vantage and V12 Vanquish, and Holden Commodore and Monaro.

Features: • Center Distance - 85 mm • Double overdrive provides extended ratio coverage and allows for closer ratio steps • Tapered roller bearings on main and countershafts reduce noise and improve durability • Needle bearing under all speed gears improve high speed performance and reduce shift effort • Multiple cone synchronizer design for lower shift effort and increased capacity • Patented strut-type synchronizer design for improved durability • Constant mesh synchronized reverse • Multiple shift lever locations

Part No.	Style	Torque	1st	2nd	3rd	4th	5th	6th	Rev
TMT138600011	GM	450ft/lbs	2.97	2.07	1.43	1.00	0.8	0.62	3.28
TMT138600012	FORD	450ft/lbs	2.97	2.07	1.43	1.00	0.8	0.62	3.28



TREMEC T-56 MAGNUM

6-SPEED TRANSMISSIONS

The kingpin of TREMEC's high performance line-up, the all-new T-56 Magnum takes the very best from our current OEM technologies and pairs it with the most popular features of our TKO 5-speed. Able to withstand a massive 700 lb-ft. of torque while providing unbelievably crisp shifts, no other manual transmission on the planet offers as much combined strength, versatility, and general ease of use as the T-56 Magnum. A world-class transmission in every respect, it's the best transmission on the market for those who will accept nothing less.

- 700ft/lbs Torque Capacity
- 26-Spline Input & 31-Spline Output Shaft
- Electronic and Mechanical Speedo Outputs
- GM LS Series & Ford Modular Applications
- Other applications TBA • Billet Short Throw Shifter
- Bellhousing Not Included

Part No.	Style	Torque	1st	2nd	3rd	4th	5th	6th	Rev
TMTUET477	LS	700ft/lbs	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TMTUET1012	LS	700ft/lbs	2.97	2.10	1.46	1.00	0.74	0.50	2.90
TMTUET11010	Mod	700ft/lbs	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TMTUET11011	Mod	700ft/lbs	2.97	2.10	1.46	1.00	0.74	0.50	2.90

T-56 MAGNUM BELLHOUSINGS

TREMEC offers OEM-quality aluminum bellhousings for T-56 Magnum applications (T-56 includes housing, except Corvette). Non-SFI approved. Includes hardware and spacer where applicable.

Application	Part No.
T-56 Magnum, Ford 4.6/5.4L (Mech)	TMTNCM1078
T-56 Magnum, Ford 4.6/5.4L (Hd)	TMTNCM1078
T-56 Magnum, Ford 5.0/5.8L (Mech)	TM1386-212-004
T-56 Magnum, GM SBC (Mech)	TMTCCM9603
T-56 Magnum, GM LS (Hd)	TM1386-212-005

BELLHOUSINGS



TCI FORD C4

BELLHOUSING

Refurbished, quality inspected bellhousings for your C4.

C4 Case-Filled, 5-7/8" Depth
TCI513300



QuickTime Bellhousings

These QuickTime bellhousings are designed for Circle Track, strip, and street applications. Built from high-grade steel, the cone is spun, not rolled or stamped, allowing these QuickTime bellhousings to be the most dimensionally stable and accurate for today's high performance vehicles. They offer proven performance and are built right here in the USA.

Chevy V6-V8 to Manual Transmission Kit SFI Approved (TKO-500 & 600)	QTRM-6010
Chevy V8 to T-56 Manual Gold Indited SFI Approved	QTRM-6023
Chevy 1999-2009 4.8/5.3/5.7/6.0/6.2/7.0L SFI Approved	QTRM-6036
Power Glide Auto to Ford/Chevy Universal SFI Approved	QTRM-6045AUTO
Ford, 289/302/351W 351c to Ford Top Loader BW T-10 Kit SFI Approved	QTRM-6063
Chevy LS To LS T-56 Transmission Kit SFI Approved	QTRM-8020
Ford 289/302/351W 351c to Ford T56 Transmission Kit SFI Approved	QTRM-8031
Ford 289/302/351W 351c to Ford T5 Tremec TKO Kit	QTRM-6060
Ford 4.6/5.4L to Ford T5/Tremec Transmission Kit	QTRM-6080

PLEASE CALL YOUR ROCKET SALES REPRESENTATIVE FOR OUR FULL QUICKTIME RANGE

SANDWICH PLATES



FORD WINDSOR

289 / 351 SANDWICH PLATE

Starter block(sandwich) plate for 289-351 engines with automatic transmission. Will suit 157 or 164 teeth, this plate will ensure the correct torque converter back spacing & alignment of your flexplate.

Part No	MATERIAL	Description
AF72-2120	Steel	Suits 289-351 Windsor Suit 157 & 164 tooth drive plate

THROWOUT BEARINGS & PARTS



WILWOOD CLUTCH SLAVE CYLINDER

This "Pull Type" slave cylinder is made from billet aluminium for high strength and plated with a tough anti-corrosion finish. The stainless steel push rod has a longer stroke than most cylinders assuring a full release of the clutch. Ideal for Drag Racing, Late Model Stock, Pro Series and Off Road applications. Recommended master cylinder sizing is ¾".

CLUTCH SLAVE CYLINDER WB260-1333



Adjustable Ball Studs

Adjustable ball studs allow you to tailor the clutch fork height to suit different clutch assemblies.

Adjustable Ball Stud for GM - 13/16" Thread MC16908
Adjustable Ball Stud for Ford Cable Linkage MC16909

Steel 3-4 Shift Fork for T56

The steel 3-4 shift fork is an upgrade from the weak factory aluminium fork in the T56 transmission. Fits all T56 transmissions except for the T56 Magnum.

Steel 3-4 Shift Fork for T56 Transmissions MC8-400

GM Clutch Fork

Heavy duty clutch fork for most GM vehicles with mechanical clutch linkage.

Heavy Duty GM Clutch Fork MC16931

Clutch Pilot Bearings

Self lubricating Oilite Bronze pilot bearings for high load capacity and long life. Available with different internal diameters to suit a variety of transmission conversions.

Application	Part Number
GM (Except Pontiac) 1.094" OD x .592" ID	MC8-1094-1
GM (Except Pontiac) 1.094" OD x .672" ID	MC8-1094-2
GM (Except Pontiac) 1.094" OD x .752" ID	MC8-1094-3
Ford Small Block & Pontiac 1.380" OD x .692" ID	MC8-1380-1
Ford Small Block & Pontiac 1.380" OD x .672" ID	MC8-1380-2
Ford Small Block & Pontiac 1.380" OD x .750" ID	MC8-1380-3



MCLEOD HYDRAULIC THROWOUT BEARINGS

Hydraulic throwout bearings are excellent for transmission swaps or any application where you want to eliminate the slave cylinder and clutch fork. With the entire assembly contained inside the bell housing, they provide extra clearance and neater appearance than a traditional set up. These units are recommended for use with a 3/4" bore master cylinder with 1" stroke and a pedal ratio of 6:1.

Bolt On Hydraulic Throw Out Bearings

Bolt on hydraulic throw out bearings are used with bellhousings less than 6.5" deep or where the measurement from the outside rear of the bell housing to the clutch fingers is less than 3". Bellhousings deeper than 6.5" should use the slip on style bearing.

Application	Spline	Part No
Borg Warner T-10 & Super T-10	1-1/8"-10 & 1-1/8"-26	MC1301
Borg Warner T-5 & T-56	1"-14 & 1-1/8"-26	MC1302
Doug Nash 5-Speed	1-1/8"-26 & 1-3/16"-18	MC1309
Ford 3 & 4-Speed & Top Loader	1-1/16"-10	MC1304
Muncie	1-1/8"-10 & 1-1/8"-26	MC1300
Tremec T-56, -4AN Fittings	1-1/8"-26	MC1372
Tremec TKO & 3550 5-Speed	1-1/16"-10 & 1-1/8"-26	MC1364
Richmond 5 & 6-Speed	1-1/8"-26 & 1-3/16"-18	MC1309

Bolt On Hydraulic Throw Out Bearing Kits

These kits include a bolt on hydraulic throwout bearing and a Wilwood combination remote aluminium master which includes both small and large size reservoirs which can be mounted directly on the master cylinder, or remotely mounted for more convenient service access.

Application	Spline	Part No
Borg Warner T-10 & Super T-10	1-1/8"-10 & 1-1/8"-26	MC13015
Borg Warner T-5 & T-56	1"-14 & 1-1/8"-26	MC13025
Tremec T-56, -4AN Fittings	1-1/8"-26	MC13725
Tremec TKO & 3550 5-Speed	1-1/16"-10 & 1-1/8"-26	MC13645

Slip On Hydraulic Throw Out Bearings

The slip on hydraulic throw out bearing is used with bellhousings deeper than 6.5". Bellhousings less than 6.5" deep should use the bolt on style bearing.

Application	Spline	Part No
Borg Warner T-5 & T-56	1-1/8"-26	MC1400-30
Borg Warner T-5	1-1/16"-10	MC1400-30
Chrysler 426 & 440 4-Speed	1-3/16"-18	MC1400-30
G-Force 5 & 6-Speed	1-1/8"-26	MC1400-30
Jerico 5 & 6-Speed	1-1/8"-26 & 1-3/16"-18	MC1400-30
Liberty 5 & 6-Speed	1-3/16"-18	MC1400-30
Richmond 5 & 6-Speed	1-1/8"-26	MC1400-30
Tremec TKO & 3550 5-Speed	1-1/16"-10	MC1400-30

Replacement Bearings

Replacement roller bearing assemblies for bolt on and slip on hydraulic throw out bearings.

Description	Part No
3.200" OD Bearing	MC139050-1
3.000" OD Bearing	MC139050-2

Replacement Pistons for Bolt On & Slip On

Due to the wide variety of different engine and transmission combinations, in some applications the hydraulic throwout bearing will not provide the correct clearance between the bearing and the clutch fingers. In these instances the bearing can be tailored to suit your application with different length pistons, available in .200" increments.

Description	Part No
Piston 1.740" Long for 1.590" ID Bearing	MC139031
Piston 1.940" Long for 1.590" ID Bearing	MC139032
Piston 2.140" Long for 1.590" ID Bearing	MC139033
Piston 2.340" Long for 1.590" ID Bearing	MC139034
Piston 2.540" Long for 1.590" ID Bearing	MC139035
Piston 2.740" Long for 1.590" ID Bearing	MC139036
Piston 2.940" Long for 1.590" ID Bearing	MC139037
Piston 3.140" Long for 1.590" ID Bearing	MC139038
Piston 1.650" Long for 1.900" ID Bearing	MC139031-1
Piston 1.850" Long for 1.900" ID Bearing	MC139032-1
Piston 2.050" Long for 1.900" ID Bearing	MC139033-1
Piston 2.250" Long for 1.900" ID Bearing	MC139034-1
Piston 2.450" Long for 1.900" ID Bearing	MC139035-1
Piston 2.650" Long for 1.900" ID Bearing	MC139036-1
Piston 2.850" Long for 1.900" ID Bearing	MC139037-1
Piston 3.050" Long for 1.900" ID Bearing	MC139038-1

GM V8 Heavy Duty Bronze

Spigot Bush

Clutch pilot bearings for Chev and Holden V8 crankshafts. Available in the low friction roller type or the heavy duty solid bronze bush.

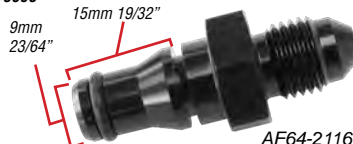
PI873001

PIONEER HEAVY DUTY GM

V8 ROLLER SPIGOT BUSH SUIT

Pioneer roller pilot bearings are designed as direct replacements in all Chevrolet V8s, 90 degree V6s. They don't require any modification to either the crank or input shafts. They also eliminate premature bearing failure and ensure clean clutch release by maintaining the true alignment of the clutch disc to the flywheel. They're packed with high temperature grease for proper lubrication under extreme high heat conditions, and are suitable for all high performance applications.

PI873008



CLUTCH ADAPTER

Fits most late model vehicles including VE-VF (GM), Mustang & Porsche

AF64-2116 Clutch master cylinder -4AN adapter 1 per pack

FORD MUSTANG

2005-17 HYDRAULIC THROWOUT BEARING

- Heavy Duty
 - Direct Fit OE Replacement
 - Reliable Operation
 - Ford Motor Company Equivalent Part# 4R3Z-7A508-AA
 - Fits 2005-2017 GT, 2008-2009 Bullitt, 2005-2012 V6 and 2007-2009 GT500
- MC1200

CLUTCHES



STREET & PERFORMANCE

CLUTCH SYSTEMS

Street Discs

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260140
GM & Ford 10.5"	1-1/8"-26	MC260170
GM 11"	1-1/8"-10	MC260141
GM & Ford 11"	1-1/8"-26	MC260171
Ford 10.5"	1-1/16"-10	MC260130
Ford 11"	1-1/16"-10	MC260131

Street Pressure Plates

Application	Style	Part No.
GM 10.5"	Diaphragm	MC360703
GM 10.95"	Diaphragm	MC260710
GM 11"	Diaphragm	MC360803
GM 11"	Borg & Beck	MC360250
Ford 10.5"	Long Style	MC360401
Ford 11"	Long Style	MC360501
Ford 11"	Diaphragm	MC360850

Performance Discs 500 Series organic/ceramic

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260540
GM & Ford 10.5"	1-1/8"-26	MC260570
GM 11"	1-1/8"-10	MC260541
Ford 10.5"	1-1/16"-10	MC260530
GM 11"	1-1/8"-26	MC260571
Ford 11"	1-1/16"-10	MC260531

Performance Pressure Plates

Application	Style	Part No.
GM 10.5"	Diaphragm	MC360700
GM 10.95"	Diaphragm	MC360709
GM 11"	Diaphragm	MC360801
GM 11"	Borg & Beck	MC360253
Ford 10.5"	Long Style	MC360400
Ford & Ford 11"	Long Style	MC360500
Ford 11"	Diaphragm	MC360850

*Note: 10.95" pressure plates fit the GM 10.5" bolt pattern and allow the use of an 11" disc for extra holding capacity in 10.5" applications.

600 Series Performance Discs - Ceramic/Ceramic

Application	Spline	Part No.
Ford 11"	1-1/16"-10	MC260631
Ford 10.5"	1-3/8"-10	MC260660
GM 10.5"	1-1/8"-26	MC260670
GM 11"	1-1/8"-26	MC260671
GM 11"	1-1/8"-10	MC260641

Throwout Bearings

GM Diaphragm Clutch	MC16010
Ford Diaphragm & Long	MC16031
GM - Adjustable	MC16505
Ford - Adjustable	MC16515
Ford - 5-Speed Cable	MC16100

Racing Discs

McLeod 300 Series organic clutch discs are suitable for Drag or Road Race applications. They are metal backed with sprung hub, 0.305" thick and are not intended for street use.

Application	Spline	Part No.
GM 10.5"	1-1/8"-10	MC260340
GM 10.5"	1-1/8"-26	MC260370
GM 11"	1-1/8"-10	MC260341
GM 11"	1-1/8"-26	MC260371
Ford 10.5"	1-1/16"-10	MC260330
Ford 11"	1-1/16"-10	MC260331

SUPER STREET PRO

CLUTCH KIT - MAX 500HP

The Super Street Pro clutch kits are great street strip performance clutches for increased street performance. This is a great application to use with moderate engine modifications and with street tires. Engine modifications can typically include upgraded intake and exhaust, camshaft and cylinder head work and engine management programming (Up to 500 HP). The Super Street

Pro provides a slightly heavier pedal effort than stock along with good holding capability makes this an excellent factory replacement clutch kit. Kit Includes: Pressure Plate, Dual Friction Disc, Throw Out Bearing (Where Applicable) & Pilot Tool.

Description	Part No.
SUPER STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75211
SUPER STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75212
SUPER STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 10-SPLINE	MC75217
SUPER STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 26-SPLINE	MC75221
SUPER STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 10-SPLINE	MC75224
SUPER STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 26-SPLINE	MC75225

STREET PRO

CLUTCH KIT - MAX 400HP

The Street Pro clutch kit is an excellent OEM clutch replacement for street enthusiasts. This is an ideal application for use with basic performance modifications with street tires. Performance modifications usually consist of cold air intake, performance exhaust and engine management programming. The Street Pro provides a slightly heavier pedal effort than stock along with good holding capability makes this an excellent factory replacement clutch.

Kits Include: Pressure Plate, Organic Style Disc, Throw out Bearing (Where applicable) & Pilot Tool.

Description	Part No.
STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75111
STREET PRO CLUTCH KIT FORD 11.0", 1-1/16 x 10-SPLINE	MC75112
STREET PRO CLUTCH KIT FORD 10.0", 1-1/16 x 10-SPLINE	MC75113
STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 10-SPLINE	MC75117
STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 26-SPLINE	MC75121
STREET PRO CLUTCH KIT LS1 11.0", 26-SPL, W/ FLYWHEEL	MC75123
STREET PRO CLUTCH KIT CHEV 11.0", 1-1/8 x 10-SPLINE	MC75124
STREET PRO CLUTCH KIT CHEV 10.5", 1-1/8 x 26-SPLINE	MC75125
STREET PRO CLUTCH KIT FORD 10.5", 1-1/16 x 10-SPLINE	MC75133

RST & RXT STREET TWIN

CLUTCH KITS

McLeod RST & RSX series street twin plate clutch kits are engineered to bolt to the stock flywheel making them far more economical than other twin plate clutch kits. They RST series holds 800 plus horsepower and the RXT holds 1000 plus horsepower yet they feature softer than stock pedal effort and drive like a stock clutch. Kits include twin 9-11/16" clutch plates with organic facings in RST kits or metallic facings in RXT kits, a strap style floater plate for quiet operation, diaphragm pressure plate and a billet aluminium adapter ring which bolts to the stock flywheel.

RST Series

RST series twin plate clutch kits feature organic facings on both sides and are suitable for 800+ horsepower.

Application	Spline	Part No.
GM LS-X	1-1/8" x 26	MC6912-07*
*Note: MC6912-07 Needs LS1 Flat style flywheel with this application.		
GM 10.5"	1-1/8"-10	MC6913-04
GM 10.5"	1-1/8"-26	MC6913-07
GM 10.5"(with Toploader)	1-1/16"-10	MC6913-03
GM 11.0"	1-1/8"-10	MC6911-04
GM 11.0"	1-1/8"-26	MC6911-07
GM 11"(with Toploader)	1-1/16"-10	MC6911-03
GM LS3 (steel flywheel)	1-1/8" - 26 spline	MC6405507
GM LS3 (VF Holden/LSA)	D/Mass 1-1/8"-26sp	MC6406607M
Ford 10.5"	1-1/16"-10	MC6913-03
Ford 11.0"	1-1/16"-10	MC6911-03
Ford Mustang 5.0L 2015-16	1" - 23	MC6912-25
*Note: MC6912-25 needs MC463458 Flywheel		
Mopar SB	1"-23	MC6913-02
Mopar BB	1-1/16"-10	MC6913-05
Mopar BB	1-3/16"-18	MC6911-05

RXT Series

RXT series twin plate clutch kits feature metallic facings on both sides and are suitable for 1000+ horsepower.

Application	Spline	Part No.
GM LS 6.2L inc F/wheel	1-1/8" x 26	MC6405507M
GM LS1, Ford Modular	1-1/8" x 26 1000HP+	MC6932-07
GM 10.5"(with Toploader)	1-1/16"-10	MC6923-03
GM 10.5"	1-1/8"-10	MC6923-04
GM 10.5"	1-1/8"-26	MC6923-07
Replacement Disc 1-1/8"-26 Spline		MC69224-07
GM 11"(with Toploader)	1-1/16"-10	MC6921-03
GM 11.0"	1-1/8"-10	MC6921-04
GM 11.0"	1-1/8"-26	MC6921-07
Ford 10.5"	1-1/16"-10	MC6923-03
Ford 11.0"	1-1/16"-10	MC6921-03
Ford Mustang 5.0L 2015-16	1" - 23	MC6932-25
*Note: MC6912-25 needs MC463458 Flywheel		
Mopar SB	1"-23	MC6923-02
Mopar BB	1-1/16"-10	MC6923-05
Mopar BB	1-3/16"-18	MC6921-05

STREET TWIN CLUTCH KITS

These McLeod Street Twin clutch kits are designed to be high performance replacements for your OEM clutch. They include a new disk, pressure plate, throwout bearing and billet steel flywheel. The kits are pre-balanced to fit specific applications and include the correct alignment tool for installation.

Application	Spline	Flywheel	Part No.
Chev 265-427	1-1/8"-10	153 Tooth Int Bal	MC64003-00-04
Chev 265-427	1-1/8"-26	153 Tooth Int Bal	MC64003-00-07
Chev 265-427	1-1/8"-10	168 Tooth Int Bal	MC64001-00-04
Chev 265-427	1-1/8"-26	168 Tooth Int Bal	MC64001-00-07
Chev 383-400	1-1/8"-10	168 Tooth Ext Bal	MC64001-2C-04
Chev 383-400	1-1/8"-26	168 Tooth Ext Bal	MC64001-2C-07
Chev SB 86-On	1-1/8"-10	153 Tooth Ext Bal	MC64004-1A-04
Chev SB 86-On	1-1/8"-26	153 Tooth Ext Bal	MC64004-1A-07
Chev 454 Gen-IV	1-1/8"-10	168 Tooth Ext Bal	MC64001-3C-04
Chev 454 Gen-IV	1-1/8"-26	168 Tooth Ext Bal	MC64001-3C-07
Ford 289-351	1-1/16"-10	157 Tooth 280z	MC64301-28-03
Ford 289-351	1-1/16"-10	157 Tooth 500z	MC64301-50-03
Ford 289-351	1-1/16"-10	164 Tooth 280z	MC64302-28-03
Ford 289-351	1-1/16"-26	164 Tooth 280z	MC64302-28-07

DRAG MAG TWIN PLATE CLUTCH KITS

Drag Mag twin plate clutch assemblies for drag racing sport compacts and rotaries are supplied as complete kits and feature steel flywheel assemblies and anodized aluminium pressure plates. These kits are used by front running sport compact and rotary drag racing teams. All these assemblies come without ring gears, but the stock ring gear can be installed on these flywheels.

Application	Spline	Part No
Mazda Rotary Non Turbo	1-3/16" x 18	MC681702-05
Mazda Rotary Non Turbo	1-1/8" x 26	MC681702-07
Mazda Rotary Turbo	1-3/16" x 18	MC681712-00-05
Mazda Rotary Turbo	1-1/8" x 26	MC681712-00-07
Mitsubishi 4G63 Turbo	1-1/8" x 18	MC681902-05
Mitsubishi 4G63 Turbo	1-1/8" x 26	MC681902-07
Toyota with 78mm Crank	1-3/16" x 18	MC681802-05-78
Toyota with 78mm Crank	1-3/16" x 26	MC681802-07-78
Toyota with 86mm Crank	1-3/16" x 18	MC681802-05-86
Toyota with 86mm Crank	1-3/16" x 26	MC681802-07-86

SOFT-LOK DRAG RACING

CLUTCH KITS

McLeod Soft-Lok kits are NHRA and IHRA record holders and meet the demands of the most powerful engines, while offering superb holding power and complete adjustability. The secret behind the McLeod Soft-Lok clutch assemblies is their low static pressure, which results in light pedal effort with soft clutch engagement. This allows a vehicle with up to 1,200 hp to leave the starting line harder without excessive tyre spin, while maintaining enough holding power for the rest of the run. Soft-Lok kits feature a Borg & Beck long style pressure plate with adjustable pressure and counterweights.

Application	Spline	Flywheel	Part No.
Chev 265-427	1-3/16"-18	153 Tooth Int Bal	MC4916-00-05
Chev 265-427	1-3/16"-26	153 Tooth Int Bal	MC4916-00-07
Chev 265-427	1-3/16"-18	168 Tooth Int Bal	MC4910-00-05
Chev 265-427	1-3/16"-26	168 Tooth Int Bal	MC4910-00-07
Chev 454 Gen-IV	1-3/16"-18	168 Tooth Ext Bal	MC4910-3C-05
Chev 454 Gen-IV	1-3/16"-26	168 Tooth Ext Bal	MC4910-3C-07
Ford Small Block	1-1/8"-18	164 Tooth Int Bal	MC4969-00-05
Ford Small Block	1-1/8"-26	164 Tooth Int Bal	MC4969-00-07
Ford Small Block	1-1/8"-18	164 Tooth 280z	MC4969-28-05
Ford Small Block	1-1/8"-26	164 Tooth 280z	MC4969-28-07
Ford 429-460	1-3/8"-10	168 Tooth Int Bal	MC4993-00-06



Xtreme Clutch

Xtreme are a nationally recognised leader in the production and supply of high-performance clutch systems and components. With over 2200 performance clutch kits in both single and multi-plate formats, Xtreme can cater for the needs of high horsepower street, drag, drift and race applications.

HEAVY DUTY ORGANIC - HD

This is the most driveable Xtreme clutch. Using premium organic type clutch facings and upgraded pressure plate clamp-load for significant torque capacity increases with virtually no loss in driveability.

DAMPENED CUSHIONED BUTTON HEAVY DUTY - DCBHD

The Cushioned Button clutch plate features a sprung centre and cushioned Marcel segment between the two sides of the disc, and this gives more progressive clutch engagement, and minimises shudder.

DAMPENED SOLID BUTTON HEAVY DUTY - DSBHD

This system features a sprung centred clutch plate and a solid "paddle style" clutch outer for virtually instant clutch engagement. It can be quite aggressive for street driving and will cope with mild levels of motorsport use.

DAMPENED SOLID BUTTON MOTORSPORT - DSBMS

Using the same solid button clutch plate as the DSBHD kits, Xtreme modifies the pressure plate in this system for massive clamp-load, and fits an SFI approved chromoly casting. Designed to hold massive horsepower on the street, while being equally at home on the track.

Application Guide

Below is a small selection of popular applications. To order, choose which type of kit you require from the descriptions above and add the code to the end of the part number below eg: XCKBU26001HD is a Heavy Duty Organic for a Chev Small Block. Many more applications are available, please contact Rocket sales if your model is not listed.

Application	Part No.
Chevrolet Small Block V8 - 10.5" x 10-Spline	XCKBU26001
Chevrolet Small Block V8 - 11.0" x 10-Spline	XCKBU28001
Chevrolet Small Block V8 - 11.0" x 26-Spline	XCKBU28091
Chevrolet Big Block V8 - 11.0" x 10-Spline	XCKBU28001
Chevrolet Big Block V8 - 11.0" x 26-Spline	XCKBU28091
Chrysler 6 Cylinder 1963-81 - 9.25" x 23 Spline	XCKCY24001
Chrysler Small Block V8 1970-78 - 9.45" x 23 Spline	XCKCY24002
Ford Falcon XR-XB V8 - 10" x 10-Spline	XCKFD26002
Ford Falcon EA-EB 3.9L	XCKFD24002
Ford Falcon EB-AU 4.0L	XCKFD26001
Ford Falcon EB-AU 5.0L V8	XCKFD27001
Ford Falcon BA-BF 4.0L Non-Turbo (kit with FW)	XCKFD27504
Ford Falcon BA-BF 4.0L Turbo	XCKFD27004
Ford Falcon BA-BF 4.0L Turbo Typhoon, Tornado	XCKFD27514
Ford Falcon BA-BF 5.4L V8	XCKFD28520
Holden Commodore V8 6 Cylinder	XCKGM22007
Holden Commodore VC 6 Cylinder	XCKGM23002
Holden Commodore VH-VK 6 Cylinder	XCKGM23001
Holden Commodore VB-VK 253 V8	XCKGM24005
Holden Commodore VB-VK 308 V8	XCKGM26004
Holden Commodore VL 3.0L Non-Turbo	XCKNI24001
Holden Commodore VL 3.0L Turbo	XCKGM26006
Holden Commodore VL 5.0L V8 Carb.	XCKGM26007
Holden Commodore VL 5.0L Walkinshaw	XCKGM27002
Holden Commodore VN-VR 3.8L V6	XCKGM26001
Holden Commodore VN-VR 5.0L V8	XCKGM26003
Holden Commodore VS 3.8L V6 (T5)	XCKGM26001
Holden Commodore VS 3.8L V6 (Getrag)	XCKGM24520
Holden Commodore VS 5.0L V8 (T5)	XCKGM26005
Holden Commodore VS-VT 5.0L V8 (Getrag)	XCKGM27004

Holden Commodore VT-VY 3.8L V6	XCKGM24520
Holden Commodore VT-VZ LS1, L76 (kit with FW)	XCKGM28591
Holden Commodore VZ 3.6L V6	XCKGM26018
Holden Commodore VE 3.6L V6	XCKGM26020
Holden Commodore VE 6.0L GEN-IV (kit with FW)	XCKGM30502
Holden HK-HX 253-308 V8 - 10" x 10-Spline	XCKGM26002
Holden HZ-WB 253-308 V8 - 10" x 10-Spline	XCKGM26004
Holden Torana LH-LX 253-308 V8 - 10" x 10-Spline	XCKGM26002
Mazda MX-5 1.6L NA 1989-95	XCKM220002
Mazda MX-5 1.8L NA 1993-00	XCKM220006
Mazda MX-5 1.8L NB 2000-05	XCKM22015
Mazda RX-2, RX-3, RX-4, RX-5 (exc.10A engine)	XCKM22002
Mazda RX-7 with 10A Engine	XCKM22001
Mazda RX-7 1979-81 Series 1	XCKM22002
Mazda RX-7 1981-83 Series 2	XCKFD22002
Mazda RX-7 1993-85 Series 3	XCKM22003
Mazda RX-7 1986-92 Series 4 & 5	XCKM224004
Mazda RX-7 1992-96 Series 6	XCKM224002
Mazda RX-8	XCKM224005
Mitsubishi Lancer EVO-2, EVO-3	XCKMI23014
Mitsubishi Lancer EVO-4, EVO-5, EVO-6	XCKMI23022
Mitsubishi Lancer EVO-7	XCKMI24004
Mitsubishi Lancer EVO-8, EVO-9	XCKMI24010
Nissan 180SX S13 CA18DET	XCKNI23009
Nissan 180SX S13, S14 SR20DET	XCKNI24003
Nissan 200SX S15 SR20DET	XCKNI24023
Nissan 350Z 12/02-1/05	XCKNI25007
Nissan Pulsar GT1R SR20DET	XCKNI24011
Nissan Pulsar N14 SR20DE	XCKNI22002
Nissan Silvia S13 CA18DE	XCKNI23004
Nissan Silvia S13 CA18DET	XCKNI23009
Nissan Silvia S13, S14 SR20DE	XCKNI24007
Nissan Silvia S13, S14 SR20DET	XCKNI24003
Nissan Silvia S15 SR20DET	XCKNI24023
Nissan Skyline R31 RB30 1989-91	XCKNI24013
Nissan Skyline R32 GTS RB20DET 1989-On	XCKNI24007
Nissan Skyline R32 GTR RB26DETT 1986-2/93	XCKNI24013
Nissan Skyline R32 GTR RB26DETT 2/93-On	XCKNI24014
Nissan Skyline R33 GTS RB25DET 1995-On	XCKNI24007
Nissan Skyline R33 GTR RB26DETT 1995-On	XCKNI24014
Nissan Skyline R34 GTS RB25DET 1999-On	XCKNI25003
Nissan Skyline R34 GTR RB26DETT 1998-On	XCKNI25003
Subaru WRX 2.0L 12/94-12/97	XCKSU23005
Subaru WRX 2.0L 1/97-9/05	XCKSU23006
Subaru WRX 2.5L 10/05-On	XCKSU13015
Subaru WRX STI 2.0L 5-Speed 1/97-9/05	XCKSU23006
Subaru WRX STI 2.0L 6-Speed 1/01-9/05	XCKSU24001
Subaru WRX STI 2.5L 6-Speed 10/05-On	XCKSU24002
Toyota Supra MA70 7MGE 3/86-7/88	XCKTY24007
Toyota Supra MA70 7MGE 10/88-9/90	XCKTY24015
Toyota Supra MA70, MA71 7MGE	XCKTY24009
Toyota Supra JZA80 5-Speed 2JZGE	XCKTY24007
Toyota Supra JZA80 6-Speed 2JZGE, 2JZGTE	XCKTY25002

TORQUE CONVERTERS

CUSTOM STALL CONVERTERS FOR RACE APPLICATIONS MADE TO ORDER. CALL ROCKET FOR ALL PART NUMBERS AND PRICES



**TORQUE
CONVERTERS**

Econo Performance Converters

These Converters are budget priced and are intended for mild street engines up to 350 horsepower. They should not be used with nitrous, superchargers or transbrake but are perfect for street cars and hotrods. **Stall speeds are based on an engine producing 230lb/ft of torque at 2500 RPM. Engines with more torque will stall higher and less torque will stall lower than indicated.**

GM Powerglide & V8 Trimatic	
3500-4000 RPM GM Powerglide	BM400010
Chev & Holden Turbo 350 & 400	
2000-2200 RPM TH-350 & 400 with 10.75" B/C	BM400002
2200-2600 RPM TH-350 & 400 with 10.75" B/C	BM400000
2700-3000 RPM TH-350 & 400 with 10.75" B/C	BM400001
3200-3500 RPM TH-350 & 400 with 10.75" B/C	BM400003
3500-3800 RPM TH-350 & 400 with 10.75" B/C	BM400004
Ford C4	
2000-2400 RPM C4, 26 Spline with 10.5" B/C	BM400007
2800-3200 RPM C4, 26 Spline with 10.5" B/C	BM400009
2500-2800 RPM C4, 24 Spline with 10.5" B/C	BM400011
Ford C6	
2000-2400 RPM C6 with 11.375" B/C	BM400006
Chrysler Torqueflite	
2000-2400 RPM TF-727	BM400008

Tork Master Converters

Recommended for Mild Performance

Applications • New alloy pump drive tube • Needle thrust bearing when factory equipped • New thrust washer between turbine and cover when required

• The best "value priced" street performance converters available • Pressure tested and fully balanced • Tork Master converters are not recommended for big blocks or supercharged engines. Similar in performance characteristics to the Hole Shot series, the Tork Master is B&M's lowest cost performance torque converter.

The Tork Master is a good, all-round performance street converter.

TORK MASTER 2000

- 1900-2100 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350 with 10.75" bolt circle	BM20400
GM '65-'91 TH400 with 10.75" bolt circle	BM20400
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70420
Chrysler '67-'81 Torqueflite A-727	BM10416
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50440

TORK MASTER 2400

- 2300-2500 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20404
GM '65-'91 TH400, TH425, TH375	BM20404
GM '84-'93 TH700-R4 30 spline, Lockup (V8 Only)	BM70418
Chrysler '67-'81 Torqueflite A-727	BM10417
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50441

TORK MASTER 3000

- 2800-3200 RPM
- Small Blocks (Not for Big Blocks)

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20402
GM '65-'91 TH400, TH425, TH375	BM20402
Chrysler '67-'81 Torqueflite A-727	BM10418
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50442

HoleShot Converters

Recommended for Street Rod, Pro Street & Street Machines

• Furnace brazed impeller • New precision steel alloy pump drive tube • Heavy duty needle bearings between stator and impeller (not a thrust washer) • Needle bearing between stator & turbine • Furnace brazed turbine • Dual pattern drive lugs on some GM HoleShots • New turbine hub • New springs and rollers in stator • A great choice for Street machines and Hot Rods looking for better launch capabilities and more strength. Engines smaller than 350cid may not produce the torque at 2,500rpm to achieve stall speed indicated. HoleShot Series converters are not to be used in transbrake applications.

HOLESLOT 2000

- 1900-2100 RPM
- Small and Big Blocks
- Mild Performance Applications
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70417
GM '97-'03 4L60E Com LS-1, Lockup 2000RPM	BM70440
GM '4L80E Holden 2000RPM	BM70431

HOLESLOT 2400

- 2300-2500 RPM • Small and Big Blocks • Mild to Serious Performance Applications • Furnace Brazed, Fully Balanced
- Great for crate motors

Application	Part No.
GM '65-'91 TH400 with 10.75" bolt circle	BM20412
GM '68-'81 TH350 with 10.75" bolt circle	BM20412
GM 'Powerglide & Trimatic	BM20411
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70419
GM '97-'03 4L60E Commodore LS-1, Lockup	BM70441
GM '4L80E Holden 2400RPM	BM70433
Chrysler '67-'81 Torqueflite A-727	BM10415
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50416

HOLESLOT 3000

- 2800-3200 RPM • Small and Big Blocks • Serious Performance
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20413
GM '65-'91 TH400, TH425, TH375	BM20413
GM '84-'93 TH-700-R4 30 spline, Lockup (V8 Only)	BM70425
GM '97-'03 4L60E Commodore LS-1, Lockup	BM70442
Chrysler '67-'81 Torqueflite A-727	BM10425
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50436

HOLESLOT 3600

- 3400-3800 RPM • Small and Big Blocks Serious Performance
- Applications • Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20425
GM '65-'91 TH400, TH425, TH375	BM20425

Nitrous HoleShot**Converters**

Recommended for Street Rod, Pro Street & Street Machines with nitrous systems

- Furnace brazed impeller
- New precision steel alloy pump drive tube
- Heavy duty needle bearings between stator and impeller (not a thrust washer) • Needle bearing between stator & turbine • Furnace brazed turbine • Dual pattern drive lugs on some GM HoleShots • New turbine hub • New springs and rollers in stator • Anti-balloon plate. Built to take the instant horsepower of nitrous engines with anti-balloon plate and heavy duty internals.

NITROUS HOLESLOT 2400

- 2300-2500 RPM • Small and Big Blocks • Mild to Serious Performance Applications • Furnace Brazed, Fully Balanced
- Great for big cube crate motors

Application	Part No.
GM '65-'91 TH400, TH425, TH375	BM20480
GM '68-'81 TH350, TH375B (not TH-350C)	BM20480
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50449

NITROUS HOLESLOT 3000

- 2800-3200 RPM • Small and Big Blocks • Serious Performance
- Furnace Brazed, Fully Balanced

Application	Part No.
GM '65-'91 TH400, TH425, TH375	BM20481
GM '68-'81 TH350, TH375B (not TH-350C)	BM20481
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50450

NITROUS HOLESLOT 3600

- 3400-3800 RPM • Small and Big Blocks • Serious Performance
- Applications • Furnace Brazed, Fully Balanced

Application	Part No.
GM '68-'81 TH350, TH375B (not TH-350C)	BM20482
GM '65-'91 TH400, TH425, TH375	BM20482
Ford '70-'82 C4 with 10.5" bolt circle, 26 spline	BM50447

Quick 60 Racing Torque Converter - 9"

The 9" Quick 60 converter is designed for the Super Class racer with a big engine combination (540 CID +) or supercharged application. When an 8" is too loose and a 10" is too tight you will find this is the ideal converter for quick reaction and great top end MPH. The 9" will provide the type of stall you are looking for and still provide excellent MPH for the top end charge, while keeping your engine RPM in a range the engine can handle. All 9" Quick 60 converters feature small bolt circle and include motor plate spacer kits for 1/8" and 1/4" motor plates. Same construction characteristics as the 8" Quick 60 converters including anti-balloon plates, steel billet turbine hub, furnace brazed impeller and turbine, super duty thrust bearings, super duty drive lugs, new precision pump drive tube and 22 element sprag. Fully balanced and pressure tested.

BM20670 TH-400 Spline 10.75" bolt circle 5600-6000 Stall

BM20671 TH-400 Spline 10.75" bolt circle 5900-6100 Stall

BM20672 TH-400 Spline 10.75" bolt circle 6200-6400 Stall

GM CONVERTER LOCK-UP CONTROL

For GM TH-700, 4L60, 200, 200-4R & 350 with lockup converter. Provides dash mounted control to govern converter lockup at speeds between 30 & 90 mph (48 & 144 kph). LED indicates converter as locked or unlocked. Provides control of converter lockup through vehicle speed. Can be used for lockup operation when converting a non-lockup equipped vehicle to a lock-up style transmission and converter.

Application	Part No.
GM with Mechanical Speedo Cable (8ppm pulse rate)	BM70244
GM with Electronic Speedo (40ppm pulse rate only)	BM70248

Torque Converter Lock Up Kit

Control the lockup converter on your GM Turbo 700R4 overdrive transmission with your carburetted engine. With our easy to install Lock-Up Kit you don't need the computer or speed sensor. A vacuum controlled switch and a 4th gear pressure switch/lock up solenoid combination controls the lockup. Brake switch for disengaging also included. Comes with everything to complete the job including a pan gasket.

Turbo 700R4 Torque Converter Lock Up Kit PW60109

TCL
AUTOMOTIVE

TCL Streetfighter Torque Converters**10" street/strip C4 torque converter**

Suit large diameter flex plate 11-7/16" bolt Pattern. Dipstick in pan boxes. 3000 - 3500 RPM 26 Spline (164 tooth commonly referred to as Cleveland C4) .

Breakaway 11" street/strip C4 torque converter

Suit large diameter flex plate 11-7/16" bolt Pattern. Dipstick in pan boxes. 2300 - 2500 RPM 26 Spline (164 tooth commonly referred to as Cleveland C4) .

TCL451300

HUGHES
PERFORMANCE

HUGHES PERFORMANCE STREET/ STRIP COVERTER**FULL MISER 1000-1200**

This is our gas mileage converter. By reducing the amount of slippage in our Fuel Miser converter by 25-30% we can effectively increase gas mileage by 2-4 miles per gallon, with a closer 1 to 1 lock-up. Your transmission will run cooler with less friction, reducing heat build-up. Actual mileage gains may vary according to your type of driving and installation. Recommended for 400 cubic inch and larger gas engines as well as all diesel applications.

STREET ROD 2000-2200

This converter was designed and manufactured for the street rod enthusiast needing that slight edge of the O.E.M stock converter. This unit has silicon brazing for strength, needle bearings for reliability, and stator modifications for more torque multiplication.

STREET MASTER 2200-2500

The "Street" converter was design for the driver who is looking for that competitive advantage. By raising the stall RPM you can eliminate that slow, sluggish start. Recommended for stock to slightly modified engines to achieve performance, along with a smooth idle when the car is in gear.

Application	Fuel Miser Series	2000 Stall Series	2500 Stall Series
GM			
POWERGLIDE	HTP8FUEL	HTPG20	HTPG25
TH350	HTGM11FUEL	HTGM20	HTGM25
TH400	HTGM4FUEL	HTGM20400BP	HTGM25-400BP
TH350 & TH400		HTGM20HD	HTGM25HD
H/D Sprag & Stator			
TH700 R4 / 4L60 (1985-92 4 Speed)	HTGM22LFUEL	HT22-20L	HTGM22-25L
4L60E Electronic Cont (1993-98 4 Speed)	HTGM22LFUEL	HT22-20L	HT22-25L
4L60E LS1, LS2, LS6 30 Spline, Lock-Up		HT22-20EL	HT22-25EL
FORD			
C4 1964-69 24 SPL (10.5" Bolt Pat)	HTF30FUEL	HT30-20	HT30-25
C10 1964-69 24 SPL (11.5 Bolt Pat)	HTF23FUEL	HT23-20	HT23-25
C4 1970-81 26 SPL (10.5 Bolt Pat)	HTF41FUEL	HT41-20	HT41-25
C10 1970-81 26 SPL (11.5 Bolt Pat)	HTF42FUEL	HT42-20	HT42-25
C4 1970-81 26 SPL (10.5 Bolt Pat) H/D Sprag & Stator		HT41-20HD	HT41-25HD
C10 1970-81 26 SPL (11.5 Bolt Pat) H/D Sprag & Stator		HT42-20HD	HT42-25HD
C6 1966-91 W/302, 351, 400 & 460 V8 & 1.375" Conv Pilot	HTF43FUEL	HT43-20	HT43-25
CHRYSLER			
A904 1968-On, 27 Spl All 6cyl & 273-318	HT27FUEL	HT27-20	HT27-25
A727 1967-On All With 27 Spl Input	HT24FUEL	HT24-20	HT24-25
A904 1968-On, 27 Spl All 6cyl & 273-318-360, Balanced			HT27-25360BAL

HUGHES PERFORMANCE PRO-STREET / COMPETITION CONVERTERS**Pro-Street 30 Series**

All Pro-Street converters are brazed to increase strength and have full needle bearing design, front and rear to insure reliability. All stall speeds are approximate and will depend upon application.

Street/Strip 35 Series

Excellent for weekend racing and high performance street use. All converters are brazed and feature a strengthened sprag, special cut stator, and full needle bearings front and rear.

Competition Converter 40 Series

This Hughes Street and Strip converter is exclusively designed for the serious racer. The replacement of the fiber thrust washers with heavy duty needle bearings packages enables this converter to be run on the street, but is recommended for the strip.

Pro Competition 45 Series

All Pro Competition series converters have full needle bearing replacement of fiber washers. Special silicon spot brazing on top and bottom add to strength and reliability. Hughes performance installs

Application	3000 Stall Series	3500 Stall Series	4000 Stall Series	4500 Stall Series
GM				
POWERGLIDE	HTPG30	HTPG35	HTPG40	HTPG45
TH350	HTGM30	HTGM35	HTGM40	HTGM45
TH400	HTGM30	HTGM35	HTGM40	HTGM45
TH350 & TH400	HTGM30HD	HTGM35HD	HTGM40HD	HTGM45HD
H/D Sprag & Stator				
4L60 1985-92 (4 Speed OD 30 Spline Lockup)	HT22-30L	HT22-35L	HT22-40	HT22-45
4L60E 1993- (4 Speed OD W/Lockup 30 Spl)	HT22-30EL	HT22-35EL	N/A	N/A
4L60E LS1,LS2,LS6	HT22-30EL	HT22-35EL		
30 Spline, Lock-Up Billet Cover				
4L80E HD with Lock-Up, 35 Spline 11" Billet Cover & Pump, 91-99		HT25-35LHD		

FORD				
C4 1964-69 24 SPL (10.5" Bolt Pat)	HT30-30	HT30-35	HT30-40	HT30-45
C10 1964-69 24 SPL (11.5 Bolt Pat)	HT23-30	HT23-35	HT23-40	HT23-45
C4 1970-81 26 SPL (10.5 Bolt Pat)	HT41-30	HT41-35	HT41-40	HT41-45
C10 1970-81 26 SPL (11.5 Bolt Pat)	HT42-30	HT42-35	HT42-40	HT42-45
C4 1970-81 26 SPL (10.5 Bolt Pat) H/D Sprag & Stator	HT41-30HD	HT41-35HD	HT41-40HD	HT41-45HD
C10 1970-81 26 SPL (11.5 Bolt Pat) H/D Sprag & Stator	HT42-30HD	HT42-35HD	HT42-40HD	HT42-45HD
C6 1966-91 W/302, 351, 400 & 460 V8 & 1.375" Conv Pilot	HT43-30	HT43-35	HT43-40	HT43-45
CHRYSLER				
A904 1968-On With 27 Spline	HT27-30	HT27-35	HT27-40	HT27-45
A727 1967-01 With 24 Spline	HT24-30	HT24-35	HT24-40	HT24-45



PRO SERIES RACE CONVERTERS

These custom units are the finest available and offer a number of upgrades from our performance converter line. All units feature silicon spot brazed fins. A forged aluminium stator is also used because of its ability to multiply torque better than a steel stator. Other features include a 4130 Chrome-Moly Turbine Hub, a redesigned Internal Sprag, with New Springs and Rollers, Torrington Bearings, a Process-90 Hardened Hub and Dual Anti-Ballooning plates. Each unit is hand crafted from these parts to build a specialty unit for your application only. Using a variety of fin angles and stators, as well as different types of turbine clearances and sprags, Hughes puts together a winning combination for your vehicle every time.

PRO-III Series This series is available in 8", 9", and 10" configurations and is among the best known full competition unit. Literally thousands of these units have been produced, and when repeatability is important, this is the converter most people insist on. The prime characteristic of PRO III SERIES torque converters is the hard launch, but soft transition down track, allowing more consistency and ability to repeat. In many cases, variance of 60' times will only be a few thousandths from the first to the last round.

PRO-IV SERIES PRO IV Series are more aggressive by design. The units are normally good for slightly higher m.p.h. Units are designed with more furnace brazing which produces less efficiency loss and less slippage, therefore producing higher miles per hour. This unit will still produce excellent repeatability, a must for bracket-type race situations. Units are available in 8", 9", and 10" configurations.

PRO-V Series This full race converter is available from an entirely new casing and built differently than our other full race torque converters. The trend towards bigger and more powerful engines is what spawned this particular bad boy series of converters. The unit is our most aggressive race converter delivering a hard hit off the line and soft transition down track with no loss in top end efficiency and m.p.h. It runs faster than any other race series we've ever produced, yet gives consistency at 60' you won't believe, and still lets you kill the tree. If more m.p.h. is what you're looking for, order our 95 Series today.

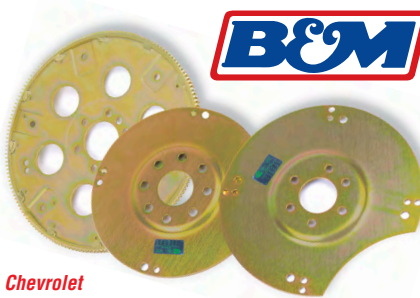
All Pro Series are Special Order units Only.
Call Rocket Today To Order Your Custom Converter

TRANSMISSION

GM POWERGLIDE	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"	PRO V - 8"	PRO V - 9"	PRO V - 10"
1962-On	HTPG73	HTPG83	HTPG93	HTPG103	HTPG85	HTPG95	HTPG96
TURBO 350 & 400	PRO IV - 8"	PRO IV - 9"	PRO IV - 10"	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"
	HTPG84	HTPG94	HTPG104	HTGM73	HTGM83	HTGM93	HTGM103
	PRO IV - 8"	PRO IV - 9"	PRO IV - 10"	PRO III - 7"	PRO III - 8"	PRO III - 9"	PRO III - 10"
	HTGM73	HTGM83	HTGM93	HTGM73	HTGM83	HTGM93	HTGM103
FORD C4 1964-On (Specify pilot size/ Bolt pattern)	HTF73	HTF83	HTF93	HTF103	HTF84	HTF94	HTF104
FORD C6 1966-84 All Motors, (Specify Pilot Size)	HTF73	HTF83	HTF93	HTF103	HTF84	HTF94	HTF104
CHRYSLER A904 1968-On W/27 Spline	HTC73	HTC83	HTC93	HTC103	HTC84	HTC94	HTC94
CHRYSLER A727 1967-On W/24 Spline	HTC73	HTC83	HTC93	HTC103	HTC84	HTC94	HTC94

RACE CONVERTER SERIES

FLEXPLATES



Chevrolet

Standard SFI Flexplates

Chev SB 262-350 to 1985 168 Tooth Internal Balance 10-3/4 & 11-1/2" B/C	BM20230
Chev SB 262-350 to 1985 153 Tooth Internal Balance 10-3/4 B/C	BM20237
Chev SB 383-400 to 1985 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20232
Chev SB 262-400 1986-97 153 Tooth External Balance 10-3/4" B/C	BM20238
Chev SB 262-400 1986-97 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20239
Chev BB 396-427 to 1990 168 Tooth Internal Balance 10-3/4 & 11-1/2" B/C	BM20230
Chev BB 454-496 to 1990 168 Tooth External Balance 10-3/4 & 11-1/2" B/C	BM20233

Chrysler Standard SFI Flexplates

B&M externally balanced Chrysler engine flexplates must be used when changing converters on an externally balanced engine. Supplied without ring gear. BM10237 suits 440 engines with cast cranks and BM10238 suits 440 engines with forged cranks.

Chrysler SB 360 w/TF727 1971-92 External Balance 10" & 11-1/8" B/C	BM10236
Chrysler SB 360 w/TF904 1971-92 External Balance 10"	BM10239
Chrysler BB 383 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237
Chrysler BB 400 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237
Chrysler BB 440 w/TF727 1971-On External Balance 10" & 11-1/8" B/C	BM10237

Chrysler SB-BB w/TF727 Six Bolt Internal Balance 10" & 11-1/8" B/C	BM10230
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Ford Non-SFI Replacement Flexplates

Ford 289-302W w/C4 1968-81 157 Tooth 28oz 10-1/2" B/C	BM50236
Ford 289-351C w/C4 1968-81 164 Tooth 28oz 11.4" B/C	BM50237
Ford 302W-5.0 w/AOD 82-95 164 Tooth 50oz 11.4" B/C	BM50238
Ford 289-351W w/C4 1969-on 157 Tooth Int. Bal. 10-1/2" B/C	BM50246
Ford 289-351C w/C4 1968-81 164 Tooth 28oz 11.4" B/C	BM50237
Ford 302W-5.0 w/AOD 82-95 164 Tooth 50oz 11.4" B/C	BM50238
Ford 302W-5.0 w/C4 1982-95 157 Tooth 50oz 10-1/2" B/C	BM50239
Ford 289-351W w/C4 1969-on 157 Tooth Int. Bal. 10-1/2" B/C	BM50246



HUGHES FLEXPLATES

Double Welded Hughes flexplates are .035" thicker than OEM and in most applications will withstand the punishment and shock of today's high horse power and high RPM engines. Our race Application flexplates will handle all Hughes high stall converters. For street, strip, and off road strength, Hughes Performance meets the needs.

Description	Part No
LS Series 168 tooth SFI, Extreme Series (4mm thick)	HTHP4004X-EBP
"Dished" Flexplate, Will NOT replace "Flat" Flexplate on 6.0L w/Extended Crank Flange With 6 lug bolt pattern	



TCI LS-1 & LS-2 SFI FLEXPLATES

- SFI 29.1 approved
 - Includes mounting hardware
 - Made in the USA from plasma-cut, Blanchard-ground, billet steel plate
 - Lightweight design for quick engine response
 - Dual bolt patterns, stock LS1 and small GM bolt pattern
- Chev/Holden LS-1/LS-2** TCI399753
Crank Spacer Pilot Extension Suit TCI399753
Chev LS Flexplate #399753 TCI399753



TCI FORD SFI FLEXPLATES

These small block flexplates are constructed to exacting standards and are SFI 29.1 approved. Built extra-thick with welds on both sides of the ring gear. These flexplates are precision balanced and checked for runout. These work with internally balanced 289-351C, 351M-400M engines with the 10.5" torque converter bolt circle.

Ford Small Block, Internal Bal. 157 tooth TCI529615
Ford Small block, Internal Bal. 164 tooth TCI529625
Ford 302-351C, 28oz 10.5" Bolt Pattern, 157 Tooth TCI529618
Ford 302-351C, 28oz 11.5" Bolt Pattern, 164 Tooth TCI529628

TCI Flexplates

TCI® offers flexplates for street use for popular Chrysler, Ford and Chevy applications. Stock replacement, stamped, heavy-duty flexplates are available for Ford, Chrysler and Chevy applications, while a complete line of .140" thick Chrysler and Ford flexplates with GM and Ford bolt patterns are available use with adapter plate kits. Extra durable flexplates from TCI® are also available for Ford and Chevy circle track applications.

- Constructed from a high tensile strength material
 - Resists elongation & cracking
 - Available for popular Chrysler, Ford & Chevy applications
 - Circle track applications also available
- Chev Small Block 168T Int Bal & Big Block (Exc 454)** TCI399273
Chev Small Block 168T Ext Bal 400 Chev TCI399373
Big Block Chev 168T Ext Bal 454 Chev TCI399473



GM LSA Flexplate

When retrofitting the 2012 Chevy Camaro ZL1 for racing with an automatic transmission, the TCI® GM LSA Flexplate is a must. Engineered to prevent runout, ring gear bounce and other damaging problems, these flexplates offer unmatched strength and protection. Thicker than factory flexplates, the SFI 29.1 approved TCI® plates are precision ground from ultra-durable A36 steel. They are dynamically balanced for performance and electro-coated for protection against the elements. This is the perfect upgrade for any increased horsepower 2012 Camaro ZL1 that has been converted to an automatic transmission. The flexplate is also a valuable tool for vehicles other than Camaros with LSA engine transplants and automatic transmissions.

Chev LSA-Series, LS Bolt Pattern (11.1) & GM Dual Bolt Pattern 10 3/4", 168 Tooth TCI399756
(A TCI Special Build Converter Must Be Used In Order To Fit 4L60E Transmission)



FI FORD Conversion Flexplate

- Ford applications,
 - OEM-style small block
 - xplates are constructed precise standards and
 - SFI 29.1 approved.
 - It extra-thick with
 - lds on both sides of
 - ring gear, these
 - xplates are precision-lanced and checked for
 - out. Dual GM Pattern. Conversion Use Only.
 - FI-Approved Flexplate • 164 Tooth • Internal Balance .375" Pilot Crankshaft • GM Dual Bolt Pattern
 - Suit Small Block Ford 289-351W, 302-351C, 351-400M
- Part No. TCI529632**



SCAT SFI APPROVED FLEXPLATES

Scat SFI flexplates are extra thick, double welded and gold anodized.

HOLDEN 253-304-308 153 Tooth - Internal SCFP-308-SFI
Chev SB 153 Tooth - Internal SCFP-305-SFI
Chev SB 168 Tooth - Internal SCFP-350-SFI
Chev SB 168 Tooth - External SCFP-400-SFI
Chev SB 168 Tooth - External - 1-pc rear seal SCFP-350L-SFI
Chev SB 153 Tooth - External - 1-pc rear seal SCFP-302L-SFI
Chev BB168 Tooth - External SCFP-454-SFI
Chev BB 168 Tooth - External - 1-pc rear seal SCFP-454L-SFI
Holden 253-304-308 153 Tooth - Internal Balance SCFP-308-SFI
Ford 302W 157 Tooth - 28.2 oz Ext - 10.5" B/C SCFP-302157-SFI
Ford 302W 164 Tooth - 28.2 oz Ext - 11.5" B/C SCFP-302E-SFI
Ford 302W 164 Tooth - 50.5 oz Ext - 11.5" B/C SCFP-302N-SFI
Ford 302W 164 Tooth - Internal - 11.5" B/C SCFP-351-SFI
Ford 302-351C 164 Tooth - External SCFP-428-SFI
Ford 428 FE 184 Tooth - External SCFP-460-SFI
Ford 429-460 164 Tooth - External SCFP-460A-SFI
Ford 429-460 164 Tooth - Internal SCFP-455-SFI
Pontiac BB 166 Tooth - Internal SCFP-455-SFI





SFI APPROVED HEAVY DUTY FLEXPLATES

Introducing the new range of Aeroflow Performance SFI approved flexplates. These heavy duty flexplates are manufactured with extra thick material and double welded. These flexplates will withstand the extreme power and RPM of today's engines safely under the SFI accreditation label. They are available to suit Chev, LS, Ford and Holden.

Description	Part No.
LS Chev	
168 Tooth - with TH350-400 & Powerglide Conversion, Includes Crank Adapter, Neutral/Internal Bal	AF89-350-THSFI

SB Chev	
153 Tooth - Neutral / Internal Balance	AF89-305SFI
168 Tooth - Neutral / Internal Balance	AF89-350SFI
168 Tooth - External Bal - 1- piece rear seal	AF89-350LSFI
153 Tooth - External Bal - 1- piece rear seal	AF89-350L-153SFI
168 Tooth - External Balance	AF89-400SFI

BB Chev	
168 Tooth - External Balance	AF89-454SFI
168 Tooth - External Balance 1-piece rear seal	AF89-454LSFI

BB Ford 429/460	
164 Tooth - External Balance	AF89-460SFI
164 Tooth - Neutral / Internal Balance	AF89-460ASF

SB Ford Windsor & Cleveland	
164 Tooth - 28.2oz / External balance	AF89-302ESFI
11.5" Converter Bolt Circle	
164 Tooth - 50.5oz / External balance	AF89-302LSFI
11.5" Converter Bolt Circle	
164 Tooth - Neutral / Internal balance	AF89-302NSFI
11.5" Converter Bolt Circle	
157 Tooth - 28.2oz / External balance for Stroker - 10.5" Converter bolt Circle	AF89-302-157SFI
157 Tooth - 50.5oz / External balance Replacement - 10.5" Converter bolt Circle	AF89-302-157-50S

HOLDEN V8	
153 Tooth - Internal Bal 253-304-308	AF89-308SFI

HEAVY DUTY FLEXPLATES (NON SFI)

Aeroflow's heavy duty flexplates are manufactured with extra thick material and double welded. These flexplates will withstand the extreme power and RPM of today's engines. Available for Chev LS, Ford and Holden.

LS Chev	
168 Tooth - with TH350-400 & Powerglide Conversion, Includes Crank Adapter, Neutral/Internal Bal	AF89-350-TH

SB Chev	
153 Tooth - Neutral / Internal Balance	AF89-305
168 Tooth - Neutral / Internal Balance	AF89-350
168 Tooth - External Bal - 1- piece rear seal	AF89-350L
153 Tooth - External Bal - 1- piece rear seal	AF89-350L-153
168 Tooth - External Balance	AF89-400

BB Chev	
168 Tooth - External Balance	AF89-454
168 Tooth - External Balance 1- piece rear seal	AF89-454L

BB Ford 429/460	
164 Tooth - External Balance	AF89-460
164 Tooth - Neutral / Internal Balance	AF89-460A

SB Ford Windsor & Cleveland	
164 Tooth - 28.2oz / External balance	AF89-302E
11.5" Converter Bolt Circle	
164 Tooth - 50.5oz / External balance	AF89-302L
11.5" Converter Bolt Circle	
164 Tooth - Neutral / Internal balance	AF89-302N
11.5" Converter Bolt Circle	
157 Tooth - 28.2oz / External balance for Stroker - 10.5" Converter bolt Circle	AF89-302-157
157 Tooth - 50.5oz / External balance Replacement - 10.5" Converter bolt Circle	AF89-302-157-50

Holden V8	
153 Tooth - Internal Bal 253-304-308	AF89-308



PIONEER FLEXPLATES

Heavy Duty (HD) flexplates are Double Welded, .030" Thicker than OEM and are Yellow Dichromate Plated.

Chev 262-350 to-1985, 153 Tooth, Internal Bal.	PIFRA-112
Chev 262-350 to-1985, 168 Tooth, Internal Bal.	PIFRA-100
Chev 262-350 to-1985, 168 Tooth, Internal Bal. HD	PIFRA-100HD
Chev 262-350 1986-on, 153 Tooth, External Bal.	PIFRA-160
Chev 262-350 1986-on, 168 Tooth, Internal Bal.	PIFRA-159
Chev 383-400 to 1985, 168 Tooth, External Bal.	PIFRA-104
Chev & Holden LS-1 & LS-6, Internal Bal.	PIFRA-471
Chev 396-427 to 1990, 168 Tooth, Internal Bal.	PIFRA-100
Chev 454-496 to 1990, 168 Tooth, External Bal.	PIFRA-111
Chev 454-496 to-1990, 168 Tooth, External Bal. HD	PIFRA-111HD
Chev 454-502 Gen-VI, External Balance	PIFRA-321
Chrysler 318-440 6-Bolt, Internal Bal.	PIFRA-303
Ford V8 Chev. & Wind. 157 Tooth Fits C4	PIFRA-203
Ford V8 Chev. & Wind. 157 Tooth Fits C4 HD	PI871009
Ford V8 Chev. & Wind. 164 Tooth C4 & FMX Trans	PIFRA-205

Ford 429-460 164 Tooth Fits all Autos Except C6	PIFRA-207
Ford 429-460 164 Tooth with Counterweight	PIFRA-230
Ford 429-460 184 Tooth Fits C6 Only	PIFRA-224
Ford 390 FE 184 Tooth	PIFRA-212
Ford 428 FE 184 Tooth Fits C6 Only	PIFRA-224



Meziere SFI Billet Flex Plates

These plates are clearly the superior choice for quality and precision. Machined to exacting tolerances from 4340 round bar, our proprietary manufacturing process ensures the strongest gear tooth, least runout, and the best longevity on the market. All of our flexplates are certified to SFI 29.1.

- Concentric machined to .005 • One piece design - 100% machined • Proprietary heat treating process
- Chamfered gear tooth provides better engagement
- 12 pitch tooth profile

Chevy 168 Tooth Neutral Billet	MZF300
Chevy 153 Tooth Neutral Billet	MZF301
Ford Big Block 164 Tooth Neutral Billet	MZF308
Ford Small block 157 Tooth Neutral Billet	MZF311
Ford Small block 157 Tooth 28oz Billet	MZF311A
Ford Small block & 351c 164 Tooth 28oz Billet	MZF312A
LS1 to LS8 168 Tooth Neutral Billet	MZF319
Chev 168 Tooth Neutral Billet	MZF3006
(Converter pattern 1 - 6 holes 7/16" diameter on 10.75" bolt circle, pattern 2 - 3 holes 1/2" diameter on 10.75" bolt circle.)	
Chev 168 Tooth Neutral Billet, Low Inertia	MZF3037
(Converter pattern 1 - 3 holes 7/16" diameter on 10.75" bolt circle.)	

STARTER/FLEXPLATE COMBO

Chevy 168 Tooth Neutral Billet 10 Pitch Tooth Profile	MZTSF110
Chevy 168 Tooth Neutral Billet 12 Pitch Tooth Profile	MZTSF112

Meziere "True Start" Starter Motors

Well known among today's racers is the pain of starter failure. Because we are involved in the high performance automotive industry as manufacturers as well as competitors, we know the trouble that enthusiasts are having and we try extremely hard produce products that are needed but unavailable. Our starters are tested to the extreme and are not sold until everything is right. Standard testing includes amp draw, power and rotational speed under load as well as free rev testing to ensure proper balance of internal rotating parts. We are raising the industry standard to bring to you truly trouble-free parts for your vehicle.

Chevy Offset Super Duty 2.2kw starter	MZTS400
Ford 164 tooth Super Duty 2.2kw starter	MZTS408
Ford 164 tooth Super Duty 2.2kw starter Adj Gear	MZTS409

STARTER/FLEXPLATE COMBO

Chevy 168 Tooth Neutral Billet 10 Pitch Tooth Profile	MZTSF110
Chevy 168 Tooth Neutral Billet 12 Pitch Tooth Profile	MZTSF112

FLYWHEELS



STEEL FLYWHEELS

Cast iron flywheels are prone to explosion. For safety reasons billet flywheels are now required equipment in most motorsport applications. All Yella Terra flywheels are precision CNC machined from a solid steel billet and fitted with an OEM quality ring gear. They are available in a choice of standard and lightweight models. Some popular applications are also available in the new ultra lightweight reduced peripheral mass (RPM) designs that are effectively as light as alloy with the strength of steel, providing an engine is balanced within commercial or performance tolerance, these flywheels can be fitted with confidence.

Steel Flywheels - Standard Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	15kg	YT9900
Chev V8 11" Neutral Balance 168 Tooth	15kg	YT9901
Chev V8, 1-Piece Seal, C/balanced 168 T	15kg	YT9011
Chev V8, 1-Piece Seal, C/balanced 153 T	15kg	YT9907
Chev V8 LS1, LS2 & LS6, 5.7L & 6.0L	10.75kg	YT9910
Ford V8 11" Counterbalanced 164 Tooth	12kg	YT9902
Ford V8 11" Neutral Balance 164 Tooth	12kg	YT9902N
Ford V8 5.0L Counterbalanced 157 Tooth	10.5kg	YT9909
Ford V8 5.0L Neutral Balance 157 Tooth	10.5kg	YT9909N
Ford 4.6L & 5.4L V8 with 8-Bolt Crank	13.6kg	YT9914
Ford 4.0L OHC Turbo	9kg	YT9913
Holden 6 Cylinder 173-202	10.6kg	YT9904
Holden V8 10.5" 253-308	13kg	YT9903
Holden V8 LS1, LS2 & LS6, 5.7L & 6.0L	10.75kg	YT9910

Steel Flywheels - Light Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	12.8kg	YT9900L
Chev V8 11" Neutral Balance 168 Tooth	11.5kg	YT9901L
Chev V8, 1-Piece Seal, Counterbalanced	11.2kg	YT9907L
Ford V8 11" Counterbalanced 164 Tooth	10.8kg	YT9902L

Ford V8 11" Neutral Balance 164 Tooth	10.8kg	YT9902NL
Ford V8 5.0L Counterbalanced 157 Tooth	8.5kg	YT9909L
Ford V8 5.0L Neutral Balance 157 Tooth	8.5kg	YT9909NL
Ford 289-302W - 157T 28oz EXT Bal	8.5kg	YT9915L
Holden 6 Cylinder 173-202	8.6kg	YT9904L
Holden V8 10.5" 253-308	10.8kg	YT9903L

Steel Flywheels - RPM Ultra Light Weight

Application	Weight	Part No.
Chev V8 10.5" Neutral Balance 153 Tooth	7.5kg	YT9900RPM
Chev V8 LS1, LS2 & LS6, 5.7L & 6.0L	6.5kg	YT9910RPM
Holden 6 Cylinder 173-202	6.05kg	YT9904RPM
Holden V8 10.5" 253-308	7.0kg	YT9903RPM
Holden V8 LS1, LS2 & LS6, 5.7L & 6.0L	6.5kg	YT9910RPM

CHEV COUNTERBALANCE PLATE

The Chev counterbalance plate bolts between the crank and flywheel and allows the use of a neutrally balanced flywheel on externally balanced 400 & 454 engines.

Counterbalance Plate for Chev 400 & 454	YT9920
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MCLEOD Steel Flywheels

McLeod steel flywheels are CNC machined from billet steel and meet SFI specs for competition use.

Application	Ring Gear	Part No.
Chev Small Block, Internal Balance	153 Tooth	MC460300
Chev Small & Big Block, Internal Balance	168 Tooth	MC460130
Chev LS Series, Internal Balance	168 Tooth	MC460530
Ford 260-302W Internal Balance	157 Tooth	MC463100
Ford Chev & Windsor Internal Balance	164 Tooth	MC463200
Ford 5.0L Coyote, 11" Mustang Clutch	164 Tooth	MC463458
Ford 428 FE Int/Ext Bal Incl. Bolt On C/W	184 Tooth	MC463215

Bolt On Counterweight Kits

Bolt on counterweight kits to convert McLeod Flywheels to external balance.

Kits include bolts and multiple weights to suit all applications.

Application	Part Number
Chev Small & Big Block	MC560222
Ford Small Block, 28oz & 50oz	MC563333



FLYWHEELS & RING GEARS

Pioneer manual flywheels and starter ring gears for popular Chev and Ford applications are an economical replacement for stock or mild performance vehicles.

Flywheels

Application	Part No.
Chev V8 327-427 1955-85 Internal Balance 168 Tooth	PIFW-100
Chev V8 327-427 1955-85 Internal Balance 153 Tooth	PIFW-147
Chev V8 383-400 1955-85 External Balance 168 Tooth	PIFW-102
Chev V8 305-350 1986-93 External Balance 168 Tooth	PIFW-109
Chev V8 305-350 1986-93 External Balance 153 Tooth	PIFW-148
Chev V8 454 1967-85 External Balance 168 Tooth	PIFW-101
Ford V8 289-302W 1969-75 External Balance 157 Tooth	PIFW-163

Ring Gears

Application	Part No.
Chev V8 153 Tooth Ring Gear	PIFRG-153N
Chev V8 168 Tooth Ring Gear	PIFRG-168S
Ford V8 157 Tooth Ring Gear	PIFRG-157N
Ford V8 164 Tooth Ring Gear	PIFRG-164N
Ford V8 184 Tooth Ring Gear	PIFRG-184T

TRANSMISSION COOLERS



OIL COOLERS

Aeroflow offers a tremendous selection of the industry's highest quality coolers in a wide range of applications and profiles. These stack plate (modular style) coolers are fully brazed on all contact surfaces inside and out, further more they have a brazed seam that withstands vibrations and pulsations in the toughest environment.

Any performance vehicle can benefit from an Aeroflow Cooler. Motor homes, tow vehicles, passenger cars and even motorcycles can realize extended engine and/or transmission efficiency and life.

Technical Specifications:

- Connections: -10 Female ORB thread, Adapters to suit any applications
- For use in engines, transmissions, hydraulic systems, etc.
- Max working pressure is 10 Bar (1 MPa or 145 PSI)
- Burst pressure is 25 Bar (2.5 MPa or 362 PSI)
- Must use mounting kit in all performance applications

Part No	Rows	Depth	Length	Height	Thread
AF72-4010	10	51mm	330mm	77mm	FEMALE -10 ORB
AF72-4016	16	51mm	330mm	123mm	FEMALE -10 ORB
AF72-4019	19	51mm	330mm	146mm	FEMALE -10 ORB
AF72-4025	25	51mm	330mm	193mm	FEMALE -10 ORB
AF72-4030	30	51mm	330mm	231mm	FEMALE -10 ORB
AF72-4034	34	51mm	330mm	265mm	FEMALE -10 ORB
AF72-4040	40	51mm	330mm	312mm	FEMALE -10 ORB

TRANSMISSION ADAPTERS



WilCap Transmission Adapter Application Chart

	Chev V8 Auto, PG TH350, 400, 700 r4 4L60 & 4L80 Note 9,10	Chev Manual Saginaw, Muncie M	Ford V8 Manual BW T5 Series, BW T5 (GM To1991 V6/V8) Note 6
Engine			
Buick "Nailhead" V8 1957-65 364-401ci. Note: 1	RP-BU10006	RP401-350MTBH	
Buick "Nailhead" V8 1964-66-401-425. Note: 1	RP-BU10007	RP401-350MTBH	
Cadillac Early OHV V8 1949-1954 331ci. Note: 2		RP303-350MTBH	
Cadillac Early OHV 1955-64 331-429 ci. Note: 1	RPCAD-350CCHEVYA RPCAD-350BOPAT	RPCAD-350CHEVYMT	
Ford "Flathead 59A" V8 1932-48 221-239 ci		RP59A-350BH	
Ford "Flathead 88A" V8 1949-54 221-239ci	RP88A-350CHEVTAT	RP292-350BHA or RP59A-350BH	RP292-FT5BHA
Ford "Y Block" 1954-64-239-312 ci	RP312-350CHEVYAT	RP292-350BHA	RP292-FT5BHA
Ford "FE" V8 1958-77 332-428 ci	RP390-350CHEVYAT		RPFTL-FT5BHA
Ford "Small Block V8 (Windsor & Cleveland)	RP302-350CHEVYAT		
V8 1965-2001, 255-400 ci Note "1"			
Ford "Big Block" V8 1968-97 351-534 ci. Note: 1	RP460-350CHEVYAT		
Mopar V8 "Early Hemi Extended Block" 1951-53- 331 ci		RP331-350BH	
Mopar V8 "Early Hemi" & "Poly"	RP392-350CHEVYAT	RP392-350CHEVYMT	
1952-58-241-392 ci. Note: 4			
Mopar "B", "RB" & "426 Hemi" Big Block	RP426-350CHEVYAT		
V8 1959-77 350-440 ci. Note: 1,3,5			
Mopar "New Hemi" 5.7 & 6.1L 2002- Present	RP5.7L-350CHEVYAT		
RP-STARTER 2 bolt starter suit trans adapters "CALL ROCKET FOR MORE LISTINGS & TRANSMISSION APPLICATIONS" Note 1: Some of these engines are external balance. Call for information. Note 2: Last year of series was a split year - customer must verify block configuration. Note 3: Two different block and crankshaft configurations - customer must verify block configuration. Note 4: Prior to 1962 the 318 Poly used the same crank and block bolt pattern as the early hemi. Note 5: Prior to 1962 the "B" motor used the 8 bolt "early hemi" crank configuration. Note 6: Other Transmission may be interchangeable. Customer must verify this. Note 7: "Mopar" includes Dodge, Desoto, Chrysler, Plymouth. Note 8: Mercury continued to use the 1932-1948 Ford style transmission after 1949. Note 9: LS1 type Transmissions require additional hardware. Call for information. Note 10: Some adapters are available with the Buick Olds, Pontiac Cadillac late model pattern in addition to the Chevrolet.			

AEROFLOW

COMPETITION

OIL COOLER

Aeroflow's new engine and transmission oil coolers feature -10 ORB female fittings for a perfect O-ring seal, thermostat wiring, plug kit and a high quality electric fan. It accepts engine oil, transmission and power steering applications and has been pressure tested to over 200psi. The thermal switch included activates the fan at 175°F/79.5°C. The cooler also features a fin and plate construction. The dimensions are 13.5" (34cm) x 9" (23cm).

AF72-6000 Competition oil cooler with fan & thermostat



OIL COOLER MOUNTING KIT

Properly mount your Aeroflow Oil Cooler with this Universal Aeroflow oil cooler mounting bracket (Simply cut on the line of how many row cooler you have). It is made from quality materials for strength and durability. This bracket securely holds the oil cooler preventing vibration damage. The bracket is pre-drilled for ease of mounting to any surface and comes complete with all necessary hardware to mount the cooler.

Part No **Description**
AF72-4000 Oil cooler mounting kit suits all sizes.

B&M SUPERCOOLER

UNIVERSAL COOLERS

B&M universal SuperCoolers are suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in street, off road and race applications. B&M Universal SuperCoolers feature 1/2" NPT fittings which are easily adaptable to steel braided lines and AN fittings. These coolers have strong, durable and lightweight cooler cores, and the stacked plate design cools fluid better than ordinary tube & fin coolers.

- Suitable for cooling auto trans, engine, differential or power steering
- Ideal for racing and heavy-duty applications
- Oven-brazed, all aluminium construction
- Efficient 'Stacked Plate' design
- 1/2" NPT fittings are easily adaptable to AN fittings

SuperCooler 11" x 5-3/4" x 1-1/2" BM70273
SuperCooler 11" x 8" x 1-1/2" BM70266
Polished SuperCooler 11" x 2-3/4" x 1-1/2" BM70265
Polished SuperCooler 11" x 8" x 1-1/2" BM70272

B&M SUPERCOOLER

TRANSMISSION COOLERS

B&M SuperCoolers are 100% aluminium construction and use stamped plates sandwiched together to create one of the most efficient oil cooling devices available. Not only does this unique design provide for maximized cooling through more efficient heat dissipation but it also provides a much sturdier cooler which is practically impervious to flying rocks or debris. These coolers also offer an additional feature known as "Low Pressure Drop", a unique bypass feature allowing a controlled amount of ATF to bypass the core when the fluid is cold. Controlled by viscosity, fluid is returned directly to the lube circuit through bypass openings in the core. As the temperature increases, more ATF is directed through the core. This highly efficient design combines improved protection against lube system failure with the required levels of optimal heat transfer.

- Stacked Plate design
- All aluminium oven brazed construction
- Small & efficient design
- Includes installation kit
- 3/8" extended nipple fittings

SuperCooler 11" x 5-3/4" x 3/4" BM70255
SuperCooler 11" x 7-1/4" x 3/4" BM70268
SuperCooler 11" x 5-3/4" x 1-1/2" BM70264

DERALE

ATOMIC-COOLER

WITH FAN SUIT

ENGINE OR

TRANS

A step up from Tube & Fin type coolers, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, it comes with 2 -6AN or -8AN male fittings and 2 -6AN x 3/8" barb adapters. The Atomic-Cool is perfect for heavy duty towing and hauling, a durable, trouble-free way to add years to the life of your transmission. Also recommended for power steering and fuel cooling.

- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- High efficiency OEM style Plate & Fin cooler
- Clear anodized aluminium shroud
- 500 CFM reversible Tornado electric fan
- -6AN inlet size
- Cooler assembly includes fan mounted cooler, two aluminium -6AN fittings and two brass -6AN x 3/8" hose barb fittings

Cooler Size

Part No **Width** **Height** **Depth** **Fittings**
DP13750 12 3/4" 9 3/8" 4 15/16" -6AN
DP15850 12 3/4" 9 3/8" 4 15/16" -8AN
Mounting **Width** **Height**
 11 5/8" 4"

B&M HI-TEK ENGINE OR TRANSMISSION COOLING SYSTEM

The newest addition to B&M's line of SuperCooler transmission and engine oil coolers is the Hi-Tek cooling system. Fitted with a high quality 12 volt electric fan and built-in mounting brackets, these coolers handle tough cooling jobs. They include a thermal switch to activate the fan when the fluid temperature reaches 71°C (160°F). Can be used for racing, RV and street performance vehicles.

- Fin and plate cooler construction
- Includes 12 volt high flow fan
- Pressure tested to 200psi
- Black finish
- Units include 1/2" NPT fittings and thermal switch
- 13-1/2" x 9" x 3-1/2" with 9-1/2" Diameter Fan BM70297
- 10" x 7-1/2" x 4" with 7" Diameter Fan BM70298



ELECTRA-COOL REMOTE TRANSMISSION COOLER KIT

With it's own air supply, the Electra-Cool Remote Transcooler can literally be mounted wherever space permits, making it a popular addition for performance compacts, hot rods, muscle cars and trucks. An efficient 16 pass tube and fin cooler coupled with a Tornado fan and aluminium brackets, this kit comes with a complete installation kit to install easily on all vehicles with 5/16" or 3/8" transmission cooler lines. Also included is an 180°F in-line thermostat for activating the electric fan. This is a durable, trouble-free way to add years to the life of your transmission, and perfect for medium to heavy-duty towing and hauling.

- Cooler style: 16 pass Tube & Fin
- Inlet size: -6AN • Fan size: 10" • CFM: 650 • Amp draw: 5.3
- Width: 15-3/4" • Height: 11-1/2" • Depth: 5" • Inlet dim: 8-3/4"
- Hose size: 3/8" • Hose length: 10' • Mounting: 14-3/4" x 5-1/4"
- Cooler Fluid Capacity: 19.6 oz • Airflow: Puller (reversible)
- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- 16 pass Tube & Fin cooler
- Clear anodized aluminium shroud
- 650 CFM reversible Tornado electric fan
- -6AN inlet size
- Transmission cooler kit includes fan mounted cooler, two -8AN fittings and four -6AN x 3/8" hose barb fittings, 180°F in-line thermostat, 10 ft. of OEM spec hose, 5/16" Insta-dapt radiator fitting, 5/16" and 3/8" compression fittings, and hardware

Cooler Size

Part No **Width** **Height** **Depth** **Fittings**
DP13900 15-3/4" 11-1/2" 5" -6AN
Mounting **Width** **Height**
 14-3/4" 5-1/4"



ATOMIC-COOLER WITH FAN & HARDWARE KIT SUITS AUTOMATIC TRANSMISSION -6AN

A step up from Tube & Fin type coolers, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, it comes with 2 -6AN or 2 -8AN male fittings and 2 -6AN x 3/8" barb adapters. The Atomic-Cool is perfect for heavy duty towing and hauling, a durable, trouble-free way to add years to the life of your transmission. Also recommended for power steering and fuel cooling.

- Mounts anywhere space permits
- Electric fan supplies optimum airflow
- Dramatically extends engine and transmission life
- High efficiency OEM style Plate & Fin cooler
- Clear anodized aluminium shroud
- 500 CFM reversible Tornado electric fan -6AN inlet size
- Transmission cooler kit includes fan mounted cooler, two -6AN fittings and four brass -6AN x 3/8" hose barb fittings, 180°F In-line thermostat, 10 ft. of OEM spec hose, 5/16" Insta-dapt radiator
- fitting, 5/16" and 3/8" compression fittings, and hardware

Cooler Size

Part No	Width	Height	Depth	Fittings
DP13950	12 3/4"	9 3/8"	4 15/16"	-6AN
DP15950	12 3/4"	9 3/8"	4 15/16"	-8AN
Mounting	Width	Height		
	11 5/8"	4"		



DYNO-COOL REMOTE COOLERS

The Dyno-Cool Universal Remote Cooler can be mounted anywhere space permits, using a highly efficient copper tube/aluminium fin cooled and a curved blade fan to provide airflow and extend transmission life. Perfect for medium duty use.

Mounting kit not included.

- Efficient copper/aluminium tube & fin 6 pass cooler -6AN inlets
- 450 CFM reversible Dyno-Cool Straight Blade electric fan
- Cooler style: Tube & Fin •Inlet size: -6AN male •Fan size: 8"
- CFM: 450 •Amp draw: 5.3
- Offered in 4 sizes with 11/32" barb or -6 AN inlet

Cooler Inlets	Cooler 11/32" Barb Inlet	No. Of Passes	Width -6AN / 11/32"	Height
DP12730	DP12740	6	13 5/8" / 12 3/4"	7 5/8"
DP12731	DP12741	6	17 1/2" / 16 5/8"	7 5/8"
DP12732	DP12742	8	13 5/8" / 12 3/4"	10 1/4"
DP12733	DP12743	8	17 1/2" / 16 5/8"	10 1/4"



DYNO-COOL SERIES 6000 TUBE & FIN COOLER KIT

This universal all-aluminium transmission cooler is perfect for todays smaller, highly stressed sub-compact and compact car automatic transmissions. Featuring embossed turbulators inserted into full 1/2" tubing to agitate fluid and louvered cooling fins, it extends transmission life by helping to prevent heat-related transmission failures while improving shift performance. This kit comes with a complete transmission cooler hardware kit to easily install onto vehicles with 5/16" transmission cooler lines.

- Prevents heat related transmission failures
- Extends life of transmission
- Improves transmission performance
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •4 pass cooler design
- 1/2" aluminium tubing expanded into aluminium cooling fins
- 11/32" hose barb inlets •Complete hardware kit included

Part No	Width	Height	Depth
DP12901	13"	5"	3/4"
DP12902	15 1/4"	5"	3/4"
DP12903	15 1/4"	7 1/2"	3/4"
DP12904	15 1/4"	10"	3/4"
DP12906	13"	7 1/2"	3/4"
DP12907	13"	10"	3/4"



STACKED PLATE COOLERS

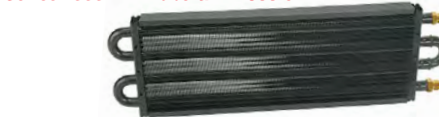
Our most efficient heat exchanger, the all aluminium Stacked Plate cooler features sturdy furnace brazed construction, full 2" deep turbulator-equipped plates and a black powdercoat finish. With minimal pressure drop it can be used for engine, transmission or fuel cooling. Includes bright aluminium anodized finished -8AN male adapter fittings.

- Designed for engine, transmission, power steering, Differential & fuel cooling
- Most efficient heat exchangers available
- Furnace brazed aluminium construction with 4 integrated mounting brackets
- 10 row cooler design
- Male -8AN aluminium O-ring inlet fittings

COOLER WITH NO FITTINGS -10 FEMALE

Part No	No. of Rows	AN Size	Width	Height	Depth
DP51078	10	-10	13"	3-9/16"	2"
DP51678	16	-10	13"	5-9/16"	2"
DP51978	19	-10	13"	6-7/16"	2"
DP52578	25	-10	13"	8-5/16"	2"
DP53478	34	-10	13"	10-7/8"	2"
DP54078	40	-10	13"	12-3/4"	2"

Series 7000 - AN Tube & Fin Cooler



This Tube & Fin cooler features 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators. It is built with -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. No mounting hardware included.

- Cooler style: Tube & Fin
- Construction: Copper tube and aluminium fin
- Inlet size: -6AN •Extruded plastic cooling fin guards
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •4 pass cooler design
- 1/2" copper tubing expanded into aluminium cooling fins

Part No	Width	Height	Depth
DP13311	13 1/2"	5 1/8"	3/4"
DP13312	17 1/2"	5 1/8"	3/4"
DP13313	17 1/2"	7 5/8"	3/4"
DP13314	17 1/2"	10 1/4"	3/4"
DP13315	17 1/2"	12 5/8"	3/4"
DP13316	13 1/2"	7 5/8"	3/4"
DP13317	13 1/2"	10 1/4"	3/4"
DP13318	13 1/2"	12 5/8"	3/4"

FRAME RAIL COOLERS

With the same 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators as our larger transmission coolers, this cooler uses a slim design to enable frame mounting in limited space applications. It includes -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency.

- Includes mounting hardware only. • -6AN inlets
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer •Extruded plastic cooling fin guards
- 2 pass cooler design •transmissions, power steering & fuel
- 1/2" copper tubing expanded into aluminium cooling fins

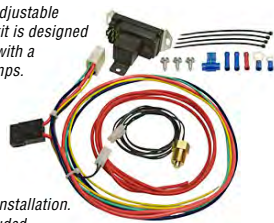
Part No	Width	Height	Depth
DP13221	17 3/4"	2 1/2"	1 3/4"
DP13223	13 3/4"	2 1/2"	1 3/4"
DP13225	24 3/4"	2 1/2"	1 3/4"

ADJUSTABLE FAN CONTROLLERS

This newly redesigned adjustable electric fan thermostat kit is designed to activate up to 2 fans with a maximum draw of 25 amps.

- Two kits to choose from, water jacket 3/8" NPT thread-in probe or push-in radiator probe, kit includes relay wire harness and electrical connectors for an easy installation.
- A/C override circuit included.
- Adjustable fan controller turn-on range from 150°F - 240°F, and turn-off preset at 10°F lower than turn-on.
- Adjustable turn-on temperature from 150-240°F
- Turn-off temperature is preset at 10°F below turn-on temperature
- Thread in 3/8" NPT probe or Push-in radiator probe
- Heavy duty 40/60 amp relay •rated at maximum 25 amp continuous draw
- AC override circuit included •Ground circuit relay
- Note - Operates up to a 25 amp fan or two fans with a combined draw of 25 amps or less

Part No.	Description
DP16749	3/8" NPT Thread-in Probe
DP16759	Push-in Radiator Probe



INLINE FLUID THERMOSTAT

These -6 -8 & -10AN 180°F in-line fluid thermostat, have an attractive blue anodized finish and features a swivel housing which allows for a clean and professional installation. 180°F preset turn-on temperature Turn-off temperature is preset at 165°F Male & Female -6 -8 & -10 Inlets Anodized aluminium swivel housing allowing precise positioning of thermostat Rated at maximum 15 amp continuous draw

Part No.	Size
DP35020	-6 AN X -6AN
DP35021	-8 AN X -8AN
DP35022	-10AN X -10AN



BRASS HOSE FITTINGS

Part No.	Description
DP98102	3/8" NPT Male X 1/2" Barb
DP98103	1/2" NPT Male X 1/2" Barb



PLASTIC ROD MOUNTING KIT

Part No.
DP13001



Aluminium Mounting Bracket.

Part No.	Description
DP50020	Bracket kit - 4 mounting brackets & fasteners



Transmission Oil Coolers

Because of the tremendous heat generated in an automatic transmission, an auxiliary transmission cooler is an economical way to help protect against costly transmission repairs. Automatic transmission fluid (ATF) cools, lubricates and cleans internal transmission components. When temperatures exceed 93degC (200degF), the ability of ATF to perform is greatly diminished. Subsequently, the life span of the fluid, seals and moving parts are greatly reduced. Higher internal temperatures also increase the wear rate of the friction and clutch plates.

Excessive transmission heat is caused by the following driving conditions: • Towing • Climbing • Stop and go traffic

• Carrying loads • Hot driving conditions • Driving in sand or snow.

Davies, Craig Transmission Oil Coolers can reduce the AFT's temperatures by as much as 33degC (60degF). A reduction of just 11degC (20degF) can double the life of the automatic transmission, the fluid and all the internal parts.

Ultra-Cool Transmission Cooler

The Ultra-Cool transmission cooler is available to suit a wide range of applications from small sedans to light commercial vehicles.

Features:

- Ultra sonically soldered for reliability.
- 100% pressure tested at 300PSI for quality assurance
- High efficiency turbulators in every tube for maximum heat dissipation.
- 3/8" push-on fittings for quick and easy installations.
- Hose clamps and nylon mounting ties.

Recommended for vehicle manufactured PRIOR to 1990.

Part No.	Thickness	Height	Length	Core	Fitting Size.
DC4010	19	127	324	248	3/8" Push-On
DC4030	19	190	324	248	3/8" Push-On
DC4040	19	190	394	305	3/8" Push-On

Part No.	Thickness	Length	Width	Overall Length	Core Width	Fitting Size
DC4010	20	319	127	224	127	3/8" Push On
DC4030	20	316	191	224	191	3/8" Push On

Hydra-Cool Transmission Cooler

Hydra-Cool's unique plate and fin design offers excellent cooling efficiency in a compact space efficient design.

- 33% more efficient than comparable tube and fin designs.
- Pre-drilled mounting plates for easy installation
- Available to fit a wide variety of applications.
- Internal turbulation for efficient heat transfer.
- 3/8" or 5-1/16" push-on fittings for quick and easy installation.
- Hose clamps and nylon mounting ties.

Hydra Cool is suitable for ALL vehicles.

Part No.	Thickness	Length	Width	Overall Length	Core Width	Fitting Size
DC676	20	281	141	281	112	3/8" Push On
DC678	20	281	213	281	152	3/8" Push On
DC686	20	280	180	281	152	Universal 5/16"



HYDRA COOL 30-PLATE COOLER & 10 INCH THERMATIC FAN

The 30-Plate heavy duty Hydra-Cool® Transmission Oil Cooler with its uniquely patented dimple plate and fin design offers excellent cooling efficiency for Heavy Duty 4WD, V8 and Commercial Vehicle automatic transmissions. Coupled with our 10 inch Thermatic Fan it provides everything you will need to fit your oil cooler.

THICKNESS COOLER ONLY	19mm
THICKNESS WITH FAN	69mm
OVERALL LENGTH	300mm
OVERALL WIDTH	280.5mm
CORE LENGTH	256.2mm
CORE WIDTH	247.6mm
FITTING SIZE	3/8" Push On
Part no.	DC691



Inline Transmission Cooler

Features all aluminium construction and easy mounting with two 1/4" bolts (included). 1-3/4" Diameter.

AFC37750

Finned Satin

Aluminium Trans Coolers

Single pass design.

RPCR5050	12"
RPCR5051	15"
RPCR5052	18"

Dual pass design.

Includes two 1/4" npt fittings

RPCR5050X	12"
RPCR5051X	15"
RPCR5052X	18"



HEAVY DUTY AUTO TRANS OIL COOLER/FILTER

Dual combination cooler/filters use "heat sink design" to dissipate the excessive heat build up in racing transmissions, not recommended for street use. Filter with magnet removes all particles over 10 microns in size. Comes complete with filter cartridge, includes two 1/4" NPT to -6AN fittings and all necessary installation instructions. Dimensions: 3-1/2" High x 6-1/4" Wide x 18" Long.

Description	Part No.
Transmission Oil Cooler, Heavy-Duty	M041205
Replacement Filter Cartridge	M097291



AUTO TRANS OIL COOLER/FILTER

Combination cooler/filter uses heat sink design to dissipate the excessive heat build up in racing transmissions. Can be used on the street as an auxiliary cooler in conjunction with a stock cooler. Filter with magnet removes all wear particles over 5 microns in size. Comes complete with filter cartridge, includes two 1/4" NPT to 3/8" line fittings and all necessary installation instructions. Dimensions: 3" diameter x 12" length.

Description	Part No.
Automatic Transmission Oil Cooler/Filter	M041200
Replacement Filter Cartridge	M097290

DUO-COOLER

DUO-COOLER

High-Performance Dual-Chamber Fluid Cooler
The most effective hydraulic fluid & oil cooler available for cars, trucks, RV's and boats.

Transmission fluid, engine oil and power steering fluid all have one major enemy - heat. The DUO-COOLER protects and prolongs life for all automatic transmissions, engines and power steering systems. Designed for automotive, industrial and marine applications.

Installation Requires two 1/4" NPT hose connect fittings.

BDHR-9800-12 (12" long) Recommended for smaller engines, small-medium automatic transmissions & all power steering systems.

BDHR-9800-18 (18" long) Recommended for larger engines & large automatic transmissions.



Remote Transmission Filter Kit

Many transmission failures are caused by contamination. A remote transmission oil filter increases filtration efficiency 2 to 5 fold. Includes permanent remote-adaptor, spin-on filter and hardware.

Remote Transmission Oil Filter Kit **BM80277**



REMOTE TRANSMISSION FILTER KIT

This universal remote transmission filter kits enable quick and efficient filter changes and filter out contaminants that pass through OE-screen type filters. The premium version also includes our temperature gauge package with sending unit, mounting brackets and hardware. The increased fluid capacity also cools fluid temperatures helping to extend the life of the transmission.

Specifications:

- Filter Dimensions: 3-1/2" OD x 3-1/8" • Filter thread size: 3/4"-16
- Filter landing: 2-1/2" to 3-1/2" • Inlet size: 3/8" NPT
- Barb size: 3/8" • Gauge temperature range: 140-300°F
- Gauge size: 2-1/16" • Sending unit thread size: 1/8" NPT
- Features:
- 21 micron rating • Extends life of transmission
- Filters out contaminants more efficiently than OE screen type filters • Universal - fits all automatic transmissions
- Increases fluid capacity
- Premium kit includes all remote filter mount, premium gauge kit, hose, filter and mounting hardware.

Description
Single Mount 3/8" NPT Ports Up
Remote Transmission Filter Kit

Part No.
DP13091

TRANSFILTER

This replacement filter removes contaminants that can get past OE screen-type filters.
• Filter Dimensions: 3-1/2" OD x 3-1/8"
• Filter thread size: 3/4"-16"
Part No. **DP13092**



Derale Auxiliary Trans Filter Kit

Derale's Automatic Transmission Filter Kits are engineered to work in conjunction with the OEM transmission filter. The filter system prevents any foreign particles from entering the valve body or other internal components, while maintaining the fluid and removing any varnish, sludge or contaminants. Available with or without an electronic temperature gauge and under dash mount is included in the premium kit. The Derale spin-on transmission filter should be changed whenever the fluid is changed or the transmission is serviced.
• Doubles Transmission Life • Extends Time Between Fluid Changes • For All Automatic Transmissions
Part No. **DP13090**

TRANSMISSION FITTINGS



GM TH350 & TH 400TRANS COOLER ADAPTERS (2 per pack)

AF375-06BLK 1/4" NPSM straight thread to -6AN washers included
AF375-08BLK 1/4" NPSM straight thread to -8AN washers included



GM TRANSMISSION & OIL COOLE ADAPTER FITTINGS

AF64-2117 VE & VF trans cooler radiator adaptor male to -6AN (x2)
AF64-2119 VE & VF trans cooler radiator adaptor female to -6AN (x2)
AF64-2118 VE & VF trans cooler adaptor suits 6 speed 6L80E (x1)



TRANSMISSION OIL COOLER ADAPTER FITTINGS TO SUIT FORD (2 per pack)

These handy adapters have been tested on Ford Falcon, Mustang, F150 and Territory and may fit other models like BMW, Jaguar and Rover fitted with the ZF & 6R transmissions. These 1 piece full flow adapters allow an easy installation of a remote transmission oil cooler that is required when engine performance has been upgraded or increased load from things like towing. Designed with -8AN ends to allow for different plumbing combinations with the ability to swivel to your desired angle. Supplied with Viton O-Rings.
AF72-5050 Ford ZF 6HP26 trans port fittings viton o-rings included
AF72-5051 Ford 6R trans port fittings viton o-rings included

TRANS COOLER FITTINGS CHART

Transmission	In	Out
Powerglide - OEM	Upper 1/8" NPT	Lower 1/8" NPT
Powerglide - Dedenbear	Upper 1/4" NPT	Lower 1/4" NPT
TH200C Metric, 200-4R	Lower 1/4" NPT	Upper 1/4" NPT
TH250, TH350	Upper 1/4" NPT	Lower 1/4" NPT
TH400	Upper 1/4" NPSM	Lower 1/4" NPSM
700-4R, 4L60, 4L60E	Upper 1/4" NPSM	Lower 1/4" NPSM
4L80E 1991-96	Upper 1/4" NPT	Lower 1/4" NPT
4L80E, 4L85E 1997-ON	Rear 1/4" NPT	Front 1/4" NPT
6L80E	O-ring seal	O-ring seal
AOD	Lower 1/4" NPT	Upper 1/4" NPT
AODE, 4R70W	Upper 1/4" NPT	Lower 1/4" NPT
E40D, 4R100	Upper 1/4" NPT	Lower 1/4" NPT
Torqueflite - All	Rear 1/8" NPT	Front 1/8" NPT
Trimatic	Rear 1/8" NPT	Front 1/8" NPT
Jatco 3 speed	Rear M12 x 1.5	Front M12 x 1.5
Jatco 4 speed	Rear M14 x 1.5	Front M14 x 1.5
Ford ZF 6HP26	Push in with o-ring	Push in with o-ring
Ford 6R	Push in with o-ring	Push in with o-ring

Note: - NPT = tapered thread
Note: - NPSM = straight thread
Please check OEM fittings for compatibility

TRANSMISSION SHIELDS



TRANSMISSION BLANKET

Stroud Safety builds SFI approved transmission blankets that fit every type of transmission. These blankets fit the standard Powerglide transmission, or the Turbo 350, 400, etc. transmission. They bolt to the belt housing, ensuring that they stay in position.

Description	Part No
Powerglide Blanket	\$S515
Kevlar Powerglide Blanket	\$S5151
Universal Blanket	\$S516
Kevlar Universal Blanket	\$S5161
B&J Blanket	\$S520
Kevlar B&J Blanket	\$S5201

LENCO TRANSMISSION

BLANKETS

Stroud Safety has a full range of SFI approved transmission blankets. Available in ballistic nylon or the lighter and thinner Kevlar, Stroud transmission blankets fit all transmissions on the market. Stroud blankets come with carry handles that make moving the transmission easier. CS1, CS2, and CS3 available for all Lenco blankets.

Description **Part No.**

LENCO BLANKET - REVERSER

Ballistic Nylon Lenco Reverser Blanket
Kevlar Lenco Reverser Blanket

SS508
SS5087

LENCO BLANKET 2 SPEED

Ballistic Nylon Lenco 2 Speed
Kevlar Lenco 2 Speed

SS509N
SS509K

LENCO BLANKET 3 SPEED

Ballistic Nylon Lenco 3 Speed
Kevlar Lenco 3 Speed

SS510
SS5102

LENCO BLANKET 4 SPEED

Ballistic Nylon Lenco 4 Speed
Kevlar Lenco 4 Speed

SS511
SS5112

LENCO BLANKET 5 SPEED

Ballistic Nylon Lenco 5 Speed
Kevlar Lenco 5 Speed

SS512
SS5122



TCI TRANSMISSION SHIELDS

The TCI Transmission Shield is attractive, lightweight and offers excellent protection in the event of a drum explosion. All TCI transmission shields are SFI 4.1 certified and accepted by all major sanctioning bodies. SFI certification is good for five years from date of manufacture. Units can be returned to TCI for re-certification. Manufactured from 6061-T6 aluminum alloy, these units come with all mounting hardware for quick installation. All applications are powder coated for fluid and fade resistance.

Trans Shield for Ford C4 - Blue	TCI977005
Replacement Hardware Kit	TCI977100
Trans Shield For Chrysler 727/904 - Blue	TCI910005
Trans Shield For GM Powerglide - Red	TCI970000
Trans Shield For TH350 - Blue	TCI975005
Trans Shield For TH400 - Blue	TCI980005



RCI UNIVERSAL TRANSMISSION BLANKET

The RCI universal transmission blanket is SFI 4.1 certified and fits easily to most automatic transmissions. The blanket wraps around the transmission and the straps attach to the bellhousing bolts.

RCI Universal Trans Blanket (SFI 4.1) **RCI7808A**



TRANS EXPANSION TANK

TRANSMISSION EXPANSION TANK,

BILLET ALUMINIUM

Billet Aluminium finish can be left as is, polished, powder coated or painted

- Both good looking and heavy duty
- Meets requirements of 1- 1/2 Pint Transmission NHRA Overflow Rule
- Prevents fluid mist from spraying on the race surface, back of your car and tires
- Pressurized fluid is captured in the Expansion tank and will drain back into the transmission as the trans cools
- Excess fluid may also be drained between rounds, by using included ball valve
- Includes breather and billet aluminium mounting bracket
- Designed with an integral baffle
- Dimensions: 2.750" O.D., 2.715" I.D., 7.050" long

Transmission Expansion Tank, Billet Aluminium **MO41221**



AUTOMATIC TRANSMISSION EXPANSION TANK

Universal fit expansion tank prevents fluid mist from spraying on the race surface, behind your car (and tyres). Pressurized fluid is captured in the expansion tank and will drain back into the transmission as it cools (if mounted as instructed). Excess fluid may also be drained between rounds, by using the ball valve included. Includes tank mounting bracket.

Dimensions: 9-1/4" high x 2-1/4" wide.

Automatic Transmission Expansion Tank **MO41220**



TRANS PANS



TRANSMISSION PANS

- Drain Plug Included
- Chrome Steel or Polished Alloy
- Finned Design

Chrome Steel Pans

• Standard depth.
Turbo 350 **RPCR9198**
Chev Powerglide **RPCR9124**
Ford C4 **RPCR9531**



Chrome Steel Deep Pans

• Deep pans with extra fluid capacity.
Turbo 400 **RPCR9197**
Turbo 700 **RPCR9712**
Chrysler 727 **RPCR7597**
Ford C6 **RPCR9127**
Ford C4 **RPCR9530**



Polished Alloy Pans

- Supplied with rubber gasket and installation bolts included.
- Standard depth.

Turbo 350 **RPCR8491**
Turbo 400 **RPCR8492**
Turbo 700 **RPCR8493**
Turbo 700R4 **RPCR8494**



Fabricated Aluminium Transmission Pans

These fully fabricated, aluminium transmission pans feature a one-piece billet rail and dual fittings with magnetic drain plugs. Includes filter spacer where required and serrated flange hex bolts (MO42050 includes metric studs).

Description	Part No.
Powerglide - 3.080" Deep with Filter spacer	MO42000
Powerglide - 1.830" Deep	MO42001
Turbo 350 - 3.000" Deep with Filter spacer	MO42010
Turbo 400 - 3.000" Deep with Filter extension	MO42020
GM 700R4 - 2.375" Deep	MO42025
Ford C4 (case fill) - 3.080" Deep with Filter spacer	MO42040

B&M Transmission Pans

- Extra oil capacity = more cooling ability
- No modification to the dipstick needed
- Some models include fluid pickup extension & gasket (or require a 4wd filter)
- Filter included for TH-350, Powerglide, Ford & TF-727/518
- Pans feature built-in drain plugs & mounting hardware



Cast Aluminium Deep Pans

GM All TH-400 (Will not fit Jeep CJ7) (+2 quarts)	BM20280
GM All TH-350 & 250 (+3 quarts)	BM30280*
GM Powerglide (+2 quarts)	BM70280*
GM 4L60E, 4L60 (TH-700R4 incl. Corvette) (+3 quarts)	BM70260
GM 4L80E & 4L85E (+ 3 quarts)	BM70295
Chrysler TF A-727, 518, 618, 44RH & 48RE (+4 quarts)	BM10280*
Ford C-4 (+2 quarts)	BM50281*
Ford C-6 also fits trucks (+2 quarts)	BM40281*
Ford AOD, AODE & 4R70W (+3 quarts)	BM40291
Ford 4A0D/4R100 & 5R100 Torque Shift 5-speed (+3.5 quarts)	BM40295
Chrysler NAG-1 (3 extra quarts, 2.85L)	BM10300*

Filter Extensions for all B&M Deep Pans

For B&M pan BM10280	BM10279
For B&M pan BM20280 & 20289	BM20271
For B&M pan BM30280 & 30289	BM30284
For B&M pan BM70289	BM70288
Replacement Filter for BM10280, 30280, 40281, 50281 & 70280	BM10288

Universal Drain Plug Kit

This is one of the quickest and most efficient modifications you can make to your automatic transmission. Only a few automatic transmissions are equipped with drain plugs from the factory.

Removing the pan to drain the fluid can be a mess. Simply remove the pan once, drill a hole, bolt the B&M Drain Plug Kit in, and eliminate messy oil splash forever.

Non- magnetic.

All transmission pans **BM80250**



MR GASKET CHROME TRANSMISSION PANS

Stock depth chrome plated automatic transmission pans are complete with drain plug, washer and gasket. Matching dipsticks with tubes sold separately.

GM TH350 Stock Depth	MG9761
GM TH400 Stock Depth	MG9762
GM TH700R4 Stock Depth (No Drain Plug)	MG9732



STAMPED STEEL TRANSMISSION PANS

These Aeroflow transmission pans add a little zing to the undercarriage of any vehicle. The included drain plug makes transmission service a snap. These pans are thicker than stock so you don't have to worry about leaky pan rails. Available in two great finishes; chrome plated and black electrolysis.



Ford C4 (case fill) extra capacity 76mm (3") deep
AF1825-3000 Chrome
AF1826-3000 Black



GM TH400 (deep with plug) 76mm (3") deep
AF1825-3001 Chrome
AF1826-3001 Black



GM Powerglide with drain plug

AF1825-3002 Chrome
AF1826-3002 Black



GM TH350 (deep with plug) 76mm (3") deep
AF1825-3003 Chrome
AF1826-3003 Black



FORD C4 PAN FILL

CONVERSION ADAPTER

Aeroflow now offer a simple and easy conversion kit to allow you to use our steel trans pans (AF1825-3000 & AF1826-3000) with Aeroflow pan fill dip-sticks (AF72-2503) or retain your factory pan fill dip-sticks and allow you to screw the dip-stick tube directly into the pan and retains an accurate full mark.

AF72-1555



ALUMINIUM TRANSMISSION PANS

Aeroflow's transmission pans use a one piece billet 3/8 (9.6mm) thick rail for precise fitment and strength. The deep fabricated aluminium design allows you to carry more oil to help reduce unwanted gearbox temperatures. Aeroflow pans come with dual fittings, 1x -6 ORB and 1 x 3/8NPT for optional temperature gauge. Pans come with filter extensions and serrated flange bolts where applicable.



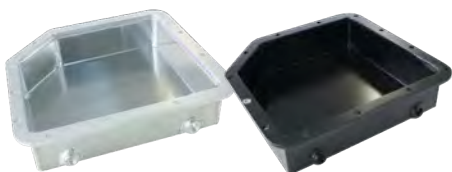
GMH Trimatic (deep with plug) 82.55mm (3-1/4") deep
AF72-3005 Natural
AF72-3005BLK Black



Ford C4 (pan & case fill) 76mm (3") deep
AF72-3000 Natural
AF72-3000BLK Black



GM TH400 with drain plug 76mm (3") deep
AF72-3001 Natural
AF72-3001BLK Black



GM TH350 with drain plug 3" deep
AF72-3003 Natural
AF72-3003BLK Black



GM Powerglide with drain plug 76mm (3") deep
AF72-3002 Natural
AF72-3002BLK Black



GM 4L60 / 4L60E 3" deep
AF72-3007 Natural
AF72-3007BLK Black



Chrysler 727 Torqueflite (deep) 2.3" deep
AF72-3004 Natural
AF72-3004BLK Black



TCI Racing Trans Filters

TCI has you covered with these racing transmission filter and pan gasket kits. They will provide more flow with superior particle filtering, to extend the life of your transmission.

Racing Filter & Pan Gasket Torqueflite 727/904	TCI128500
Racing Filter & Pan Gasket TH400	TCI228500
Racing Filter & Pan Gasket TH350	TCI328500
Racing Filter & Pan Gasket TH700	TCI378500
Racing Filter & Pan Gasket C6	TCI428500
Racing Filter & Pan Gasket C4 1965-66	TCI528400
Racing Filter & Pan Gasket C4 1970-82	TCI528500
Racing Filter & Pan Gasket Powerglide	TCI628500

TRANS DUST COVERS



PROFORM Dust Cover

Chrome plated dust cover. Fits Chevy S/B with Turbo 350 or 400 Transmissions
Chev TH350 & TH400



PR66621



LS SERIES FLYWHEEL DUST SHIELD

Covers the exposed flywheel and clutch in standard transmission vehicles when using an aftermarket oil pan.

- Manufactured from .100" thick aluminium
- Includes mounting hardware

Description

Dust Shield, GM LS Series

Part Number

M071162



MR GASKET CHROME PLATED INSPECTION COVER

Replace your dented or rusted flywheel/torque converter inspection cover with a chrome plated one from Mr. Gasket.

Designed to fit most Chevrolet TH 350 and TH 400 applications, this cover is made from heavy gauge steel and is beautifully chrome plated.

Chrome Inspection Cover, TH350/400

MG5115

AUTO TRANS DUST COVERS

These chrome plated inspection covers will add a touch of class to your undercarriage.



Chev Turbo 350 & 400 - Chrome Steel

RPCR9588

Chev Turbo 350 & 400 - Polished Aluminium

RPCR8607

Chev Turbo 700-R4 - Chrome Steel

RPCR9587

Chev Powerglide '62-on - Chrome Steel

RPCR9417



STEEL FLYWHEEL INSPECTION COVERS

These Aeroflow bellhousing inspection covers keep road debris out of your bellhousing! These strong steel plates help prevent mud, rocks, water and the like from getting in there and causing mayhem. Aeroflow's inspection covers are available in two great finishes; chrome plated and black electrolysis. **DO NOT suit Holden V8**

Part No	Colour	Description
AF1827-3002	Chrome	GM Powerglide
AF1828-3002	Black	GM Powerglide
AF1827-3003	Chrome	GM TH350
AF1828-3003	Black	GM TH350
AF1827-3006	Chrome	GM TH700
AF1828-3006	Black	GM TH700

TRANS PAN GASKETS

PERM-ALIGN TRANSMISSION PAN GASKETS

• Manufactured from 40 durometer rubber that is vulcanized to a rigid steel frame

• The extra-strength design will not leak, blow out or get sucked in like stock or inferior quality aftermarket gaskets

• Gaskets require no sealant, which allows for quick removal and installation of transmission pans

• Full 3/16" thick • One per package

M093100 - Powerglide

M093102 - GM Turbo 350

M093103 - GM Turbo 400

M093104 - GM 700R4, 4L60, 4L60E, 4L65E

M093107 - Ford C4

M093108 - Ford C6

M093110 - Chrysler Torqueflite 727



TRANS DIP STICKS



TCI Full Length Locking Dipstick Assembly

TCI offers a wide variety of quality dipsticks.

Applications for the most popular Chrysler, Ford, & GM transmissions are available. Each dipstick features a locking stick which satisfies sanctioning bodies racing rules. The rubber boot seal is a vast improvement over the small o-ring typically used on older OEM designs.

GM

Lockable Trans Dipstick Suit GM Powerglide	TCI743800
Lockable Trans Dipstick Suit GM TH400	TCI743802
Lockable Trans Dipstick Suit GM TH350	TCI743861
Lockable Trans Dipstick Suit GM TH700, 4L60E	TCI743865

FORD

Lockable Trans Dipstick Suit Ford C4 Case Fill	TCI743811
Lockable Trans Dipstick Suit Ford C4 Pan Fill	TCI743812
Lockable Trans Dipstick Suit Ford BB C6	TCI743815

CHRYSLER

Lockable Trans Dipstick Suit Torqueflite 904	TCI743806
Lockable Trans Dipstick Suit Chrysler SB 727	TCI743807
Lockable Trans Dipstick Suit Chrysler BB 727	TCI743808



STAINLESS STEEL

TRANSMISSION DIPSTICKS

- Dipstick assemblies have the same sleek design as Milodon engine dipsticks.
- All dipstick components are CNC machined from billet stainless steel.
- Inside diameter of the 10AN tube is 39% larger than other designs allowing speedy filling.
- Fittings, stick and hose are all stainless steel so they will stay bright & rust free.
- O-ring sealed handle and double o-ringed bottom to positively seal against water and dirt.
- Dipstick is pre-calibrated with the OEM style Add and Full levels.
- Made in the USA, unlike others

Application

DIPSTICK & TUBE TH350

Part No.
MI22110



TRANSMISSION DIPSTICKS

Aeroflow's Flexible Firewall Mount Transmission Dipsticks are 308 stainless steel braided covering over a hard-wearing high quality PTFE liner. The handle and ends are made from 6061-T6 then hand polished and chrome plated for a superior finish. double O-ring seal keeps dipstick secured in tube. These not only look great but the flexible inner dipstick is marked to give accurate trans fluid level readings. 610mm (24") long.

Flexible dipstick firewall mount

Part No	Description	
AF72-2500	Chrome	GM TH350/400
AF72-2501	Chrome	GM Powerglide
AF72-2502	Chrome	Ford C4 in case
AF72-2503	Chrome	Ford C4 in pan
AF72-2500BLK	Black	GM TH350/400
AF72-2501BLK	Black	GM Powerglide
AF72-2502BLK	Black	Ford C4 in case
AF72-2503BLK	Black	Ford C4 in pan

Note: All firewall mount dipsticks are 24" (588mm) in length.



LOCKING TRANS FILL TUBES

Hughes Performance unique locking transmission filler tubes for 700R4s and Powerglides were so well-received that the company has expanded the line significantly. Hughes now offers these dipstick and filler tube assemblies for most popular domestic rear-wheel-drive applications. Why install a locking dipstick? Many transmissions build up pressure. This pressure can blow out the dipstick, allowing trans fluid to spew everywhere. With Hughes locking tubes, you keep the fluid in the trans - which means greater reliability and a sanitary engine compartment. All of Hughes filler tubes are gold iridized. And all assemblies are manufactured to exacting tolerances with tab mounts.

TRANSMISSION	PART NO.
TH350	HT3235
TH400	HT2235
TH400 - Tight Fit Application	HT2235A
TH700 R4 4L60/4L60E 1982-on	HT3738
4L80E 4 Speed OD	HT2535
POWERGLIDE - Long	HT7438L
POWERGLIDE - Short	HT7438LS



Tru Lock Dip Stick

B&M designed a true locking short dip stick assembly for the Powerglide transmission. This short dip stick was designed in conjunction with the newly redesigned transmission shield to attach directly to the shield. The dip stick plugs into the transmission with a sealing grommet that is a standard equipment on most new GM transmissions **BM22164 Powerglide Locking Dip Stick (Short) red** (May not clear body on sedans)



FLEXIBLE BRAIDED DIPSTICKS

- Aluminium Handle
- Braided Housing
- Stainless Steel Dipstick

Transmission Dipsticks

Turbo 350 - Bellhousing Mount
Turbo 400 - Bellhousing Mount
Turbo 700 - Bellhousing Mount
Turbo 350 - Firewall Mount
Turbo 400 - Firewall Mount
Turbo 700 - Firewall Mount
Ford C6 - Firewall Mount

Part No.

RPCR5004
 RPCR5005
 RPCR5006
 RPCR5104
 RPCR5104
 RPCR5106
 RPCR5101



CHROME STEEL DIPSTICKS

- Aluminium Handle
- Chrome Steel Dipstick & Tube

Application

Turbo 350 - 27" Long
Turbo 350 - 34" Long
Turbo 400 - 24" Long
Powerglide Alloy Case - 23" Long

Part No.

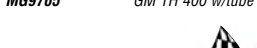
RPCR9421
 RPCR4994
 RPCR4995
 RPCR9422



Trans Dip-Sticks

Compliment your engine compartment with one of these Chrome Plated Automatic Transmission Dip Sticks with Tube. These are "universal" in design to fit Chevrolet transmissions and may require some modification to fit. Tube includes rubber O-ring.

MG9764 GM TH 350 w/27" long tube
MG9765 GM TH 400 w/tube



Hi-Tech Flexible Braided Stainless Trans Dipstick

You can have unlimited flexibility with our Teflon-lined Flexible Braided Stainless Transmission Dipstick. Kit comes complete with braided stainless outer housing and heat resistant E-Z to Read Teflon inner rod. Inner rod is stamped with appropriate trans fluid levels. Machined aluminium handle and aluminium fittings compliment Lokar's flexible engine dipsticks.

Kit includes dipstick funnel adapter to assist in filling. Designed for "push in" style transmissions. Dipstick seals with O-rings. Applications available for GM, Ford and Chrysler in both firewall mount and transmount. Firewall mount measures 24" in length. Transmount mounts to the bell housing and the length varies according to the transmission application. Kit comes complete with installation instructions. Call for information on custom orders for "screw-in" style transmission

Transmission	Transmount Part No.	Firewall Mount Part No.
GM TH-350	LK-TD-3350TM	LK-TD-3350400FM
GM TH-400	LK-TD-3400TM	LK-TD-3350400FM
GM Powerglide	LK-TD-30PGTM	LK-TD-30PGFM
GM 700-R4	LK-TD-3700TM	LK-TD-3700FM
GM 4L80E	LK-TD-34L80TM	LK-TD-34L80FM
GM 4L60	LK-TD-34L60TM	LK-TD-34L60FM
GM 4L60E	LK-TD-34L60ETM	LK-TD-34L60EFM
FORD C-4 Case Fill	LK-TD-30C4TM	LK-TD-30C4FM
FORD C-4 Pan Fill	LK-TD-30C4TMPAN	LK-TD-30C4FMPAN
FORD C-6	LK-TD-30C6TM	LK-TD-30C6FM
FORD FMX	LK-TD-3FMXTM	LK-TD-3FMXFM
FORD AOD	LK-TD-3AODTM	LK-TD-3AODFM
CHRYSLER 727	LK-TD-3727TM	LK-TD-3727FM
CHRYSLER 904	LK-TD-3904TM	LK-TD-3904FM

Anchor-Tight® Direct Mount Locking Trans Dipsticks

Part No. Description

LK-1209124 3" Direct Mount For Powerglide - Brite
LK-1209127 3" Direct Mount For Powerglide - Black

Midnight Series

Hi-Tech Black Flexible Braided Trans Dipstick

Transmission	Transmount Part No.	Firewall Mount Part No.
GM TH-350	LK-XTD-3350TM	LK-XTD-3350400FM
GM TH-400	LK-XTD-3400TM	LK-XTD-3350400FM
GM Powerglide	LK-XTD-30PGTM	LK-XTD-30PGFM
GM 700-R4	LK-XTD-3700TM	LK-XTD-3700FM
GM 4L80E	LK-XTD-34L80TM	LK-XTD-34L80FM
GM 4L60	LK-XTD-34L60TM	LK-XTD-34L60FM
GM 4L60E	LK-XTD-34L60ETM	LK-XTD-34L60EFM
FORD C-4 Case Fill	LK-XTD-30C4TM	LK-XTD-30C4FM
FORD C-4 Pan Fill	LK-XTD-30C4TMPAN	LK-XTD-30C4FMPAN
FORD C-6	LK-XTD-30C6TM	LK-XTD-30C6FM
FORD FMX	LK-XTD-3FMXTM	LK-XTD-3FMXFM
FORD AOD	LK-XTD-3AODTM	LK-XTD-3AODFM
CHRYSLER 727	LK-XTD-3727TM	LK-XTD-3727FM
CHRYSLER 904	LK-XTD-3904TM	LK-XTD-3904FM



LOKAR Anchor-Tight®

Locking Flexible Transmission Dipstick

NHRA accepted for use in all categories of competition!

- Features:
- No filler tube needed • Locking mechanism eliminates expulsion of dipstick handle under trans pressure
 - Bolted in sealed pan fitting • Large filler tube accepts standard transmission funnels • Made from 6061 aluminium
 - Teflon-lined stainless braided outer housing • Flexible inner dipstick measuring cable • No pan fitting leaks during storage
 - Dipsticks available with firewall mount or transmount mounting bracket • Transmission & Firewall Mount styles supplied with transmission storage plug for quick change & storage
 - Spare trans fittings available for quick transmission changes
 - Available for most GM, Ford and Chrysler transmissions
 - Available in brite, black, red and blue anodized

Anchor-Tight® Locking Trans Dipsticks

LK-1209144 TH-350/400 3" Direct Fit - Brite
LK-1209147 TH-350/400 3" Direct Fit - Black
LK-1210134 Powerglide OEM & Aftermarket Transmount - Brite
LK-1210137 Powerglide OEM & Aftermarket Transmount - Black
LK-1210144 Powerglide OEM & Aftermarket Firewall Mount - Brite
LK-1210147 Powerglide OEM & Aftermarket Firewall Mount - Black
LK-1211134 TH-350 Transmount - Brite
LK-1211137 TH-350 Transmount - Black
LK-1211144 TH-350/400 Firewall Mount- Brite
LK-1211147 TH-350/400 Firewall Mount - Black
LK-1213134 TH-400 Transmount - Brite
LK-1213137 TH-400 Transmount - Black

AUTOMATIC SHIFTERS

STEALTH PRO BANDIT RACE - BLACK

The ultimate narrow profile black anodized racing shifter, with a rear exiting cable, featuring a gate type mechanism. Narrow, lightweight, easy to operate and fully polished. The CNC machined housing provides a mounting location for CO2 ram cylinder or electric solenoid. Includes 8" Super Duty Race cable, Powerglide Pro Lever, quick disconnect and cable extension.

- Narrow Design with No Knobs • Lightweight Mechanism
- Simple Operation • Reverse Exit Cable Design

GM Powerglide **BM81112**



Hard Core Bandit Shifter

- Narrow styled billet aluminium housing
- Includes polished blade style stick assembly

- Includes neutral safety switch & backup light switch

All you have to do is look.

The new Hard Core Bandit is

one sweet piece of shifter

technology. It's got the look

and feel of our Pro Bandit race shifter.

If you want to give your vehicle that race 'vibe', but want to retain all the driveability of a street shifter - this is the shifter for you! Like the Hi-Tek Bandit, this features a polished billet aluminium housing and narrow styling. It's cable operated and easy to install with a unique hidden mounting system. Includes neutral safety switch, backup light switch and blade type stick.

GM TH-400, 350, 250, 200, 700-R4, 200-4R

BM80798

Ford C4, C6 & AOD

AOD requires #40496 installation kit

BM80798

Chrysler '66 & later TorqueFlite A727 & A904

BM80798

Pro Bandit

- Fully polished/clear bright anodized
- Narrow design with no knobs or levers
- Lightweight mechanism
- Reverse exit cable
- Neutral safety switch built in
- CNC machined 6061-T6 aluminium
- NHRA/IHRA reverse lockout requirements
- Mounting location for B&M80883 ram cylinder
- Mounts through bottom of shifter, flush countersunk hardware won't rub body panels.

The Pro Bandit shifter features an easy to operate gate type mechanism. The Pro Bandit is only available as a rear exit cable model designed for Powerglide transmissions with standard or reverse shift pattern valve bodies. Includes a positive reverse lockout mechanism and neutral safety switch as required by NHRA and IHRA. B&M 80793 includes BM80834 8" super duty race cable, BM70465 Powerglide Pro Lever, BM80323 Quick Disconnect and cable extension. Gate plate is interchangeable with all Pro Stick gate plates (2, 3, and 4 speed)

Pro Bandit Race Shifter (shifter only)

BM80794

Pro Bandit Race Shifter

BM80793

CO2 Ram Cylinder for Pro Bandit

BM80883

Rear entrance Powerglide cable bracket

BM70469



Magnum Grip Pro Bandit

The cutting-edge Magnum Grip design, coupled with the race tested performance of the Pro Bandit shifter, is an unbeatable combination. Complete kit includes the features of the standard Pro Bandit plus the billet aluminium Magnum Grip handle. Includes 8" super duty race cable, B&M P/G pro lever, Quick Disconnect and cable extension (CO2 or electric solenoid may be used on this shifter for a P/G transmission). All Bandit shifters use the same gate plates as found in the Pro Stick shifters

GM Powerglide, Full Kit

BM81045

GM Powerglide, Shifter Only

BM81046

Magnum Grip Pro Stick

The cutting-edge style of the Magnum Grip coupled with the time-tested design and performance of the Pro Stick shifter makes an awesome combination. The Magnum Grip Pro Stick shifter includes all of the standard Pro Stick features with the new Magnum Grip handle CNC machined from billet aluminium. Compact, strong and functional, the ultimate in a shifter for a drag race car. All Pro Stick shifters use interchangeable gate plates.

GM TH-400, 350, 250, 200 & 700-R4

Ford C4, C6 & AOD (AOD requires BM40496 install kit)

Chrysler TorqueFlite A727 & A904

BM81040

GM Powerglide

BM81041

Magnum Grip Street Bandit

A bold new look to take your ride into the new millennium. Of course it includes all of the standard B&M

Street Bandit features along with the

new Magnum Grip handle (that's CNC

machined from billet aluminium).

The B&M Bandit series shifters are

milled from a 7-pound block of billet

aluminium. The solid design is clean,

smooth and functional. All Bandit

shifters use the same gate

plates as found in the Pro

Stick shifters. Comes

supplied with a 4 foot cable.

GM TH-400, 350, 250,

200 & 700-R4 Ford C4, C6 &

AOD (AOD requires BM40496 install kit)

Chrysler TorqueFlite A727 & A904

BM81050.



Hi-Tek Bandit

The Street Bandit is the ultimate shifter for automatic transmission equipped road vehicles. Whether you are building a high-tech pro-street car or hot rod, the Hi-tek Bandit is the professional's choice. This Gate action shifter with its polished billet aluminium housing and the narrow styling are ideal for almost any vehicle. Cable operated and easy to install with a unique hidden mounting system are dynamite features found in the Street Bandit. Includes neutral safety switch, back-up light switch and billet aluminium knob with engraved insert. You won't top this shifter for looks and function.

GM TH400, 350, 250, 200, 700-R4.

Ford C4, C6 & AOD

(AOD requires #40496 installation kit)

Chrysler '66 & later Torqueflite A747 & A904

BM80797

BM80797

BM80797

Black Stealth Magnum Grip Pro Stick

Due to popular demand, the Magnum Grip Pro Stick is now available in BLACK.

This B&M Automatic Performance Shifter combines the same style and functionality as the Magnum Grip Pro Stick with a captivating black anodized finish. Designed, developed, and refined by the company that invented race shifters - The Pro Stick continues to turn heads at every event. Supplied with this kit is a Black Anodized Aluminium Cover, 5 Ft. Super Duty race cable, and hardware.

- Precise gate action ensures consistency
- The lightweight aluminium cover can be removed quickly and easily

- Reverse lockout feature
- Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns)
- Shifter may be mounted directly to floor, chassis or with quick release kit.

GM TH400, 350, 250, 200, 700R4, 200-4R, 4L80E*, and 4L85E* Ford C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100* Chrysler A727 and A904 (1966 & Later)

*4L80E and 4L85E equipped with a PRNDL switch will need the optional accessory kit #75498. TH-700R4, 200-4R, 4L80E, and 4L85E require a 4-speed gate plate #80712. AOD requires #40496 installation kit. Ford AODE & 4R70W require installation kit #40504. Ford E40D & 4R100 requires installation kit #40505.

BM81052 Black Stealth Magnum Grip Pro Stick

Magnum Grip Stealth Pro Stick Carbon Fibre Look

- Precise gate action ensures consistency
- The lightweight aluminium cover can be removed quickly and easily
- Reverse lockout feature
- Modular quick change gate plate design for use with 2, 3 or 4 speed transmissions (forward or reverse patterns)

- Shifter may be mounted directly to floor, chassis or with quick release kit.

GM TH400, 350, 250, 200, 700R4, 200-4R, 4L80E*, and 4L85E*, Ford C4,C6, AOD*, AODE*, 4R70W*, E40D*, and 4R100*, Chrysler A727 and A904 (1966 & Later)

*4L80E and 4L85E equipped with a PRNDL switch will need the optional accessory kit #75498. TH-700R4, 200-4R, 4L80E, and 4L85E require a 4-speed gate plate #80712. AOD requires #40496 installation kit. Ford AODE & 4R70W require installation kit #40504. Ford E40D & 4R100 requires installation kit #40505.

BM81059

Stealth Pro Ratchet Carbon Fibre Look

- Lightweight, black anodized aluminium cover and carbon fibre grip
- Single hand operated reverse lockout feature
- Quick and easy to operate
- Stick always returns to centre position after shift
- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism
- Short throw ratchet action reduces shift time
- The leading choice for 3 & 4 speed transmissions
- Supplied with a lightweight brushed aluminium cover
- Precision ratchet action works with either standard or reverse pattern valve bodies

- Includes neutral safety switch, backup light switch, gear position indicator and both forward and reverse pattern indicator decals

Supplied with 5' Super Duty race cable part BM80833 GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd CHRYSLER '66 & Later Torqueflite 727 & 904 Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM81119

Pro Ratchet Carbon Fibre Look

- Single hand operated reverse lockout feature. Easy operation, even with race gloves. Simply push the trigger forward and ratchet to reverse and park.

- Quick and easy to operate

- Stick always returns to centre position after shift

- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism

- Short throw ratchet action reduces shift time

- The leading choice for 3-speed transmissions

- Lightweight brushed aluminium cover

- Precision ratchet action works with either standard or reverse pattern valve bodies

- Includes neutral safety switch, back-up light switch, gear position indicator and both forward and reverse pattern indicator decals.

- Supplied with 5' Super Duty race cable #BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd

CHRYSLER '66 & Later Torqueflite 727 & 904

Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM80843

Pro Ratchet

- Single hand operated reverse lockout feature. Easy operation, even with race gloves.

- Simply push the trigger forward and ratchet to reverse and park.

- Quick and easy to operate

- Stick always returns to centre position after shift

- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism

- Short throw ratchet action reduces shift time

- The leading choice for 3-speed transmissions

- Lightweight brushed aluminium cover

- Precision ratchet action works with either standard or reverse pattern valve bodies

- Includes neutral safety switch, back-up light switch, gear position indicator and both forward and reverse pattern indicator decals.

- Supplied with 5' Super Duty race cable #BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd

CHRYSLER '66 & Later Torqueflite 727 & 904

Ford C4, C6 & AOD (AOD req.40496inst.kit)

P/glide'62-'73 inc. pro lever w/o k/down hole Front Exit

Pro Ratchet housing replacement

BM80842

BM80840

BM80840

Stealth Pro Ratchet

- Lightweight, black anodized aluminium cover and carbon fibre grip

- Single hand operated reverse lockout feature

- Quick and easy to operate

- Stick always returns to centre position after shift

- Easiest unit to 'double shift' with an air, CO2 or electric shift mechanism

- Short throw ratchet action reduces shift time

- The leading choice for 3 & 4 speed transmissions

- Supplied with a lightweight brushed aluminium cover

- Precision ratchet action works with either standard or reverse pattern valve bodies

- Includes neutral safety switch, backup light switch, gear position indicator and both forward and reverse pattern indicator decals

- Supplied with 5' Super Duty race cable part BM80833

GM TH700R4, 200-4R, 400, 350, 250 & 4spd, 3spd

CHRYSLER '66 & Later Torqueflite 727 & 904

Ford C4, C6 & AOD (AOD req.40496inst.kit)

BM81120

Pro Stick

- The ultimate shifter for Powerglide applications with or without air or CO2 shifters

- Easy, one hand operated (even with race gloves) reverse lockout feature, just push forward and it stays open

- The optional lightweight brushed aluminium cover can be removed quickly and easily (Included in #BM80706)

- Modular quick change gate plate design for use with

- 2, 3 or 4 speed transmissions (forward or reverse patterns)

- Shifter may be mounted directly to floor or chassis, or may be installed with quick release bracket kit

- Ideal for Powerglide with air or CO2 shifter kits

- Precise gate action ensures consistency

- Supplied with 5' Super Duty race cable part #80833

GM TH400,350,250,200 w/alum. cover

GM TH700&200-4R w/ alum cover

(requires optional 4-speed gate plate BM80712

GM Powerglide w/alum. cover suits forward or reverse pattern valve bodies. Pro Lever Incl.

FORD C4, C6 or AOD w/alum cover

(AOD req BM40496 inst kit)

CHRYSLER '66-later Torqueflite 727

& 904 w/alum cover

PRO STICK same as BM80706 w/o cover

PRO STICK same as BM80704 w/o cover

BM80706

BM80706

BM80704

BM80706

BM80706

BM80706

BM80706

BM80706

BM80706

BM80706

BM80706

Hammer Shifter

- Unique multi-position trigger for user comfort in various shifter positions

- Universal floor mount application. Base can be trimmed to custom fit any floor

- Cable operated for quick installation and accurate shifting

- Reverse lockout feature

- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable

- Can be used with a reverse pattern valve body

B&M introduces the Hammer, a revolution in shifter design. The ergonomics of this shifter were created by a world-renowned consulting firm specialising in human motion studies. The ergonomically designed Hammer-Head handle comfortably fits small to large hands and provides the appropriate wrist angle. The unique multi-position trigger is spoon-shaped for easier finger operation in a multitude of T-handle positions. This has resulted in a shifter which is perfect for all new generation vehicles and street rods where style is not just form, but function.

GM TH400, 350, 250, 200, 700-R4, 200-4R

FORD C4, C6 & AOD (req40496 AOD inst kit)

CHRYSLER '66 & Later Torqueflite 727 & 904

BM80885

Mega Shifter

Ratchet 3 and 4 Speed

- Universal floor mount application. Base can be trimmed to custom fit any floor

- Cable operated for quick installation and accurate shifting

- Reverse lockout feature

- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable

- Can be used with a reverse pattern valve body

The Mega Shifter is one of B&M's most popular shifters due to it's manual 4-speed look and ratchet action. Ideally suited for most applications.

GM TH400, 350, 250, 200, 700-R4, 200-4R

FORD C4, C6 & AOD (req40496 AOD inst kit)

CHRYSLER '66 & Later Torqueflite 727 & 904

BM80685

RHD model with indicator & T-Handle to suit Australian models.

Mega Shifter Short Stick Kit

BM80695

Mega Shifter (Left Hand) 3-4 Speed

Th350/400/700,C4/6,TF727/904

BM80690

Console Megashifter for General Motors - 1982-1992 Camaro and Firebirds

Same great features as the Megashifter, but designed to fit factory console applications! Got a Camaro or Firebird with a console shifter? You can have B&M shifter performance with the Console Megashifter! This shifter features full ratchet action performance, a lighted gear position indicator, chrome stick and trigger assembly, as well as a satin aluminium B&M T-handle. The Console Megashifter has all the features of the classic universal model that made it the most popular aftermarket automatic shifter around!

Application

General Motors - '82-'92 Camaro and Firebirds (will not fit '88-'92 Firebird Formula) TH400, 350, 200 & 700-R4, 4L60, 4L60E, 4L65E.

BM80692 B&M CONSOLE MEGA SHIFTER

Truck Mega Shifter

- Universal floor mount application. Base can be trimmed to custom fit any floor

- Cable operated for quick installation and accurate shifting

- Reverse lockout feature

- Includes neutral safety switch, back-up light switch, lighted gear indicator and polished aluminium T-Handle and cable. The classic MegaShifter in a configuration that will fit your light truck.

All the things you expect in a B&M shifter are right here and ready to install in your truck. The truck MegaShifter includes a taller base and an adjustable floor mount bracket for proper installation.

GM TH400, 350, 250, 200, 700-R4, 200-4R

FORD C4, C6 & AOD (reqBM40496 AOD inst kit)

CHRYSLER '66 & Later Torqueflite 727 & 904

BM80680

Z GATE

Gate 3 Speed

- Base can be trimmed to custom fit any floor

- Reverse lockout feature

- Includes neutral safety switch, back-up light switch and polished black T-Handle and cable

- You can't miss a gear

The patented 'Z' shaped architecture totally eliminates the possibility of overshifting and missing a gear. This shifter has many features found in B&M's top line units. Great for most street and strip applications. Cannot be used with reverse pattern valve bodies.

GM TH400, 350, 250, 200 FORD C4, C6

CHRYSLER '66 & Later Torqueflite 727 & 904

BM80681

BM80681

BM80681

BM80681

BM80681

BM80681

Quicksilver

Ratchet 3 and 4 Speed

- Floor mount application. Base can be trimmed to custom fit any floor
- Cable operated for quick installation and accurate shifting
- Reverse lockout feature
- Includes neutral safety switch, back-up light switch, lighted gear indicator, chrome knob and cable
- Can be used with a reverse pattern valve body
- You can't miss a gear

Ratchet action shifter provides performance shifting without a trigger. To get into park or reverse from drive lift knob/stick assembly, move forward to position.

GM TH400, 350, 250, 200, FORD C4, C6 & AOD (AODreq. 40496 inst kit), CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80683**

**Quicksilver Console Shifter**

The B&M console Quicksilver shifter has been designed for a perfect fit in the factory automatic centre console for 1973 to 1981 Chevrolet Camaros and 1970 to 1981 Pontiac Firebirds. The smooth ratcheting action and good looks of the Quicksilver shifter puts everyone on notice that you're serious about performance and style. Installation is quick, clean and easy with detailed installation instructions.

- Factory Cable Operated
 - Chrome Plated Cover
 - High Performance Ratchet Action
 - Reverse Lockout Feature meets NHRA and IHRA Requirements
- Fits: 1973 to 1981 Chevrolet Camaro and 1970 to 1981 Pontiac Firebird. Compatible with GMTH350/400/700R4/4L60/4L60E/4L65E/4L80E/4L85E

BM80688 Quicksilver Console Shifter

**Sport Shifter**

Detent 3 and 4 Speed

- Base can be trimmed to custom fit any floor
 - Neutral safety switch, back-up light switch, lighted gear indicator, and T-Handle and cable. The Sport Shifter may be a low cost alternative to B&M's top of the line MegaShifter - but it performs as if it was twice the price!
- The Sport Shifter is not a ratchet shifter and not intended for racing applications, but it makes a perfect addition to any street machine making daily driving something to look forward to.

Featuring a simple detent action between First, Second, High and Neutral, a lit gear indicator, black plastic T-handle, neutral safety switch, backup light switch and flat aluminium stick.

GM TH400, 350, 250, 200, 700-R4, 200-4R FORD C4, C6 & AOD (AODreq. BM40496 inst kit) CHRYSLER '66 & Later Torqueflite 727 & 904 **BM80776**

**Unimatic Shifter**

- Ideal low cost column shifter replacement.
- Includes neutral safety switch, black T-Handle, 5ft cable, hardware and boot. Do you want to move a column shifter to the floor and still keep that performance feel. The Unimatic shifter is just the thing. It looks identical to a manual 4-speed shifter and, because of its cable operated design, can be easily installed.

GM TH400, 350, 250, 200, 700-R4, 200-4R 62-73 Aluminium Powerglide (req. BM70497 inst kit) FORD C4, C6 & AOD (AOD req. BM40496 inst kit) CHRYSLER '66 & Later Torqueflite 727 & 904 (req cable BM80740) **BM80775**

**Pro Stick Cover and Accessories**

- Brushed aluminium cover as supplied with 80706 shifter includes quick release pins **BM80717**
- Gate Plate and Lever 2-speed fwd and rev pattern **BM80713**
- Gate Plate 3 Speed rev pattern **BM80710**
- Gate Plate 3 Speed forward pattern **BM80711**
- Gate Plate 4 Speed fwd pat. TH700&200-4 **BM80712**
- Reverse Lockout extension knob **BM80726**
- Neutral Safety switch kit **BM80844**

**GM Powerglide Pro Lever**

Lever contains 4 holes for use with B&M Turbo-Action or Hurst shifters. Will allow lever to be positioned up for non standard applications. Does NOT have TV hole.

GM Powerglide Pro Lever (for all B&M 2 speed shifters) **BM70465**

**Performance Shifter Cables**

- Properly cleared internally to reduce backlash which can result in adjustment problems
 - Pre-lubed for smooth operation
 - .250" outer diameter 'long lay' outer jacket
 - 600lbs pull strength
- B&M offers several lengths depending on application. The popular 5' length comes packaged with every B&M shifter (except Race Shifters)

Cables for B&M shifters 81-present

(with eyelet on one end and threads on the other)

4 ft Cable (Eyelet/Thread) BM80604
5 ft Cable (Eyelet/Thread) BM80605

Cables for B&M shifters before 1981

(with threads on both ends)

6 ft Cable (Thread/Thread) BM80506

**Super Duty Race Shifter Cables**

- Supplied with Pro Ratchet, Pro Stick & Pro Bandit shifters
- Rotary swaged ends • Less than .015" per foot backlash
- Can be used on all current B&M shifters (except Unimatic and Street Rod shifter) Not for street use.
- .375" O.D. Red 'long lay' outer jacket
- Pre-lubed for smooth operation

3 ft Super Duty Cable (Eyelet/Thread) BM80831

4 ft Super Duty Cable (Eyelet/Thread) BM80832

5 ft Super Duty Cable (Eyelet/Thread) BM80833

8 ft Super Duty Cable (Eyelet/Thread) BM80834

10 ft Super Duty Cable (Eyelet/Thread) BM80835

12 ft Super Duty Cable (Eyelet/Thread) BM80836

**SHIFTER CABLES**

All Aeroflow's performance shifter cables are properly cleared to reduce backlash.

AF72-1001 6.35mm (1/4") outer diameter 'long lay' outer jacket.

AF72-1002 9.52mm (3/8") outer diameter 'long lay' outer jacket and is prelubed for smooth operation and has rotary swaged ends.

Part No	Description
AF72-1000	Pro-matic 5FT Shifter Cable Also V-Matic (replaces Hurst 5008555)
AF72-1001	Shifter Cable 5 Foot (replaces B&M 80605)
AF72-1002	Race Shifter Cable 5 Foot (replaces B&M 80833)

C02 Ram Cylinder

B&M's C02 Ram Cylinder is for use with B&M's full line of Pro Bandit race shifters. Comes with stainless steel plunger and rubber stop. Ram strokes 1.5"

C02 Ram Cylinder BM80883
Replacement Bumper BM80881

Magnum Grip Button Plate

CNC machined aluminium Magnum Grip side plate w/12-volt button. The button may be used to activate transbrake, nitrous, launch control or two step ignition. Easily installs onto any of the B&M Magnum Grip shifters. Wire is completely hidden in machined channel on shifter stick.

Magnum Grip Button Plate (Aluminium) BM81060
Stealth Magnum Grip Button Plate (Black) BM81063



Stealth Magnum Grip Button Plate RHD (Black) **BM81078**

Bracket & Lever Kits

Replacement cable bracket & lever kits as supplied with B&M shifters. Includes bracket, lever, mounting hardware and swivel & pin.

- Application**
GM TH400, 350, 250, 2004R & 700-R4
GM '62-'73 Powerglide w/o T.V. Hole
Holden Trimatic with RH Linkage
Holden Trimatic with LH Linkage
Ford C4 Transmissions
Ford C6 Transmissions
Ford AOD Transmissions
Chrysler '66 & later 727 or 904 Torqueflite
AMC '72 & later Torque Command Trans

Part No.
BM35498
BM70497
BM50489
BM50494
BM50498
BM40497
BM40496
BM10497
BM10497

Cable Brackets**Application**

GM TH400, 350, 250, 2004R & 700-R4
GM '62-'73 Powerglide
GM '62-'73 Powerglide (rear entry)
Ford C4 transmissions
Ford C6 transmissions
Ford AOD transmissions
Chrysler '66 & later 727 or 904 Torqueflite

Part No.
BM30499
BM70460
BM70469
BM50499
BM40498
BM40495
BM10499

**Transmission Levers****Application**

GM TH400, 350, 250, 2004R & 700-R4
Ford C4 transmissions
Ford C6 transmissions
Chrysler '66 & later 727 or 904 Torqueflite
Cable Swivel & Pin - All Transmission Levers

Part No.
BM20462
BM40461
BM40461
BM10462
BM80638

**Gate Plates**

Used to change the shift pattern on Pro Stick, Pro Bandit & Street Bandit shifters.

Application

3-Speed Reverse Pattern
3-Speed Forward Pattern
4-Speed Forward Pattern
2-Speed Forward & Reverse (Pro Stick Only)

Part No.
BM80710
BM80711
BM80712
BM80713

**Shifter Replacement Parts****Description**

Cable Swivel & Pin - All Shifters
Shift Boot - Mega Shifter
Shift Boot - Quicksilver
Shift Boot - Star Shifter
Shift Boot - Sport Shifter
Shift Boot - Unimatic
Top Cover - LHD Mega Shifter & Sport Shifter
Top Cover - Quicksilver
Top Cover - Quicksilver Console top
Top Cover - Star Shifter
Top Cover - Z Gate
Black Cover Skirt - Mega Shifter & Sport Shifter
Black Cover Skirt - Quicksilver & Star Shifter
Black Cover Skirt - Z Gate
Floor Mounting Bracket - All Bandit Shifters
Trigger - Mega Shifter & Star Shifter
Trigger - Hammer Shifter
Shifter Stick - Hammer Shifter
Indicator Window, 4-Speed
Indicator Window, Std Pattern - Mega Shifter
Indicator Window, Rev Pattern - Mega Shifter
Indicator Decal, Std Pattern - Star Shifter
Indicator Decal, Std Pattern - Quicksilver
Indicator Decal, Std & Rev Pattern - Pro Stick
Indicator Decal, Std & Rev Pattern - Pro Ratchet
Indicator Pointer - Star Shifter & Pro Ratchet
Indicator Cable - Mega Shifter
Reverse Light Switch Kit - Z Gate
Neutral / Reverse Micro Switch - Mega Shifter
Neutral / Reverse Micro Switch - Quicksilver
Neutral / Reverse Micro Switch - Star Shifter
Neutral / Reverse Micro Switch - Z Gate
Neutral / Reverse Micro Switch - Pro Ratchet
Neutral / Reverse Micro Switch - Hammer Shifter
Neutral / Reverse Micro Switch - Pro Stick
Neutral / Reverse Micro Switch - Sport Shifter
Neutral / Reverse Micro Switch - Unimatic
Neutral / Reverse Micro Switch - Pro Bandit
Neutral / Reverse Micro Switch - Street Bandit

Part No.
BM80638
BM80668
BM80673
BM80611
BM80661
BM46102
BM80820
BM80671
BM80644
BM80616
BM80645
BM80665
BM80617
BM80646
BM80884
BM80837
BM80892
BM80891
BM80898
BM80696
BM80697
BM80849
BM80672
BM80847
BM80848
BM80615
BM80814
BM80580
BM80629
BM80629
BM80629
BM80629
BM80609
BM80609
BM80609
BM80628

**Indicator Lights**

To Suit BM80683/80676
QuickSilver **BM80729**

To Suit BM80680 Truck MegaShifter, BM80685 MegaShifter RHD, BM80690 MegaShifter, BM80692 Console MegaShifter, BM80694 Console MegaShifter, BM80776 SportShifter **BM80667**



To Suit BM80885/81001, 2 & 3 Hammer Shifter **BM80896**

**Pro Stick / Quarter Stick Solenoid Shifter**

The SS5 fits B&M Pro Stick front & rear exit cable, Hurst Quarter Stick 1 front exit cable and Hurst Pistol Grip front exit cable shifters with 2 speed, forward pattern transmissions. Comes complete with black anodized mounting bracket and all hardware.

- DE-SS5 Solenoid shifter, 2 speed for B&M Pro Stick, Hurst quarter stick and Hurst pistol grip**
- DE-SS5RPM Solenoid shifter, 2 speed for B&M Pro Stick, Hurst quarter stick and Hurst pistol grip with RPM switch**



Electric Shifter Solenoids

Our solenoid shifters automatically shift the transmission at your preset rpm or preset time, improving the E.T. consistency of any automatic transmission race car. You're able to keep both hands on the steering wheel and concentrate on winning instead of shifting. **SHIFTERS ARE NOT INCLUDED**

B&M Pro Bandit solenoid shifter

The Dedenbear SS4 fits the popular B&M Pro Bandit 2 speed shifter. Comes complete with black anodized mounting bracket and all hardware.

DE-SS4 Solenoid Shifter, 2 speed for B&M ProBandit
DE-SS4RPM Solenoid Shifter, 2 speed for B&M ProBandit with RPM switch



Universal Solenoid Shifter

The universal bracket mounts to the floor behind any forward pattern powerglide shifter. The slotted bracket allows for solenoid adjustment to tailor to any shifter.

DE-SS2 Solenoid Shifter, 2 speed without RPM switch
DE-SS2RPM Solenoid Shifter, 2 speed with RPM switch



AB10K



CO2 Bottles & Components

The Dedenbear CO2 bottles are for air operated shifters and other air operated accessories such as magneto kill switches. The CO2 bottle kit includes a 10 oz bottle, bottle valve, regulator with gauges and tubing.

Description	Part No.
Complete 10 oz Bottle Kit	DE-AB10K
Bottle & Valve Only - 2.5 lb	DE-AB25V
Regulator with Gauges	DE-ABR
Safety Burst Valve (Female Thread)	DE-ABVS
Safety Burst Valve (male Thread)	DE-ABVSM



Outlaw Pistol Grip Shifter

The TCI Outlaw Shifter not only ensures that you find the right gear when you need it but delivers great looks as well. Constructed of billet aluminium with a pistol grip shifter and black-anodized cover with an optional quick release setup, the Outlaw Shifter is durable enough to handle both street and race-duty applications.

- Features a Park/Neutral safety switch with provisions for a reverse light system - Designed for Powerglide & most popular GM, Ford & Chrysler 3 & 4-speed transmissions - Includes 5' of heavy-duty shift cable & all hardware - 3-Speed reverse pattern

Blackout Shifter with Cover suit 4-Speed	TCI611431BL
BLBlackout Shifter with 2 Button Switch suit 4-Speed	TCI611641BL

TCI RHD FAST-GATE SHIFTER

The TCI Right Hand Drive FAST-GATE Shifter features a universal design that can be mounted in virtually any 3- or 4-speed right hand drive application. The shifter's sturdy construction is capable of withstanding the demands of racing, yet its stylish and durable injection molded cover looks classy in street applications. Stamped components ensure smooth, accurate movements when shifting, and a reverse lockout mechanism eliminates the chance of transmission damage from accidentally shifting into reverse. The shifter comes with a black cover, shifter cable and all required hardware for a simple installation, so there is no need to buy extra accessory pieces. Economically priced but designed with the high quality and engineering of an expensive shifter, the TCI Right Hand Drive FAST-GATE Shifter is the perfect shifter for U.S. import tuners or anyone in the U.K., Australia and other left lane driving countries.

GM TH400, 350, 250, 200, 200-4R, 700-R4, 4L60E
 FORD C4, C6 & AOD (req 618016 AOD Inst kit)
 CHRYSL, '66 & Later Torqueflite 727 & 904

TCI616544



DIABLO BLACKOUT SHIFTER

The patent-pending TCI Diablo Shifter is the most versatile on the market and includes all components needed for installation in nearly any GM, Ford or Chrysler. The design allows set up for either a front- or rear-cable exit and can be configured for two-, three-, four- or six-speed transmissions in both forward and reverse shift patterns. Upgrade to a two-button design for controlling nitrous, transbrake or shift points. The shifter housing is made from an aluminium extrusion for light weight and durability for street and race-duty applications. Units are also available without a cover for console-mounting, and in a Blackout version.

- Utilize front- or rear-cable exit
- Configure for 2-, 3- 4- or 6-speed transmissions w/ forward or reverse shift pattern
- Upgraded to a 2-button design for controlling nitrous, transbrake or shift points
- Everything needed for installation on common Ford, GM & Chrysler transmissions

Description	Part No.
Diablo Blackout Shifter (with cover)	TCI620001BL
Diablo Blackout Shifter (with cover, includes buttons)	TCI620002BL
Diablo Blackout Shifter (without cover)	TCI620003BL
Diablo Blackout Shifter (without cover, includes buttons)	TCI620004BL



SIDEWINDER LOCKOUT SHIFTER

A responsiveness that puts you far out ahead of your competition... the sureness that snaps you into the gear you want, when you want it... the kind of ruggedness that lets you slam it into gear without the fear of jamming or springing the mechanism... that's the Sidewinder shifter for you! It's so well built, so finely engineered, so beautifully designed that you know at once... it has to be by Winters®. The Sidewinder is Fail-Safe! It's mechanically impossible to accidentally shift into reverse from any forward gear. A sturdy, steel guard bars the shifting rod from all other positions except first, second, or third. When you want reverse, only you can put it there. The Sidewinder can be installed on any street, strip or off road transmission. It is available in both conventional and reverse shift patterns.

Our Lockout Shifter features an extra mechanism that must be pulled up towards the knob in order to shift in and out of the reverse and park positions. This shifter also includes a safety switch that requires you to have the shifter in the park position in order to start your vehicle. These features satisfy sanctioning body's rules and regulations.

Description	Part No.
Ford C-4 Stock Shift Pattern ('64 & Later)	WINSRMP357-1B
Powerglide Reverse Shift Pattern	WINSRMP507-2B
TH400 Standard Shift Pattern	WINSRMP107-1B



AUTOMATIC SHIFTERS

PRO-MATIC 2

RATCHET SHIFTER

The Hurst Pro-Matic 2 Ratchet Action Shifter is quality engineered for years of precise, trouble-free operation. The Pro-Matic 2 gives a custom appearance to any vehicle and is ideal for street or strip performance

- Can be used with either standard or reverse pattern valve bodies
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly
- Positive reverse Loc/Out for NHRA and IHRA requirements
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838500
GM 62-73 Powerglide (Alloy case)	HU3838505
Ford C4 and C6	HU3838500
Torqueflite A727 and A904	HU3838500

PRO-MATIC 2 TRUCK RATCHET SHIFTER

The Hurst Pro-Matic 2 truck shifter is the same legendary shifter as the regular Pro-Matic 2 but with a 4" longer stick that gives it an overall height of 15.5" for trucks and other applications that require a taller shifter.

- Can be used with either standard or reverse pattern valve bodies
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly
- Positive reverse Loc/Out for NHRA and IHRA requirements
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838510
Ford C4 and C6	HU3838510
Torqueflite A727 and A904	HU3838510

QUARTER STICK

The award-winning Quarter Stick Automatic Shifter is designed to provide positive gear change control for street or racing transmission applications.

- Extremely compact and lightweight.
- Comes with factory installed neutral safety switch (back-up light switch is available separately)
- One-hand operated, spring loaded reverse Lock-out
- Comes complete with hardware & 5' long shifter cable.
- Optional covers (sold separately)

GM TH-250, 350, 400 Forward Pattern	HU3160006
GM TH-250, 350, 400 Reverse Pattern	HU3160001
GM TH-700 and 4L60E Forward Pattern	HU3160030
Powerglide (alloy case) Fwd & Rev Pattern	HU3160001
Ford C4, C6 Forward Pattern	HU3160009
Ford C4, C6 Reverse Pattern	HU3160014
Torqueflite A727, A904 Forward Pattern	HU3160009
Torqueflite A727, A904 Reverse Pattern	HU3160014

QUARTER STICK 2

Based on the original Quarter Stick technology, this ultimate drag racing shifter is ideal for rear engine dragsters.

- Rear exit cable for easier installation, positive shifts and less potential cable binding • Designed for 2 and 3-speed transmissions in both forward and reverse valve body shift patterns
- Comes complete with hardware, and 5' long shifter cable, and easy to follow installation guide
- Forged aluminium stick for added strength has 7/16-20 thread (Quarter Stick)

Other features are the same as the Quarter Stick Automatic Shifter

Optional cover HU1300056 is sold separately	
Positive reverse Lock-Out for NHRA and IHRA requirements	
GM Powerglide Fwd & Rev Pattern	HU3160020
GM TH-250, 350, 400 Forward Pattern	HU3160025
GM TH-250, 350, 400 Reverse Pattern	HU3160020

Shifter Replacement Parts

Application	Part No.
Rubber Boot - Pro-Matic 2	HU1148550
Rubber Boot - V-Matic 2	HU1148572
Chrome Console Top - Pro-Matic 2	HU1958551
Chrome Console Top - V-Matic 2	HU1958574
Black Console Base - Pro-Matic 2 & V-Matic 2	HU1298554
Indicator Lens, 3-Speed - Pro-Matic 2	HU2418552
Indicator Lens, 2-Speed - Pro-Matic 2	HU2418553
Indicator Lens, 3-Speed - V-Matic 2	HU2418570
Indicator Lamp - V-Matic 2	HU1578575
Trigger, Polished - V-Matic 2	HU3078576
Shifter Spring Kit - Pro-Matic 2 & V-Matic 2	HU2308500
Cable Retaining Clip - All	HU1275702

V-MATIC 3 SHIFTER 3 & 4 SPEED

The V-Matic 3 shifter is a front exit cable actuating shifter designed for most 3 and 4 speed automatic transmission. It is designed with a park and reverse lock trigger actuating system that allows smooth and flawless ratcheting through the forward gears. The universal base design allows for floor mount and can be trimmed to custom fit any floor. The forward exit cable is designed for quick installation and accurate shifting. And the reverse lockout trigger feature meets NHRA and IHRA requirements. The shifter also includes neutral safety switch, backup light switch, a lighted gear indicator, and brushed aluminium Hurst T-handle. Can be used with reverse pattern valve body.

GM TH-250, 350, 400	HU3838520
Ford C4 and C6	HU3838520
Torqueflite A727 and A904	HU3838520

**PISTOL-GRIP QUARTER STICK**

The Hurst Pistol-Grip Quarter Stick Shifter is designed for a firm comfortable natural grip, providing a positive feel when shifting. This shifter has all of the same award winning features and qualities of our existing Quarter Stick automatic shifter, including controlled detent activation, one-hand operated spring loaded reverse Loc/Out mechanism, and neutral safety switch. The pistol-grip handle is CNC-machined from billet aluminium for exceptional strength, and features a precision snap-action switch that is ideal for operating a Hurst Roll/Control, nitrous system or trans brake.

GM TH-250, 350, 400 Forward Pattern	HU3162006
GM TH-250, 350, 400 Reverse Pattern	HU3162001
GM TH-700 & 4L60E Forward Pattern	HU3162030
Powerglide (Alloy case) Fwd & Rev Pattern	HU3162001
Ford C4 & C6 Forward Pattern	HU3162009
Ford C4 & C6 Reverse Pattern	HU3162014
Torqueflite A727, A904 Forward Pattern	HU3162009
Torqueflite A727, A904 Reverse Pattern	HU3162014

**V-MATIC 2 DUAL MODE SHIFTER**

The V-Matic 2 features a dual mode operation for street performance or all out racing. It can be used as a gate shifter for street and parking lot usage or as a ratchet shifter for drag racing.

- Easily swaps between gate and ratchet operation
- Cable-operated to provide your choice of mounting locations
- Incorporates a neutral safety and back-up light switch assembly.
- Trigger operated reverse Loc/Out for NHRA and IHRA requirements.
- Complete with all hardware & heavy-duty 5' long shifter cable.

GM TH-250, 350, 400	HU3838520
Ford C4 and C6	HU3838520
Torqueflite A727 and A904	HU3838520

**PLASTIC COVER KIT**

Adds a distinctive finished look to your Quarter Stick or Quarter Stick 2 installation. Mounting plate and button head screws are included with the plastic cover kits.

Plastic Cover – Quarter Stick & Pistol Grip	HU1300055
Plastic Cover – Quarter Stick 2	HU1300056

**ALUMINIUM COVER KIT**

Adds a professional finished look to your Quarter Stick or Pistol Grip installation. Attaches to shifter with quick release pins (included) and may be used in conjunction with the aluminium mounting plate kit.

Aluminium Cover - Quarter Stick & Pistol Grip	HU1300041
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**ALUMINIUM MOUNTING PLATE KIT**

Clear anodized aluminium mounting plate offers mounting flexibility and allows quick shifter removal via quick release pins (included).

Mounting Plate - Quarter Stick & Pistol Grip	HU1950225
Replacement Pin	HU1890082

**REVERSE LIGHT SWITCH**

Kit includes reverse light switch and hardware. Easy installation for all Quarter Stick and Pistol Grip shifters having front cable exit.

Reverse Light Switch	HU2488601
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**SOLENOID SHIFTING KIT**

The Hurst Electric Solenoid Shifting Kit is designed to automatically complete the 1st to 2nd gear change, increasing shifting reliability and improving E.T. consistency.

- Engineered for forward pattern Hurst Quarter Stick and Pistol-Grip shifters.
- Shifting is controlled when used with an rpm activated switch or manually activated push button.
- The solenoid features a spring activated plunger.
- Kit includes solenoid, aluminium mounting bracket, hardware, fuse and electrical connectors.

Solenoid Shifting Kit	HU2260020
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**TH400 Kickdown Switch**

Designed to activate the electric kickdown on the Turbo 400, this kit is required when converting from a Turbo 350 or Turbo 700 with a cable operated kickdown. Uses stock OEM bracketry and includes a heavy duty switch, actuator rod and spring.

TH400 Kickdown Switch	HU2488605
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**Adjustable Vacuum Modulator**

This modulator is adjustable, allowing you to tailor shift points within a range of 2-4 mph. Comes adjusted for normal shift points. Fits GM TH350 & TH400 transmissions.

Adjustable Vacuum Modulator	HU6500001
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**NEUTRAL/PARK SAFETY SWITCH**

Kit includes switch and mounting hardware. Easy installation for all existing Quarter Sticks. (Newer Quarter Sticks and Pistol Grip shifters feature the switch installed from the factory.) Fits front and rear exit cable shifters.

Neutral/Park Safety Switch	HU2488600
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**Cable Brackets & Levers**

Replacement cable mounting brackets and transmission levers for Pro-Matic 2 and V-Matic 2 automatic shifters. Does not fit Quarter Stick Shifters.

Application	Part No.
Cable Bracket - GM Turbo 350	HU1178562
Cable Bracket - GM Turbo 400	HU1178560
Cable Bracket - GM Turbo 700	HU1174778
Cable Bracket - GM Powerglide	HU1178565
Trans Lever - GM Turbo 350	HU1058561
Trans Lever - GM Turbo 400	HU1058561
Trans Lever - GM Turbo 700	HU1058567
Trans Lever - GM Powerglide	HU1058566

SHIFTER CABLES

Replacement shifter cables are available for all Hurst automatic shifters. Additionally, several length of cables are available for the Quarter Stick and Pistol Grip shifters. These premium quality cables feature a solid 303 Stainless Steel inner wire core encased within a nylon liner wrapped with helical lay wires and swaged ends for superior strength. The core is lubricated with Teflon prior to assembly and then sealed in a heavy plastic outer casing for a lifetime of durability and smooth operation.

5 ft. Single Eyelet - V-Matic 2 & Pro-Matic 2	HU5008555
3 ft. Single Eyelet - Quarter Stick	HU5000023
4 ft. Single Eyelet - Quarter Stick	HU5000024
5 ft. Single Eyelet - Quarter Stick	HU5000025
8 ft. Single Eyelet - Quarter Stick	HU5000028
11 ft. Single Eyelet - Quarter Stick	HU5000020
5 ft. Double Eyelet - Quarter Stick	HU5000029
Cable Clip Only	HU1275702

**TRIMATIC BRACKET & LEVER KIT**

Suits fitment of Aeroflow and B&M shifter cables to Trimatic transmission. Available for Driver & passenger side applications.

Part No	Description
AF72-2000	Drivers Side
AF72-2001	Passenger Side

**Nostalgia Automatic****Shifters**

Lokar's Nostalgia Shifter is designed with 2 bends in the lever, for that nostalgic hot rod look. The Nostalgia Shifter comes complete with all the same functional features and safety features as our standard Shifter, including our exclusive Safety-Lock-Out Button, main plate and side brackets. The Nostalgia Shifter is available in 23" or 16" lengths and is accompanied by a Black Mushroom knob, which features Teflon lined button for smooth operation. Boots sold separately.

**GM Turbo 350**

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS6350AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6350BN

GM Turbo 400

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS6400AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6400BN

GM Turbo 700

23" Stick, Double Bend, Silver Mushroom Knob	LK-ATS6700ANM
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS6700BN

Ford C4

23" Stick, Double Bend, Black Mushroom Knob	LK-ATS60C4AN
16" Stick, Double Bend, Black Mushroom Knob	LK-ATS60C4BN

**Lokar Automatic Shifters**

These shifters mount directly to the transmission and are designed to help prevent accidentally shifting from the park position, into reverse, drive and low gears with Lokar's exclusive Safety Lock-Out Button. Its convenient, too – this shifter is completely adjustable so that you can mount it in any number of positions front to rear with our exclusive main plate and side brackets. Mount the shifter in an existing floor opening or put it exactly where you want it.

Other Features Include:

- Neutral Safety Switch
- Positive Lock-Out in Park and Neutral
- 360-degree lever rotation for extra leg room
- Out-from-under-the-dash and away-from-the-seat lever adjustments
- Easy-to-remove shifter knobs for simple boot installation
- Teflon lined button in shifter knobs for smooth operation
- Chrome-plated lever in 32", 23", 16", 12", 10", 8", and 6" lengths
- Gold iridized bracketry
- All hardware included for installation
- Available for GM, Ford and Chrysler Automatic Transmissions
- Boots sold separately

GM Turbo 350

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350BM
16" Stick, Single Bend, Black Mushroom Knob	LK-ATS6700BB
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6350CL
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350ETM

GM Turbo 400

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6400CL

GM Turbo 700

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6700CL

GM 4L60

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60AM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60CM

GM 4L60E

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60EAM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60EBM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS64L60ECM

GM Powerglide

23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60PGAM
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60PGBM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS60PGCL

Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4CM
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS60C4CL

Ford C6

16" Stick, Single Bend, Silver Tapered Knob	LK-ATS60C6BL
16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C6BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C6CM
6" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6FM

Ford AOD

12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODCM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6AODEM

Ford FMX

23" Stick, Single Bend Mushroom Knob	LK-FMS-6727A
12" Stick, Single Bend, Silver Tapered Knob	LK-ATS6FMXCL
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6FMXDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6FMXEM

Chrysler Torqueflite 727

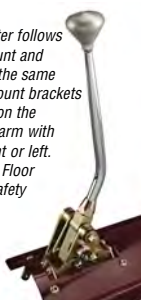
23" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727AM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6727CM

Floor Mount Automatic Shifters

The Floor Mount Automatic Transmission Shifter follows in the footsteps of its parent transmission mount and tailmount shifters, having been designed with the same superior craftsmanship. The exclusive floor mount brackets allow for installation above or below the floor on the transmission tunnel. Kit includes splined shift arm with three optional offset arms for mounting to right or left. Removal of the transmission is not necessary. Floor Mount Shifter is equipped with the expected safety features of a Lokar Shifter.

Features

- Operates with solid adjustable linkage
- Neutral Safety Switch
- Positive Safety-Lock-Out in Park and Neutral
- 360-degree lever rotation for extra leg room
- Out from under-the-dash and away-from-the seat-lever adjustments
- Easy-to-remove shifter knobs for simple boot installation
- Teflon lined button in shifter knobs for smooth operation
- Chrome-plated lever available in 23", 16", 12", 10", 8" and 6" lengths
- Gold iridized bracketry • All hardware included for installation
- Available for GM, Ford and Chrysler automatic transmissions
- Rectangular boot rings sold separately

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350CM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6350CL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6350EM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6400EM

GM Turbo 700

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700CM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6700CL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6700EM

GM 4L80E

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS64L80C
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GM Powerglide

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60PGCM
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Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4BM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS60C4CL
12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C4EM

Ford C6

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS60C6EM

Ford AOD

12" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODCM
12" Stick, Single Bend, Silver Tapered Knob	LK-FMS6AODCL
10" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODDM
8" Stick, Single Bend, Silver Mushroom Knob	LK-FMS6AODEM

Cable Operated Automatic Shifters

Lokar's versatile Floor Mount Shifter is paired with a high quality push/pull cable, offering mounting in virtually any location. Use of a superior 1/4" inner cable and spherical rod ends bring this shifter to the next level of quality when compared to other 10-32 cables often used. User friendly mounting brackets and hardware yields a truly universal, safe and quality product.

Features include:

- Versatile Floor Mount Design
- High quality push/pull cable with durable 1/4" inner cable
- Spherical rod ends
- Many mounting options
- Shifter locks in Park & Neutral with Lokar's exclusive Lock-Out Button
- Neutral safety switch
- Shifter lever lengths available in 23", 16", 12", 10", 8", and 6"

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350DM
8" Stick, Single Bend, Silver Mushroom Knob	LK-COS6350EM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6400DM

GM Turbo 700

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS6700DM

GM 4L60

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS64L60DM

FORD C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4BM
12" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4CM
10" Stick, Single Bend, Silver Mushroom Knob	LK-COS60C4DM

Tailmount Automatic Shifters

Don't have room for our transmission mount shifter? You can have the safety and features of a Lokar Shifter with our Tailmount Shifter. This design mounts to the transmission's tailhousing bolts. Our exclusive tailmount bracket gives you a choice of two mounting positions... it's the most versatile tailmount shifter you can buy.

**GM Turbo 350**

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6350DTMM

GM Turbo 400

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6400DTMM

GM Turbo 700

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS6700DTMM

Ford C4

16" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4BTMM
12" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4CTMM
10" Stick, Single Bend, Silver Mushroom Knob	LK-ATS60C4DTMM

Replacement Shifter Levers

Replacement levers for Lokar automatic shifters. All Lokar Shifter Levers can be changed to any of the many lever lengths we offer. Includes chromed lever and inner rod.

Description

32" Single Bend Lever & Inner Rod	LK-S-68152
32" Double Bend Lever & Inner Rod	LK-S-68153
23" Single Bend Lever & Inner Rod	LK-S-68144
23" Double Bend Lever & Inner Rod	LK-S-68145
16" Single Bend Lever & Inner Rod	LK-S-68146
16" Double Bend Lever & Inner Rod	LK-S-68147
12" Single Bend Lever & Inner Rod	LK-S-68148
10" Single Bend Lever & Inner Rod	LK-S-68149
8" Single Bend Lever & Inner Rod	LK-S-68150
6" Single Bend Lever & Inner Rod	LK-S-68151

Part No.**Ford AOD Selector Shaft & Arm**

Lokar's Ford AOD Selector Shaft and Arm is the solution to hunting for the right part. By standardizing the shift linkage for aftermarket applications, Lokar has eliminated the guess work and saves you time and money. This fully adjustable shaft and arm finally allows for installation on numerous applications.

- Replaces factory selector shaft and arm
- Adjustable for proper ratio between shifter and transmission
- Arm designed to be installed in any 360° position for versatility
- Kickdown seal installed in selector shaft
- Zinc plated with stainless steel hardware
- Can be used with many aftermarket shifters
- Detailed instructions

AOD Selector Shaft & Arm, 1/4" Slot and hole	LK-ATA-1000
AOD Selector Shaft and Arm, 5/16 Slot	LK-ATA-1001

LED Shift Indicators

Lokar's LED shift indicators use a cable operated sensor & control module and are available in dash or shift boot mounted configurations.

Available as complete kits or the dash indicators and sensor kits are available separately.

- Arm and Sensor Housing CNC machined from Billet aluminium
- Programmable Solid State Circuit Board within the decoder box
- Cable operated for flexibility in mounting
- 5" of cut-to-fit stainless steel braided housing and 6" of inner control wire • Back-Up Light circuit built in • Neutral safety switch built in • Long Life LED Indicators
- Stainless steel and zinc plated mounting hardware
- Zinc plated Universal Angled Mounting Brackets
- Displays transmission position in engaged gear only
- Colour-coded wiring instructions for easy installation
- Compatible for use with all Lokar Automatic Transmission Shifters
- Compatible with many other aftermarket shifters
- Available for most GM, Ford and Chrysler transmissions
- Available in Horizontal or Vertical
- Dash or Boot Mount
- Sensor Kit available separately

**Round Boot LED Indicator Kits**

Horizontal Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1747
Vertical Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1748
Horizontal Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1749
Vertical Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1750
Horizontal Boot Indicator Kit – Ford AOD	LK-CINB-1751
Vertical Boot Indicator Kit – Ford AOD	LK-CINB-1752
Horizontal Boot Indicator Kit – Ford C4 & C6	LK-CINB-1753
Vertical Boot Indicator Kit – Ford C4 & C6	LK-CINB-1754
Horizontal Boot Indicator Kit – TF-727 & 904	LK-CINB-1755
Vertical Boot Indicator Kit – TF-727 & 904	LK-CINB-1756

Rectangular Boot LED Indicator Kits

Horizontal Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1779
Vertical Boot Indicator Kit – Turbo 350 & 400	LK-CINB-1780
Horizontal Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1781
Vertical Boot Indicator Kit – Turbo 700 & 4L60	LK-CINB-1782
Horizontal Boot Indicator Kit – Ford AOD	LK-CINB-1783
Vertical Boot Indicator Kit – Ford AOD	LK-CINB-1784
Horizontal Boot Indicator Kit – Ford C4 & C6	LK-CINB-1785
Vertical Boot Indicator Kit – Ford C4 & C6	LK-CINB-1786
Horizontal Boot Indicator Kit – TF-727 & 904	LK-CINB-1787
Vertical Boot Indicator Kit – TF-727 & 904	LK-CINB-1788

LED Dash Indicator Kits

Horizontal Dash Indicator Kit – Turbo 350 & 400	LK-CIND-1715
Vertical Dash Indicator Kit – Turbo 350 & 400	LK-CIND-1716
Horizontal Dash Indicator Kit – Turbo 700 & 4L60	LK-CIND-1717
Vertical Dash Indicator Kit – Turbo 700 & 4L60	LK-CIND-1718
Horizontal Dash Indicator Kit – Ford AOD	LK-CIND-1719
Vertical Dash Indicator Kit – Ford AOD	LK-CIND-1720
Horizontal Dash Indicator Kit – Ford C4 & C6	LK-CIND-1721
Vertical Dash Indicator Kit – Ford C4 & C6	LK-CIND-1722
Horizontal Dash Indicator Kit – TF-727 & 904	LK-CIND-1723
Vertical Dash Indicator Kit – TF-727 & 904	LK-CIND-1724

LED Dash Indicators – No Sensor Kit

Horizontal Dash Indicator – All 3-Speeds	LK-CIND-1700
Vertical Dash Indicator – All 3-Speeds	LK-CIND-1701
Horizontal Dash Indicator – Turbo 700 & 4L60	LK-CIND-1702
Vertical Dash Indicator – Turbo 700 & 4L60	LK-CIND-1703
Horizontal Dash Indicator – Ford AOD	LK-CIND-1704
Vertical Dash Indicator – Ford AOD	LK-CIND-1705

Cable Operated Sensor Kits

Sensor Kit – Turbo 350, 400, 700 & 4L60	LK-CINS-1797
Sensor Kit – Ford AOD	LK-CINS-1798
Sensor Kit – Ford C4 & C6	LK-CINS-1799
Sensor Kit – TF-727 & 904	LK-CINS-17001

Column Cable Shift Linkage

Lokar's Column Cable Shift Linkage is the ultimate answer to interference issues, when you are unable to use the factory hard column linkage. The cable allows you to route the cable around the transmission, exhaust, cross-members and brake pedals. Our Exclusive Billet Aluminium Mounting Arm can be used on either side of the column. Lokar's Column Cable Shift Kit allows you to use our shift indicator kits. It can also be used in conjunction with our Back-Up Light/Neutral Safety Switch Kit (LK-BL-1400U). Available in black housing, designed with specially extruded liner for extended life of the cable, and stainless inner wire measuring 6 feet in length. Ready-to-install hardware and brackets included in kit – no cutting or measuring – simply bolts on.

- For all GM Transmissions except Powerglide

- Does not fit Ford or Chrysler Transmissions

Most GM factory columns	LK-ACA-1804
2" Aftermarket GM Style Columns	LK-ACA-1804
2 1/4" Aftermarket Columns	LK-ACA-1805
GM Billet Trans Shift Arm	LK-ACA-1802
Ford C4-C6 Billet Trans Shift Arm	LK-ACA-1803

**Neutral/Reverse Safety Switch**

This kit offers the choice of Reverse Light Switch OR Neutral Safety Switch Kit. Kit fits TH-350, TH-400, 700-R4, TH-200, 200-4R, 4L60, 4L60E and 4L80E transmissions. Single trigger for back-up light switch, or double trigger for neutral safety switch. KIT NOT INTENDED TO FUNCTION AS BOTH. All mounting hardware included. Back-Up Light/Neutral Safety Switch Kit Lokar Safety Switch only



LK-BL-1400U
LK-S-68154

Shifter Knobs

Smooth operation of lock-out button is guaranteed with the Teflon lining. Easy-to-remove shifter knobs have been designed for simple boot installation.

Operates with Lokar Shifters only.

3 Speed Mushroom Knob - Silver	LKSK-6838
3 Speed Mushroom Knob - Black	LKSK-6839
3 Speed Tapered Knob - Silver	LKSK-6840
Turbo 700 Mushroom Knob - Silver	LKSK-6841
Turbo 700 Mushroom Knob - Black	LKSK-6842
Turbo 700 Tapered Knob - Silver	LKSK-6843
Powerglide Mushroom Knob - Silver	LKSK-6844
Powerglide Mushroom Knob - Black	LKSK-6845
Powerglide Tapered Knob - Silver	LKSK-6846
Ford AOD Mushroom Knob - Silver	LKSK-6847
Ford AOD Mushroom Knob - Black	LKSK-6848
Ford AOD Tapered Knob - Silver	LKSK-6849

**Polished Skull Knobs**

The Lokar Aluminium Skull Shift Knob is polished to a high luster. Smooth operation of lock-out button is guaranteed with the Teflon lining. The easy-to-remove shifter knob is designed for simple boot installation. Operates with Lokar Shifters only.

Polished Skull Knob with Plain Button	LK-SK-6861
3-Speed Auto Polished Skull Knob	LK-SK-6862
GM Turbo 700 Polished Skull Knob	LK-SK-6863
Powerglide Polished Skull Knob	LK-SK-6864
Ford AOD Polished Skull Knob	LK-SK-6865



Piston & 8-Ball Shifter Knobs

8-Ball Shifter Knob and Piston Knob are designed with our safety lock-out button and function with the same smooth operation as our original factory installed knobs. The Teflon-lining guarantees smooth operation. Operates with Lokar Shifters only.

8-Ball Shifter Knob	LKSK-6850
3-Speed Piston Knob - Satin	LKSK-6851
3-Speed Piston Knob - Polished	LKSK-6857
Turbo 700 Piston Knob - Satin	LKSK-6852
Turbo 700 Piston Knob - Polished	LKSK-6856
Powerglide Piston Knob - Satin	LKSK-6853
Powerglide Piston Knob - Polished	LKSK-6858
Ford AOD Piston Knob - Satin	LKSK-6854
Ford AOD Piston Knob - Polished	LKSK-6859
Plain Piston Knob - Satin	LKSK-6869
Plain Piston Knob - Polished	LKSK-6881

Lokar Shifter Knob Adapter

Your personal style is important to Lokar, so now you can display that style on all of Lokar's. Automatic Transmission Shifters with most aftermarket shifter knobs of your choice. How, you ask? Lokar's Shifter Knob Adapter is designed to adapt to most aftermarket shifter knobs for use with any of our shifters - continuing with the same shift pattern and safety features you possess with Lokar's. Automatic Shifter Knobs. This includes the positive lock-out in Park and Neutral. The Shifter Knob Adapter is designed with the common 3/8-16 and 3/8-24 threads found in most aftermarket shifter knobs. Designed with hidden jam nuts for a flush mount against the shifter knob. Chromed finish blends with the Lokar chromed shifter lever to give you the desired clean look with a custom knob. Comes with complete installation instructions. Also available in black finish for the Lokar Midnight Series Shifters.

Shifter Knob Adapter for 3/8-16 Knob	LK-SK-6878
Shifter Knob Adapter for 3/8-24 Knob	LK-SK-6879

LOKAR SHIFTER KNOB ADAPTERS

To fill the void between personal preference and personal safety, Lokar developed a Shifter Knob Adapter which allows you to express yourself with highly custom knobs, yet still retain all of the safety features and benefits of a Lokar Shifter, including the positive lockout in Park and Neutral. After thoughtful consideration and careful planning, Lokar invented a Shifter Knob Adapter with hidden functional parts and a sleek design which will install on ANY Lokar Shifter without modification and allow the use of virtually anything as a knob. The Adapter is offered with common 3/8"-16 or 3/8"-24 thread sizes and is available in either a chrome or black finish. We also offer a muscle car shifter knob adapter to replicate the feel of an original muscle car shifter.

Description	Part No.
Shift Knob Adapter with Black Muscle Car Knob	LK-SK-68MCB
Shift Knob Adapter with Brite Muscle Car Knob	LK-SK-68MCT
Shift Knob Adapter with White Muscle Car Knob	LK-SK-68MCW



Deco Solid Round Venetian

Premium Lokar Aluminum Shifter Knobs

All Premium shifter knobs are designed with our Safety Lock-Out Teflon-lined button and function with the same smooth operation as our original factory installed knobs. All Premium shifter knobs are available with a plain button (no shift pattern) or engraved with a transmission specific shift pattern.* 8-Ball Shifter Knob is machined from Delrin and is not available with an engraved shift pattern.* Engraved shift pattern on knob for safety requirements. Premium knobs operate with Lokar Shifters only.

Description	Part No.
Solid Round	
2" Solid Round Satin Shift Knob w/Plain Button	LK-SK-6920
2" Solid Round Black Shift Knob w/Plain Button	LK-SK-6921
2" Solid Round Polished Shift Knob w/Plain Button	LK-SK-6922
Venetian	
2" Venetian Satin Shift Knob with Plain Button	LK-SK-6923
2" Venetian Black Shift Knob with Plain Button	LK-SK-6924
2" Venetian Polished Shift Knob with Plain Button	LK-SK-6925
Deco	
2" Deco Satin Shift Knob with Plain Button	LK-SK-6926
2" Deco Black Shift Knob with Plain Button	LK-SK-6927
2" Deco Polished Shift Knob with Plain Button	LK-SK-6928

2015-2017 MUSTANG PISTOL GRIP HANDLE

Hurst introduces their new Billet/Plus Pistol-Grip Shift handle for the 2015-2017 Mustangs with the automatic transmission. This is a great way to add a contemporary performance look to your modern day muscle car. Billet Aluminium construction is precision CNC machined for a modern look and feel. The body features a polished finish, while the replaceable grip plates have a black anodized finish and display the iconic Hurst name. The grip features a comfortable shape that just feels "right" in your hand, along with a finger operated trigger mechanism for the lockout function. Easy installation with simple hand tools and includes installation instructions.

HU5380435

**SO-CAL Art Deco Shift Knobs**

Designed to fit the Lokar shifter, SO-CAL's polished aluminum Art Deco-style shift knobs are available with the reverse lock-out safety feature for 3-Speed and Turbo 700 Autos.

Art Deco knob - Lokar 3-Speed Shifters	S0001-50600
Art Deco knob - Lokar Turbo 700 Shifters	S0001-50601

**Moon Eyes Shift Knobs for LOKAR Shifters**

2-1/4" diameter fits Lokar shifters. Top release button

Black Moon Knob with Raised button	MNMP022BK
Yellow Moon Knob with Raised button	MNMP022YE
Black Moon Knob with Flush button	MNMP023BK
Yellow Moon Knob with Flush button	MNMP023YE
Black 8 Ball Knob with Flush button	MNMP028

Dakota Digital

**Universal Gear Shift Sending Unit**

Gear Shift Position Sending Unit for use with all Dakota Digital Gear Shift Position Indicators and 12 volt LED indicators. Includes: Universal Mounting Hardware to fit all automatic transmissions including TH350, TH400, 700R4, 4L60, 4L80, Powerglide, C-4, C-6, and AOD, Mopar transmissions and many others. Fully push button adjustable with no magnets to align! Built in Neutral Safety Switch and Back-up Light Circuit. Decoder can be mounted inside the vehicle for easy access.

**Dakota Digital gear position indicators sold separately.

DAKGSS-2000

Round Gear & Miscellaneous Indicator

The DGS-3 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-3 requires a 1-3/8" cutout and measures 1-5/8" overall.

**GSS-2000 sold separately and is required to operate this display.

DAKDG-3

Oval Gear/Misc Indicators

The DGS-4 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-4 requires a cutout measuring 1-1/16" tall by 2-5/16" wide.

**GSS-2000 sold separately and is required to operate this display.

Blue Indicator, Brushed Bezel	DAKDG-4
Blue Indicator, Chrome Bezel	DAKDG-4-C-B

**L.E.D. GEAR INDICATOR**

This innovative LED digital gear shift indicator displays shift positions for both standard automatic and overdrive transmissions. Available in three different colours DGS-1R (red LED), DGS-1G (green LED), DGS-1B (Blue LED). All displays are compatible with the GSS-2000 Gear Shift Position Indicator Sending Unit. (GSS-2000 sold separately and is required to operate this display)

Blue L.E.D Gear Indicator
Green L.E.D Gear Indicator
Red L.E.D Gear Indicator



DAKDG-1B
DAKDG-1G
DAKDG-1R

MANUAL SHIFTERS

**B&M MANUAL SHIFTER**

Holden Commodore/Monaro LS-1
6-Speed 2000-On BM45043

COMPETITION PLUS 4-SPEED

The industry standard for over 30 years, this shifter offers state of the art transmission control for popular 4-speed manual transmissions. Dedicated applications assure a custom fit to a wide variety of vehicles having factory consoles without any floor pan modifications.

- Race track proven design and reliability.
- Heat treated linkage rods and arms for added strength.
- Adjustable gear stops prevent over shifts.
- Bolt-on chrome-plated stick with attractive custom white knob.
- Complete with all hardware and easy to follow installation guide.



Transmission	Shifter	Install Kit
Ford Toploader	HU3913180	HU3737638
Borg Warner Super T-10	HU3918791	HU3738609

MUSTANG INSTALL KIT

MUSTANG '65-'69 289, 302, 351 V-8	
MUSTANG '70-'73 302, 351 V-8	HU3737637

COMPETITION PLUS 6-SPEED

The heritage of Hurst is now available for the Commodore & Monaro with this new Competition/Plus 6-speed performance shifter. Designed to put the "feel of performance" back into shifting, this quality crafted precision shifter is a must for the serious performance enthusiast.

- Computer designed for a 45% reduction in throw
- CNC machined billet aluminium and steel components
- Engineered as a direct bolt-in replacement for ease of installation
- Traditional Hurst chrome plated stick and classic white

Application	Part No.
VT-VY Commodore & Monaro, 6-Speed	HU3915065
VE Commodore & Camaro, 6-Speed	HU3916030

SUPER/SHIFTER 3

One of the most legendary Hurst Shifters ever engineered, the Super/Shifter 3 incorporates a positive reverse Lock-out mechanism that provides the most secure method of blocking the reverse gate ever offered. Heat treated trans arms and internal mechanism components assure strength and durability and reinforced heat treated linkage rods eliminate flex. Shifter and installation kit each sold separately. Optional Hurst shifter boot HU1140010 recommended for finished appearance.

Transmission	Shifter	Install Kit
Muncie	HU4910001	HU3730006
BW T-10	HU4910001	HU3730006
Richmond/BW Super T-10	HU4910001	HU3730006

STREET SUPER/SHIFTER 4-SPEED

Based on the racing version of the legendary Super Shifter 3, the Hurst Street Super/Shifter brings many of the same quality features to a new level of performance. Street Super/Shifter comes complete with all necessary hardware and easy to follow installation guide. Shifter assembly and installation kit each sold separately. Optional Hurst Super Boot HU1147494 recommended for finished appearance and sold separately. **NOTE: Street Super/Shifters are not vehicle specific. They will fit the transmissions listed, but will not fit stock consoles and often require minor floor pan modification for installation.**

Transmission	Shifter	Install Kit
Muncie	HU3917535	HU3738616
BW T-10	HU3917535	HU3738616
Richmond/BW Super T-10	HU3917535	HU3738616
Saginaw	HU3917535	HU3738616
Ford Toploader	HU3917535	HU3738615
New Process	HU3917535	HU3738617



Indy Shifter Universal 4-Speed Shifter

Hurst/Indy 4-Speed Shifter Kits are designed to be used on most popular 4-Speed transmissions and a wide variety of cars. Applications are determined by transmissions and an exclusive engineered mounting design, making them adaptable to many popular passenger car floor pans.

FEATURES AND BENEFITS

- Fits most popular passenger car floor pans.
- Narrow spring loaded gate for ease of operation.
- Heat treated, plated parts for strength and durability.
- 7-1/2" tall chrome plated stick provides short precise throws.
- Complete with all hardware, linkage and easy to follow installation guide. NOTE: The high mounting location of these kits more than often eliminates their use with factory consoles. Trim modifications to floor pans is often necessary.

Transmission	Make	Trans Code	Part No
BW T-10 & Super T-10	GM	410	HU5030030
Top Loader	Ford	433	HU5030031
Saginaw	GM	441	HU5030033

Indy Shifter RHD Adapter Kit

This kit suits the Hurst Toploader Indy Shifter part number HU5030031 and relocates the shifter to the correct position for use on XR-XD Falcons and other Australian vehicles.

Indy Shifter Adapter Kit HU5030034

2015-2017 MUSTANG INDY SHIFTER

Hurst introduces their new manual Indy Shifter for 2015-2017 Ford Mustang models with MT-82 6-Speed transmission. This includes models with the 5.0L, 2.3L and 3.7L engines. As an Indy model, this shifter provides a noticeable amount of throw reduction and a firmer, crisper feel, all while retaining the factory reverse lockout collar and function. This shifter includes a replacement stick, reverse lockout slider, urethane rear mount and a classic black Hurst round ball knob. This Indy shifter is backed by a Lifetime Limited Warranty.

- 18% Throw Reduction
- Accommodates Factory Reverse Lockout
- Classic Hurst Black Shift Knob
- CNC Machined Billet Steel Parts

2015-2017 Mustang Indy 6-Speed Shifter HU3916036

2015-2017 MUSTANG

COMPETITION PLUS SHIFTER

The 2015-2017 Mustang not only looks great, but now handles even better. It is just as appropriate that the Hurst Competition Plus Short Shifter for the 2015-2017 Mustang functions even better as well. This new Hurst shifter utilizes a multi-link-type mechanism to achieve the perfect combination for a short throw shifter, reducing shift throw by 38% from front to back, while maintaining a smooth silky side-to-side shift that is barely reduced resulting in close to full side-to-side resolution. A billet steel, chrome plated upper stick and a classic white knob helps accentuate the already fresh looking interior. Positioned in-line with the classic Hurst chrome plated flat blade stick is a chrome plated trigger rod. This trigger rod not only functions as part of the reverse lockout feature, but truly adds style points to the interior. Don't settle for a plain shifter, life is just too short!

- Trigger Operated Reverse Lockout
- 38% Throw Reduction
- Classic Hurst Styling
- CNC Machined Billet Steel
- New Multi-Link Shifter Design

2015-2017 Mustang Comp Plus 6-Speed Shifter HU3916037



BILLET SHORT SHIFTERS

AeroFlow's billet Short Shifters are designed to reduce the shift throw by around a staggering 40% which results in faster, harder, smoother gear changes which are more crisp and precise. All AeroFlow Shifters have been tested on and off the track to give you a level of refinement unparalleled in the market today. The fully adjustable positive stops add extra insurance against over-shifting and damaging synchros and selector forks.

Part No	Description
AF64-2041	Short Shifter VE V8 Holden Six Speed 2007- on

NOTE: - Includes counter-sunk mounting bolts



GFB SHORT SHIFT KITS

Less time changing gears means more time on the throttle. Working on a different principle to other products on the market, the GFB Short Shifter can be adjusted to reduce the throw by up to 40% over standard (more for early models), significantly shorter than even an STI! Like all GFB components, the Short Shifter is well engineered and manufactured from the highest grade materials. Don't be fooled by similar (or even greater) claims of such dramatic throw reduction, GFB's Short Shifter IS the shortest kit you can bolt to your car! In fact, the LONGEST setting on our shifter is STILL SHORTER than everyone else's.

Subaru WRX 5-Speed MY97 onwards	GFB4001
Subaru WRX STI 6 speed (up to 40% reduction)	GFB4002
Subaru WRX STI 6 speed (up to 20% reduction)	GFB4003

SHIFTER PARTS

ADJUSTABLE CLUTCH FORK PIVOT BALL

The adjustable clutch fork pivot ball is made high strength steel and allows adjustment of clutch fork height for different types of clutch assemblies. Suits all GM bellhousings and is recommended for use with Lakewood Bellhousings.

Adjustable Clutch Fork Pivot Ball - All GM MG3855G

Reverse Light Switch

This switch is designed to be used in conjunction with the OEM back-up lights and the Competition/Plus 4-Speed, Super/Shifter 3 and the Master Shift 3-Speed shifters.

Reverse Light Switch HU2480003

HURST SHIFTER BUSHING KIT

Designed to replace the original shifter bushings and clips for most Hurst 3 and 4-Speed manual shifters except V-Gate. Made from heat treated steel for strength and durability, includes 6 bushings and 6 clips.

Hurst Shifter Bushing Kit MG11

Linkage Bushing Kits

Available in either steel or nylon. Steel bushings are designed to take the punishment of racing applications and provide for longer service. Nylon bushings are designed for street applications and eliminate most of the stick vibrations. These pit packs can be used on the Master Shift 3-Speed and Competition Plus 4-Speed. Kit includes either 7 steel or nylon bushings and spring clips.

Nylon bushings for 3, 4, & 5-speed manuals	HU3320001
Steel bushings for 3, 4, & 5-speed manuals	HU3327302
Steel bushings for V-Gate 2 only	HU3321657
Shift Rod Button	HU1193783

SHIFTER STICKS & LEVERS

Hurst Shift Levers

These shifter sticks fit all manual shifters with the 7/8" center to center bolt pattern which includes Hurst manual shifters and most OEM and aftermarket shifters for Tremec and Borg Warner transmissions. These levers have a 3/8"-16 knob thread except for the black alloy lever which has 7/16"-20 thread.

Black Aluminium
7.5" Tall, Straight, 7/16"-20 HU5380196

Chrome Steel
7.5" Tall, Straight, 3/8"-16 HU5387238
8" Tall, Single Bend, 3/8"-16 HU5380015
8.6" Tall, Double Bend, 3/8"-16 HU5388550
9.8" Tall, Straight/Offset, 3/8"-16 HU5387991
10" Tall, Curved Offset, 3/8"-16 HU5380100

Mopar Pistol-Grip Handles & Sticks

Available for 1970-74 B & E Body Mopars For console and non-console applications Simulated wood grain handle and angled lever are ideal replacements for original equipment.

1970-74 E-Body, 71-74 B-body Console	HU5388575
1971-74 B-Body Non-Console	HU5388580
1970 B-Body Non-Console	HU5388585
1970 B-Body Console	HU5388590

Comp Plus Replacement Shifter Stick

15" Tall, Curved Offset, 3/8"-16"	HU5384084
8-1/4" Tall 3" Bend, Round Stick, 3/8" Thread	HU5389015

LOKAR Tremec & B/Warner Manual Transmission Shifter Levers

Direct bolt on chrome plated tubular shifter levers for Tremec and Borg Warner manual transmissions are built for stock and aftermarket 5 and 6 speed shifters. They fit the T5, T45, T56 and all Tremec shifters with the standard 2-bolt flange measuring 7/8" centre to centre of bolt holes. Cap screws are included with the kit. Levers offer a 3/8"-24 knob thread and are available in 10", 12" and 16" single or double bend lever.

10" Shift Lever, Single Bend	LK-MSL6D
12" Shift Lever, Single Bend	LK-MSL6C
16" Shift Lever, Single Bend	LK-MSL6B
16" Shift Lever, Double Bend	LK-MSL6B2

McLeod Shifter Levers

These shifter levers fit all manual shifters with the 7/8" center to center bolt pattern which includes Hurst manual shifters and most OEM and aftermarket shifters for Tremec and Borg Warner transmissions. These levers have a 3/8"-24 knob thread and extra lower bolt holes that allow the angle of the lever to be adjusted.

S-Shaped Shift Lever - 6" Tall MC88-001
1/2 Moon Shaped Shift Lever - 9" Tall MC88-002
Straight Shift Lever - 6" Tall MC88-003

SHIFTER BOOTS



Polished Boot Sets

Lokar shifter boots are black Naugahyde and all sets include a boot, polished stainless base ring, or billet aluminium ring with ball-milled edge and stainless screws. Classic Shifter Boots include rubber bezel to eliminate airflow from the floor through the boot and a polished stainless bezel on top of the boot, which fits over the shifter lever. No unsightly pull ties or laces; boot hugs the shifter lever.

Hot Rod Boot with Round Billet Ring	LK-70-BHRB
Hot Rod Shifter Boot with Round Stainless Ring	LK-70-HRB
Classic Shifter Boot with Round Billet Ring	LK-70-BCLB
Classic Shifter Boot with Round Stainless Ring	LK-70-CLB
Floor Mount Boot with Rectangular Billet Ring	LK-70-BFRB
Billet Rectangular Boot Ring Only (No Boot)	LK-70-BFR



Universal Shifter Boot

The B&M universal shifter boot is made from quality black rubber to endure the test of time. Complete with chrome trim ring and mounting hardware. Base Measures 4-1/8" x 5-1/8"

Universal Shifter Boot BM46102



Universal Shifter Boots

Rubber shifter boots in two sizes for universal applications. Complete with chrome trim ring and mounting hardware.

Small Shifter Boot, 5-5/8" x 6-3/4" RPCR9630

Large Shifter Boot, 7-3/4" x 8-3/4" RPCR9631



Shifter Boot Ring

Billet Specialties Shifter Boot Ring takes style to the next level. Machined from Billet aluminum with neo-mechanical cog styling our Shifter Boot Ring will bring all the interior details together. Includes stainless hardware and is available in two finish options Black Anodized or Polished finish. Fits leather or rubber shift boots.

BS279310 - Polished
BSBLK279310 - Black



SHIFTER BOOTS

B-4 Boot & Plate

Our most popular boot is adaptable to most shifter installations. Complete with chrome trim plate and mounting hardware.

Measures 3-1/2" x 4-1/2"

B-4 Boot & Plate HU1144580

B-1 Boot & Plate

Designed for use with round stick shifters. Complete with chrome ID plate and mounting hardware.

Measures 4-3/8" x 5-1/2"

B-1 Boot & Plate HU1147336

Super/Shifter 3 Boot & Plate

Specially designed for use with Super/Shifter 3 utilizing separate reverse Loc/Out lever. Complete with chrome trim plate and mounting hardware.

Measures 7-3/4" x 8-3/4"

Super/Shifter 3 Boot & Plate HU1140010

Indy Boot & Plate

A popular economy boot. Complete with chrome trim plate and mounting hardware.

Measures 3-1/2" x 4-1/2"

Indy Boot & Plate HU1148429

Super Boot & Plate

Designed for large hole shifter installations. Complete with chrome ID plate and mounting hardware.

Measures 7-3/4" x 8-3/4"

Super Boot & Plate HU114 7494

Linkage Bushing Kits

Available in either steel or nylon. Steel bushings are designed to take the punishment of racing applications and provide for longer service. Nylon bushings are designed for street applications and eliminate most of the stick vibrations. These pit packs can be used on the Master Shift 3-Speed and Competition Plus 4-Speed. Kit includes either 7 steel or nylon bushings and spring clips.

Nylon bushings for 3, 4, & 5-speed manuals HU3320001

Steel bushings for 3, 4, & 5-speed manuals HU3327302

SHIFTER KNOBS

Universal White Shifter Knob

This high impact stain resistant white knob includes a clear lens and inserts (standard 4 speed pattern, 4 speed pattern with Reverse left and down, 3 speed pattern, Pro Ratchet and Pro Stick). Thread adapters fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Fits all B&M and most other shifters with inch threads.

Universal White Shift Knob BM46110

Button Knob

The B&M button knob activates B&M Launch Control, any line lock, transbrake, or nitrous system and works with 12 or 16 volt systems. It includes thread adapters to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 threads. Fits all B&M and most other shifters.

Universal Shift Knob with button BM46112

Quicksilver Billet Knob

This CNC machined billet aluminum knob includes an engraved insert featuring the B&M logo. BM80534 includes adapters to fit 3/8-24, 3/8-16, 5/16-18 threads.

Billet Knob (Universal) BM80534

Billet Knob (M12 x1.25 only) BM80542

Quicksilver Replacement Knob

Replacement knob for B&M Quicksilver shifters.

Knob and insert are sold separately.

Quicksilver Replacement Knob (no insert) BM80670

Quicksilver Knob Insert BM80669

Universal T-Handles

Available in three finishes, B&M Universal T-Handle packages include thread inserts to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 thread shifters. B&M also offers a satin T-Handle designed for use in right hand drive vehicles.

Universal T-Handle - Chrome BM80643

Universal T-Handle - Satin BM80641

Universal T-Handle - Black Plastic BM80642

T-Handles with Button

Button T-Handle activates B&M Launch Control, any line lock, transbrake or nitrous system. Works with 12 or 16 volt systems. Includes thread inserts to fit 1/2-20, 3/8-24, 3/8-16 and 5/16-18 thread shifters.

T-Handle with Button - Satin BM80658

T-Handle with Button - Chrome BM80659

Hammer Head T-Handle

The same ergonomically designed handle featured on B&M's Hammer Shifter. Fits your hand comfortably while up & down shifting.

Chrome aluminum finish with thread adapters fit 1/2-20, 3/8-24, 3/8-16 & 5/16-18 thread shifters.

Hammer Head T-Handle BM80741



Piston Style Shift Knob

Chrome steel piston style shift knob. Includes set screw and allen key.

Chrome Piston Style Shift Knob RPCR9312

Hurst Equipped Emblem

Based on original HURST blueprints, this Hurst Equipped emblem is an authentic reproduction of the one used on the late '60's muscle cars equipped with a factory Hurst shifter. Made of durable ABS plastic with 3M adhesive tape backing for permanent mounting. Nominal size is 1-1/4" high by 5-1/4" long. Individually packaged.

Hurst Equipped Emblem HU1361000

Indy Shifter Replacement Knob

High gloss black, high strength plastic. 1-3/4" diameter with a 3/8-16 thread size.

Plain Black Shift Knob, 3/8-16 Thread HU1637200

Classic Shifter Knobs

The Original Hurst Classic design shifter knobs are solid high gloss, high strength plastic with engraved inlaid shift pattern and are 1-3/4" diameter with a molded-in brass thread insert and jam nut.

4-Speed Pattern, 3/8-24 Thread - White HU1630002

4-Speed Pattern, 3/8-24 Thread - Black HU1630102

4-Speed Pattern, 3/8-16 Thread - White HU1630003

4-Speed Pattern, 3/8-16 Thread - Black HU1630103

5-Speed Pattern, 3/8-16 Thread - White HU1630008

5-Speed Pattern, 3/8-16 Thread - Black HU1630108

6-Speed Pattern, 3/8-16 Thread - White HU1630040

6-Speed Pattern, 3/8-16 Thread - Black HU1630140

MUSTANGS 6 SPEED SHIFT KNOB - WHITE

Hurst's new classic shift knob for the 2015-2017 Mustangs, 2013-2017 Focus ST, 2016-2017 Focus RS, and 2014-2017 Fiesta ST with the manual transmission is a great way to add the classic car look to your modern day car. This 2.25" white-ball knob features the 6 speed shift pattern and the Hurst logo engraved on the sides. The bottom side of the knob features a large pocket recess to accommodate the factory reverse lockout button.

Mustang White 6 Speed M12x1.25 Thread HU1630225

Replacement Shifter Knob

Solid high gloss plastic knob with logo & Molded-in metal thread insert, complete with jam nut.

5 Speed Shifter Knob (3/8-16) Black HU1630125

Hurst Shift Knob, White With Hurst H-Logo

Universal Hurst shift knob ball, white glossy finish with Hurst "H" logo on the top of the ball.

3/8-16, 1/2-20, M10-1.25, M10-1.50,

M12-1.25, M12-1.75, M16-1.50

White Hurst Shifter Knob HU1631401

Shifter Knobs with Switch

Ideal for use with Hurst Roll/Control, trans brake, nitrous oxide systems or other 12 volt accessories.

Available in black only.

3/8-16 Thread HU1630049

7/16-20 Thread HU1630050

Sidewinder Knob

The Sidewinder shift knob is equipped with a side button switch conveniently located for driver hand comfort in LHD vehicles, which can be used for Roll/Control or nitrous operation. Can also be used in RHD vehicles but the logo will be upside down.

Black with Hurst Logo, 3/8-16" Thread HU1630069

Direct Fit T-Handles

Quality die cast aluminum T-handles. Available in polished or brushed finish with bold HURST identification. Complete with jam nuts.

T-Handle, 7/16-20 Thread - Polished HU1538500

Pistol Grip Shifter Handles

CNC machined from solid billet aluminum, the Hurst Pistol-Grip Shifter Handle is designed to provide a firm comfortable natural grip when shifting, allowing less chance of your hand slipping and missing a shift. Available in natural aluminum finish or an attractive black anodized finish with the Hurst name engraved in contrasting letters.

3/8"-16 & 1/2"-20 Thread - Natural HU1536030

3/8"-16 & 1/2"-20 Thread - Black HU1536130

12mm x 1.75 & 16mm x 1.50 Thread - Natural HU1536000

12mm x 1.75 & 16mm x 1.50 Thread - Black HU1536010

Pistol Grip Shifter Handle with Switch

CNC machined from solid billet aluminum with a natural finish, the Hurst Pistol-Grip Shifter Handle is designed to provide a firm comfortable natural grip when shifting. Equipped with a 12-volt 10 amp capacity normally open snap action switch which can be used for activating a Roll/Control, nitrous or other accessories. One part number fits stock factory shifters in both Mustang w/ 12mm x 1.75 thread and Camaro/Firebird w/ 16mm x 1.50 thread as well as the Hurst Billet/Plus shifters for these applications.

Pistol Grip Handle with Switch HU1536200

3/8-16, 1/2-20, M10-1.25, M10-1.50,

M12-1.25, M12-1.75, M16-1.50 Satin Finish HU1531000



Lokar Manual Shift Knobs

2" shifter knobs for 5-speed and 6-speed manual transmissions. Supplied with 3/8-16 and 3/8-24 thread inserts. Engraved with appropriate shift pattern, they are available in Ivory, Black and White. Perfect addition to the Lokar Manual Transmission Shifter Levers.

5-Speed Shift Pattern - Ivory LK-SK-6872

5-Speed Shift Pattern - White LK-SK-6874

5-Speed Shift Pattern - Black LK-SK-6876

6-Speed Shift Pattern - Ivory LK-SK-6873

6-Speed Shift Pattern - White LK-SK-6875

6-Speed Shift Pattern - Black LK-SK-6877

CHROME BALL SHIFT KNOB

This attractive chrome plated shift knob with Moon logo is 1-3/4" diameter and comes with Nylon bushings and set screws for a universal fit.

Moon Logo Chrome Shift Knob MNAA004MN

RAT FINK SHIFT KNOB

Includes adapter hole bracket on the base for multiple size shifters.

MNRAF397



MOON ORIGINAL SHIFT KNOBS

Moon original shift knobs measure 2-1/4" diameter and come with 3 NPT bushings 1/4", 3/8" & 1/2"

Black Knob with Black Logo MNMP021BBL

Black Knob with Yellow Logo MNMP021BYL

Yellow Knob with Black Logo MNMP021YBL

Yellow Knob with Yellow Logo MNMP021YYL



SO-CAL Art Deco Shift Knob

This Art Deco style shift knob is designed to complement our Art Deco dash accessories. Includes inserts to fit 1/4"-20, 5/16"-18 & 3/8"-16 threads

Art Deco Shift Knob

Art Deco Column Shift Auto

SO001-62007

SO001-62042



HOSE & HOSE COVERS



Note: Use inner coil support spring on all inlet / suction side of any pump.

100 SERIES STAINLESS STEEL BRAIDED HOSE

The AeroFlow 100 series hose is a true double braided stainless hose that uses the highest quality stainless wire available.

- Constructed with a stainless steel outer braid that resists abrasion and corrosion.
- Combined with a reinforced Chlorinated Polyethylene (CPE) synthetic rubber liner with a nylon inner braid.
- For use with fuel systems, E85, E10, methanol, oils, lubricants, coolant systems and vacuum applications.
- Minimum temperature -400C, Maximum temperature 1500C.

Note. Due to the use of unknown additives in some fuels, we are unable to guarantee our rubber hoses compatibility with all fuels unless otherwise stated.

We recommend the use of AeroFlows PTFE series hose for all other types of fuels.

NOT RECOMMENDED FOR: Brake systems, transmissions, power steering, extreme heat areas and use inside passenger compartments (due to permeation). For these applications use 200 Series Hoses & compatible fittings.

100 SERIES STAINLESS STEEL BRAIDED HOSE (suits 100, 150, 500, 550 & 880 series fittings)

AN	In	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
		3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"	98ft 5-1/8"
-4		AF100-04-1M	AF100-04-2M	AF100-04-3M	AF100-04-4.5M	AF100-04-6M	AF100-04-15M	
-5	5/16"	AF100-05-1M	AF100-05-2M	AF100-05-3M	AF100-05-4.5M	AF100-05-6M	AF100-05-15M	AF100-05-30M
-6		AF100-06-1M	AF100-06-2M	AF100-06-3M	AF100-06-4.5M	AF100-06-6M	AF100-06-15M	AF100-06-30M
-7	3/8"	AF100-07-1M	AF100-07-2M	AF100-07-3M	AF100-07-4.5M	AF100-07-6M	AF100-07-15M	AF100-07-30M
-8		AF100-08-1M	AF100-08-2M	AF100-08-3M	AF100-08-4.5M	AF100-08-6M	AF100-08-15M	AF100-08-30M
-9	1/2"	AF100-09-1M	AF100-09-2M	AF100-09-3M	AF100-09-4.5M	AF100-09-6M	AF100-09-15M	AF100-09-30M
-10		AF100-10-1M	AF100-10-2M	AF100-10-3M	AF100-10-4.5M	AF100-10-6M	AF100-10-15M	AF100-10-30M
-12		AF100-12-1M	AF100-12-2M	AF100-12-3M	AF100-12-4.5M	AF100-12-6M	AF100-12-15M	AF100-12-30M
-16		AF100-16-1M	AF100-16-2M	AF100-16-3M	AF100-16-4.5M	AF100-16-6M	AF100-16-15M	
-20		AF100-20-1M	AF100-20-2M	AF100-20-3M	AF100-20-4.5M	AF100-20-6M	AF100-20-15M	

BLACK 100 SERIES STAINLESS STEEL BRAIDED HOSE

(suits 100, 150, 500, 550 & 880 series fittings)

AN	In	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
		3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"	98ft 5-1/8"
-4		AF100-04-1MBLK	AF100-04-2MBLK	AF100-04-3MBLK	AF100-04-4.5MBLK	AF100-04-6MBLK	AF100-04-15MBLK	
-5	5/16"	AF100-05-1MBLK	AF100-05-2MBLK	AF100-05-3MBLK	AF100-05-4.5MBLK	AF100-05-6MBLK	AF100-05-15MBLK	AF100-05-30MBLK
-6		AF100-06-1MBLK	AF100-06-2MBLK	AF100-06-3MBLK	AF100-06-4.5MBLK	AF100-06-6MBLK	AF100-06-15MBLK	AF100-06-30MBLK
-7	3/8"	AF100-07-1MBLK	AF100-07-2MBLK	AF100-07-3MBLK	AF100-07-4.5MBLK	AF100-07-6MBLK	AF100-07-15MBLK	AF100-07-30MBLK
-8		AF100-08-1MBLK	AF100-08-2MBLK	AF100-08-3MBLK	AF100-08-4.5MBLK	AF100-08-6MBLK	AF100-08-15MBLK	AF100-08-30MBLK
-9	1/2"	AF100-09-1MBLK	AF100-09-2MBLK	AF100-09-3MBLK	AF100-09-4.5MBLK	AF100-09-6MBLK	AF100-09-15MBLK	AF100-09-30MBLK
-10		AF100-10-1MBLK	AF100-10-2MBLK	AF100-10-3MBLK	AF100-10-4.5MBLK	AF100-10-6MBLK	AF100-10-15MBLK	AF100-10-30MBLK
-12		AF100-12-1MBLK	AF100-12-2MBLK	AF100-12-3MBLK	AF100-12-4.5MBLK	AF100-12-6MBLK	AF100-12-15MBLK	AF100-12-30MBLK
-16		AF100-16-1MBLK	AF100-16-2MBLK	AF100-16-3MBLK	AF100-16-4.5MBLK	AF100-16-6MBLK	AF100-16-15MBLK	
-20		AF100-20-1MBLK	AF100-20-2MBLK	AF100-20-3MBLK	AF100-20-4.5MBLK	AF100-20-6MBLK	AF100-20-15MBLK	

100 & 450 Series Hose Specifications					100 Series Hose		450 Series Hose					
AN	I.D.	O.D.	Operating Press		Burst Press		Operating Press		Burst Press			
			PSI	BAR	PSI	BAR	PSI	BAR	PSI	BAR		
-4	5.4mm	7/32"	11.2mm	7/16"	1000	68.95	6000	413.68	500	34.47	2000	137.89
-5	6.4mm	1/4"	13.1mm	33/64"	1000	68.95	6000	413.68	500	34.47	2000	137.89
-6	8.7mm	11/32"	13.8mm	35/64"	1000	68.95	6000	413.68	500	34.47	2000	137.89
-7	9.6mm	3/8"	15.7mm	5/8"	1000	68.95	6000	413.68	500	34.47	2000	137.89
-8	11.1mm	7/16"	17.7mm	11/16"	1000	68.95	5000	344.74	500	34.47	2000	137.89
-9	12.7mm	1/2"	18.3mm	23/32"	1000	68.95	5000	344.74	500	34.47	2000	137.89
-10	14.2mm	9/16"	20.8mm	53/64"	1000	68.95	5000	344.74	500	34.47	2000	137.89
-12	17.4mm	11/16"	23.9mm	61/64"	1000	68.95	3750	258.55	350	24.13	1400	96.53
-16	22.2mm	7/8"	30.5mm	13/64"	750	51.71	2500	172.37	350	24.13	1400	96.53
-20	28.5mm	1-1/8"	35.81mm	1-13/32"	500	34.47	2000	137.89	350	24.13	1400	96.53

450 Series Black Braided Light Weight Hose

(suits 100, 150, 500, 550 & 880 series fittings)

Note: Use inner coil support spring on all tight radius bends and inlet / suction side of any pump.

Note: Please ensure all hose is thoroughly cleaned out before use.

The AeroFlow 450 Series hose is for performance and racing enthusiasts who want high quality light weight hose that is easier to assemble than traditional braided steel hose.

- Constructed with a braided nylon outer shield for abrasion resistance.
- A Flexible stainless steel inner core for superior strength embedded in the Chlorinated Polyethylene (CPE) synthetic rubber liner.
- For use with fuel systems, E85, E10, methanol, oils, lubricants, coolant systems and vacuum applications.
- Minimum temperature -40°C (-40°F), Maximum temperature 150°C (302°F).

Note. Recommended for pump fuel. Due to the use of unknown additives in some fuels, we are unable to guarantee our rubber hoses compatibility with all fuels. We recommend the use of AeroFlows PTFE series hose for all race blend fuels.

NOT RECOMMENDED FOR: Brake systems, transmissions, power steering, extreme heat areas and use inside passenger compartments (due to permeation). For these applications use 200 Series Hose

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
-4	AF450-04-1M	AF450-04-2M	AF450-04-3M	AF450-04-4.5M	AF450-04-6M	AF450-04-15M	AF450-04-30M
-5	AF450-05-1M	AF450-05-2M	AF450-05-3M	AF450-05-4.5M	AF450-05-6M	AF450-05-15M	AF450-05-30M
-6	AF450-06-1M	AF450-06-2M	AF450-06-3M	AF450-06-4.5M	AF450-06-6M	AF450-06-15M	AF450-06-30M
-7	AF450-07-1M	AF450-07-2M	AF450-07-3M	AF450-07-4.5M	AF450-07-6M	AF450-07-15M	AF450-07-30M
-8	AF450-08-1M	AF450-08-2M	AF450-08-3M	AF450-08-4.5M	AF450-08-6M	AF450-08-15M	AF450-08-30M
-9	AF450-09-1M	AF450-09-2M	AF450-09-3M	AF450-09-4.5M	AF450-09-6M	AF450-09-15M	AF450-09-30M
-10	AF450-10-1M	AF450-10-2M	AF450-10-3M	AF450-10-4.5M	AF450-10-6M	AF450-10-15M	AF450-10-30M
-12	AF450-12-1M	AF450-12-2M	AF450-12-3M	AF450-12-4.5M	AF450-12-6M	AF450-12-15M	AF450-12-30M
-16	AF450-16-1M	AF450-16-2M	AF450-16-3M	AF450-16-4.5M	AF450-16-6M	AF450-16-15M	
-20	AF450-20-1M	AF450-20-2M	AF450-20-3M	AF450-20-4.5M	AF450-20-6M	AF450-20-15M	



Use with hose clamps see page 373

Note: Please ensure all hose is thoroughly cleaned out before use.

400 Series Hose (Suits 400 & 510 Series Hose Ends)

AeroFlow 400 series push lock hose is designed for the use with our push-on fittings. Available in black and blue.

- Suitable for coolants, oil, air and methanol.
- Where Temperature exceeds 700C or 60PSI you **MUST** use a clamp
- Temp range -400C to 1000C

NOTE: ON OILING SYSTEMS AND ON ALL EFI FUEL SYSTEMS CLAMPS MUST BE USED TO SECURE HOSE ENDS. NOT SUITABLE FOR SUBMERSIBLE APPLICATIONS USING UNLEADED FUELS.

Note. Due to the use of unknown additives in some fuels, we are unable to guarantee our rubber hoses compatibility with all fuels unless otherwise stated.

We recommend the use of AeroFlows PTFE series hose for all other types of fuels.

NOTE: Use Aero clamps to secure hose to fittings. NOT FOR USE WITH POWER STEERING OR TRANSMISSION & OIL COOLER LINES

AN	1 Metre 3ft 3-3/8"	2 Metres 6ft 6-3/4"	3 Metres 9ft 10-1/8"
BLUE 400 SERIES HOSE			
-4	AF400-04-1M	AF400-04-2M	AF400-04-3M
-6	AF400-06-1M	AF400-06-2M	AF400-06-3M
-8	AF400-08-1M	AF400-08-2M	AF400-08-3M
-10	AF400-10-1M	AF400-10-2M	AF400-10-3M
-12	AF400-12-1M	AF400-12-2M	AF400-12-3M
BLACK 400 SERIES HOSE			
-4	AF400-04-1MBLK	AF400-04-2MBLK	AF400-04-3MBLK
-6	AF400-06-1MBLK	AF400-06-2MBLK	AF400-06-3MBLK
-8	AF400-08-1MBLK	AF400-08-2MBLK	AF400-08-3MBLK
-10	AF400-10-1MBLK	AF400-10-2MBLK	AF400-10-3MBLK
-12	AF400-12-1MBLK	AF400-12-2MBLK	AF400-12-3MBLK

400 Series Hose Cont.

	4.5 Metres 14ft 9-3/16"	7.5 Metres 24ft 7-1/4"	30 Metres 98ft 5-1/8"
BLUE 400 SERIES HOSE			
-4	AF400-04-4.5M	AF400-04-7.5M	AF400-04-30M
-6	AF400-06-4.5M	AF400-06-7.5M	AF400-06-30M
-8	AF400-08-4.5M	AF400-08-7.5M	AF400-08-30M
-10	AF400-10-4.5M	AF400-10-7.5M	AF400-10-30M
-12	AF400-12-4.5M	AF400-12-7.5M	AF400-12-30M
BLACK 400 SERIES HOSE			
-4	AF400-04-4.5MBLK	AF400-04-7.5MBLK	AF400-04-30MBLK
-6	AF400-06-4.5MBLK	AF400-06-7.5MBLK	AF400-06-30MBLK
-8	AF400-08-4.5MBLK	AF400-08-7.5MBLK	AF400-08-30MBLK
-10	AF400-10-4.5MBLK	AF400-10-7.5MBLK	AF400-10-30MBLK
-12	AF400-12-4.5MBLK	AF400-12-7.5MBLK	AF400-12-30MBLK

400 Series Hose Specifications

Size	Part No	Inside Dia	Outside Dia	Op Press
-4	AF400-04	6.4mm	1/4"	12mm 15/32 250 PSI
-6	AF400-06	9.5mm	3/8"	15.8mm 5/8" 17.24
-8	AF400-08	12.7mm	1/2"	19.1mm 3/4" BAR
-10	AF400-10	15.9mm	5/8"	22.9mm 29/32"
-12	AF400-12	19.1mm	3/4"	26.2mm 1-1/32"



AERO CLAMP PLIERS

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. This tool aids in the installation and removal of all sized Aero clamps.

Fits and removes all Aero clamps **AF98-2024**

AERO CLAMPS

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. 5 different sizes available.

Part N	Description
AF444-04	Suits -4 & -5 push lock hose
AF444-06	Suits -6 push lock hose
AF444-08	Suits -8 push lock hose
AF444-10	Suits -10- push lock hose
AF444-12	Suits -12 push lock hose





Kryptalon® Replacement Sockets

Size	Black	Titanium
-4	AF7030-04	AF7830-04
-6	AF7030-06	AF7830-06
-8	AF7030-08	AF7830-08
-10	AF7030-10	AF7830-10
-12	AF7030-12	AF7830-12
-16	AF7030-16	AF7830-16



Kryptalon® Replacement Olives (5 Pack)

Size	Black	Titanium
-4	AF7029-04	AF7829-04
-6	AF7029-06	AF7829-06
-8	AF7029-08	AF7829-08
-10	AF7029-10	AF7829-10
-12	AF7029-12	AF7829-12
-16	AF7029-16	AF7829-16

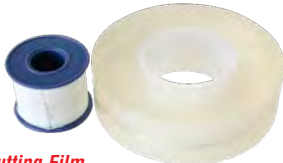


PTFE (Teflon®)

Hose Installation Tool

Assists in separating teflon inner liner from braided outer for fitting installation on teflon braided hose.

Part No	Description
AF98-2043	Suits -3, -4, -6 and -8 PTFE Hose



Non-Stick Cutting Film

Aeroflow's non-stick cutting film is an easy and cost effective way for a neat cut every time of Kevlar or Nylon braided hose.

No more struggling with sliding the socket nut over the frayed cloth braid, simply slide the nut over before removing the tape.

This handy kit comes with 50m (164ft 1/2") of clear non-stick cutting film and 2m (6ft 6-3/4") of white PE film that can also be used on stainless braided hose.

AF98-2049



Kryptalon® & 400 Series Hose Cutter

No more wasting time and hose with nasty unclean cuts, simply line up hose at 90 degrees to get a clean cut every time. Can be used with Aeroflow's Kryptalon® series and 400 series hoses. The advantage of our cutter is the blade is dual functioning, simply rotate the blade when blunt. Cutter also supplied with spare blade.

AF98-2052	Kryptalon®, 400 Series Hose Cutter
AF98-2053	Hand held cutter replacement 5 pack of blades that works out to be 10 when you include the rotation.

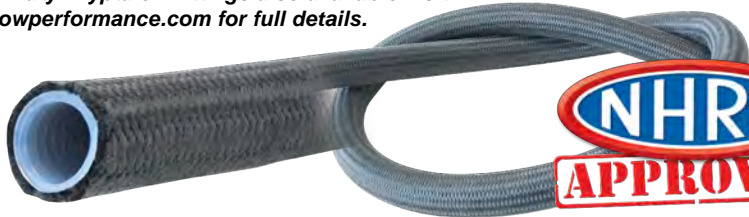


AEROFLOW THREAD PASTE

Aeroflow's Aero Seal thread sealing paste contains PTFE to assist in sealing and avoid binding of threads. Recommended for use with all threaded fasteners and adapters in aluminium, steel, stainless steel and plastic. Aero Seal is an anaerobic paste that remains liquefied until installation to provide a positive seal and can be used in temperature ranges from -58° to 400°F / -50° to 204°C. Sold individually or in 12 piece bulk packs.

AF98-2023	Aeroflow thread paste 50ml squeeze tube
AF98-2023-12	Bulk 12 pack of Aeroflow thread paste 50ml tubes

Heavy Duty Kryptalon Fittings also available visit aeroflowperformance.com for full details.



Kryptalon®

ULTIMATE LIGHT WEIGHT HOSE TECHNOLOGY

ULTRA-LIGHT FLEXIBLE KEVLAR BRAIDED HOSE

Aeroflow's new Kryptalon® series ultra-light flexible Teflon® kevlar braided hose & billet big-bore lightweight fittings have been engineered for extreme racing conditions, where every gram counts and reliability is king. Aeroflow's lightest hose combines a woven Kevlar braid with an internal smooth bore Teflon liner for greater flow capacity, with a convoluted outer for astonishing flexibility. It also has significantly higher flow and pressure ratings than conventional convoluted Teflon hose.

Aeroflow's new Kryptalon® Series smooth bore design eradicates boundary layer entrapment and flow disruption for performance you can count on! The Teflon liner hose has a large range of applications, fuels including E85, E10, methanol, oils, lubricants, coolant systems. Available in -4 to -16 (with -20 coming soon) sizes in 1, 2, 3, 4.5, 6, 15 and 30 metre lengths. For a clean cut, you must use Aeroflow's Non-Stick Cutting Film (AF98-2049).

With NO special tools required to assemble, Kryptalon hose & fittings have been developed to flow more, be lighter and excel in hard core performance environments but are still easily assembled in your garage or at the track. Temperature rating: -94°F to 500°F / -70°C to 260°C. Note: Use inner coil support spring on all tight radius bends and inlet / suction side of any pump.

AN	1 Metre 3ft 3-3/8"	2 Metre 6ft 6-3/4"	3 Metre 9ft 10-1/8"	4.5 Metre 14ft 9-3/16"	6 Metre 19ft 8-1/4"	15 Metre 49ft 2-9/16"	30 Metre 98ft 5-1/8"
-4	AF7000-04-1M	AF7000-04-2M	AF7000-04-3M	AF7000-04-4.5M	AF7000-04-6M	AF7000-04-15M	AF7000-04-30M
-6	AF7000-06-1M	AF7000-06-2M	AF7000-06-3M	AF7000-06-4.5M	AF7000-06-6M	AF7000-06-15M	AF7000-06-30M
-8	AF7000-08-1M	AF7000-08-2M	AF7000-08-3M	AF7000-08-4.5M	AF7000-08-6M	AF7000-08-15M	AF7000-08-30M
-10	AF7000-10-1M	AF7000-10-2M	AF7000-10-3M	AF7000-10-4.5M	AF7000-10-6M	AF7000-10-15M	AF7000-10-30M
-12	AF7000-12-1M	AF7000-12-2M	AF7000-12-3M	AF7000-12-4.5M	AF7000-12-6M	AF7000-12-15M	AF7000-12-30M
-16	AF7000-16-1M	AF7000-16-2M	AF7000-16-3M	AF7000-16-4.5M	AF7000-16-6M	AF7000-16-15M	AF7000-16-30M

AN	I.D.		O.D.		Max Operating Press	Press	Max Bend Radius	
-4	7mm	9/32"	9.6mm	3/8"	1320PSI	90 Bar	38mm	1-1/2"
-6	10mm	13/32"	13.7mm	35/64"	1180PSI	80 Bar	50mm	1-21/32"
-8	13.4mm	17/32"	17.2mm	11/16"	1030PSI	70 Bar	64mm	2-3/32"
-10	16.5mm	21/32"	21.1mm	53/64"	955PSI	65 Bar	100mm	3-9/32"
-12	19.9mm	25/32"	24.6mm	31/32"	880PSI	60 Bar	120mm	3-15/16"
-16	26.1mm	1-1/32"	31.4mm	1-15/64"	740PSI	50 Bar	146mm	4-51/64"

KRYPTALON® LIGHT WEIGHT ONE PIECE SWIVEL HOSE ENDS

Aeroflow engineers have developed an innovative lightweight reusable 360° swivel hose end to work with our Kryptalon® ultra-light weight flexible kevlar hose. One piece design allows for uninterrupted flow and eliminates the extra leak points of braided multi piece fittings. Made from 6061 T6 aluminium and then hard anodised for durability, they are designed for serious racing applications where light weight is a priority but are equally at home in any application. Designed to work with the large bore of our Kryptalon® hose they have a greater flow rate than standard Teflon hose ends, giving you the best of both worlds, improved flow and light weight. Proven under the rigors of Nitro drag racing, there's no better choice when lightweight and reliability are required.

Extremely easy to assemble, no special tools required. Available in black or titanium hard anodised finish.



BLACK ANODISED KRYPTALON FITTINGS

AN	Straight	30°	45°	60°	90°	120°	150°	180°
-4	AF7021-04	AF7027-04	AF7022-04	AF7028-04	AF7023-04	AF7024-04	AF7025-04	AF7026-04
-6	AF7021-06	AF7027-06	AF7022-06	AF7028-06	AF7023-06	AF7024-06	AF7025-06	AF7026-06
-8	AF7021-08	AF7027-08	AF7022-08	AF7028-08	AF7023-08	AF7024-08	AF7025-08	AF7026-08
-10	AF7021-10	AF7027-10	AF7022-10	AF7028-10	AF7023-10	AF7024-10	AF7025-10	AF7026-10
-12	AF7021-12	AF7027-12	AF7022-12	AF7028-12	AF7023-12	AF7024-12	AF7025-12	AF7026-12
-16	AF7021-16	AF7027-16	AF7022-16	AF7028-16	AF7023-16	AF7024-16	AF7025-16	AF7026-16



TITANIUM ANODISED KRYPTALON FITTINGS

AN	Straight	30°	45°	60°	90°	120°	150°	180°
-4	AF7821-04	AF7827-04	AF7822-04	AF7828-04	AF7823-04	AF7824-04	AF7825-04	AF7826-04
-6	AF7821-06	AF7827-06	AF7822-06	AF7828-06	AF7823-06	AF7824-06	AF7825-06	AF7826-06
-8	AF7821-08	AF7827-08	AF7822-08	AF7828-08	AF7823-08	AF7824-08	AF7825-08	AF7826-08
-10	AF7821-10	AF7827-10	AF7822-10	AF7828-10	AF7823-10	AF7824-10	AF7825-10	AF7826-10
-12	AF7821-12	AF7827-12	AF7822-12	AF7828-12	AF7823-12	AF7824-12	AF7825-12	AF7826-12
-16	AF7821-16	AF7827-16	AF7822-16	AF7828-16	AF7823-16	AF7824-16	AF7825-16	AF7826-16



BLACK ANODISED HEAVY DUTY KRYPTALON FITTINGS

AN	Straight	30°	45°	60°	90°	120°	150°	180°
-6	AF7021-06	AF7057-06	AF7052-06	AF7058-06	AF7053-06	AF7054-06	AF7055-06	AF7056-06
-8	AF7021-08	AF7057-08	AF7052-08	AF7058-08	AF7053-08	AF7054-08	AF7055-08	AF7056-08
-10	AF7021-10	AF7057-10	AF7052-10	AF7058-10	AF7053-10	AF7054-10	AF7055-10	AF7056-10
-12	AF7021-12	AF7057-12	AF7052-12	AF7058-12	AF7053-12	AF7054-12	AF7055-12	AF7056-12



TITANIUM ANODISED HEAVY DUTY KRYPTALON FITTINGS

AN	Straight	30°	45°	60°	90°	120°	150°	180°
-6	AF7821-06	AF7857-06	AF7852-06	AF7858-06	AF7853-06	AF7854-06	AF7855-06	AF7856-06
-8	AF7821-08	AF7857-08	AF7852-08	AF7858-08	AF7853-08	AF7854-08	AF7855-08	AF7856-08
-10	AF7821-10	AF7857-10	AF7852-10	AF7858-10	AF7853-10	AF7854-10	AF7855-10	AF7856-10
-12	AF7821-12	AF7857-12	AF7852-12	AF7858-12	AF7853-12	AF7854-12	AF7855-12	AF7856-12



The Aeroflow 200 series hose has a PTFE inner liner with 308 stainless steel braid.

It is a durable and professional hose that resists leaks and fumes. It is rated to up to 4000PSI (275.79BAR).

• Stainless steel outer cover for excellent abrasion resistance.

• Recommended for Brake, E85, Alcohol, Nitro, transmission, clutch, nitrous, power steering, oiling, hydraulics & vacuum applications.

• Minimum temperature -70°C (-94°F), Maximum temperature 250°C (482°F).

200 SERIES PTFE (Teflon®) STAINLESS STEEL BRAIDED HOSE

(suits 200 series fittings) (-3 and -4 suits brake fittings)

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
	3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"	98ft 5-1/8"
-3	AF200-03-1M	AF200-03-2M	AF200-03-3M	AF200-03-4.5M	AF200-03-6M	AF200-03-15M	AF200-03-30M
-4	AF200-04-1M	AF200-04-2M	AF200-04-3M	AF200-04-4.5M	AF200-04-6M	AF200-04-15M	AF200-04-30M
-6	AF200-06-1M	AF200-06-2M	AF200-06-3M	AF200-06-4.5M	AF200-06-6M	AF200-06-15M	AF200-06-30M
-8	AF200-08-1M	AF200-08-2M	AF200-08-3M	AF200-08-4.5M	AF200-08-6M	AF200-08-15M	AF200-08-30M
-10	AF200-10-1M	AF200-10-2M	AF200-10-3M	AF200-10-4.5M	AF200-10-6M	AF200-10-15M	AF200-10-30M
-12	AF200-12-1M	AF200-12-2M	AF200-12-3M	AF200-12-4.5M	AF200-12-6M	AF200-12-15M	AF200-12-30M
-16	AF200-16-1M	AF200-16-2M	AF200-16-3M	AF200-16-4.5M	AF200-16-6M	AF200-16-15M	AF200-16-30M
-20	AF200-20-1M	AF200-20-2M					

BLACK 200 SERIES PTFE (Teflon®) STAINLESS STEEL BRAIDED HOSE

(suits 200 series fittings) (-3 and -4 suits brake fittings)

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
	3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"	98ft 5-1/8"
-3	AF200-03-1MBLK	AF200-03-2MBLK	AF200-03-3MBLK	AF200-03-4.5MBLK	AF200-03-6MBLK	AF200-03-15MBLK	AF200-03-30MBLK
-4	AF200-04-1MBLK	AF200-04-2MBLK	AF200-04-3MBLK	AF200-04-4.5MBLK	AF200-04-6MBLK	AF200-04-15MBLK	AF200-04-30MBLK
-6	AF200-06-1MBLK	AF200-06-2MBLK	AF200-06-3MBLK	AF200-06-4.5MBLK	AF200-06-6MBLK	AF200-06-15MBLK	AF200-06-30MBLK
-8	AF200-08-1MBLK	AF200-08-2MBLK	AF200-08-3MBLK	AF200-08-4.5MBLK	AF200-08-6MBLK	AF200-08-15MBLK	AF200-08-30MBLK
-10	AF200-10-1MBLK	AF200-10-2MBLK	AF200-10-3MBLK	AF200-10-4.5MBLK	AF200-10-6MBLK	AF200-10-15MBLK	AF200-10-30MBLK
-12	AF200-12-1MBLK	AF200-12-2MBLK	AF200-12-3MBLK	AF200-12-4.5MBLK	AF200-12-6MBLK	AF200-12-15MBLK	AF200-12-30MBLK
-16	AF200-16-1MBLK	AF200-16-2MBLK	AF200-16-3MBLK	AF200-16-4.5MBLK	AF200-16-6MBLK	AF200-16-15MBLK	AF200-16-30MBLK
-20	AF200-20-1MBLK	AF200-20-2MBLK					

200 & 250 Series Hose Specifications

AN	I.D.	O.D.	Operating Press		Burst Press		Maximum Bend Radius
-3	3.56 mm 9/64"	6.35 mm 1/4"	4000PSI	275.79 BAR	12000PSI	827.37BAR	37.5mm 1-1/2"
-4	4.83 mm 3/16"	7.62 mm 19/64"	4000PSI	275.79 BAR	12000PSI	827.37BAR	42.5mm 1-43/64"
-6	8.13 mm 21/64"	10.92 mm 27/64"	3000PSI	206.84 BAR	10000PSI	689.47 BAR	50.8mm 2"
-8	10.67 mm 27/64"	13.72 mm 35/64"	2500PSI	172.36 BAR	8000PSI	551.58BAR	55mm 2-11/64"
-10	12.95 mm 33/64"	16.00 mm 5/8"	2000PSI	137.89 BAR	6000PSI	413.68BAR	60mm 2-23/64"
-12	16.26 mm 41/64"	19.30 mm 49/64"	1000PSI	68.94 BAR	4000PSI	275.79BAR	95mm 3-3/4"
-16	22.35 mm 7/8"	26.16 mm 1-1/32"	1000PSI	68.94 BAR	3000PSI	206.84BAR	275mm 10-53/64"
-20	28.45 mm 1-1/8"	32.77 mm 1-9/32"	1000PSI	68.94 BAR	2500PSI	172.37BAR	575mm 22-41/64"

250 Series PTFE (Teflon®) Black Braided Hose

Aeroflow's 250 Series hose is a durable, professional light weight option that resists leaks and fumes. It is constructed from a PTFE inner liner, with a reinforced 308 Stainless Steel layer wrapped in a black nylon outer braid for maximum appearance and abrasion resistance.

• Stainless Steel reinforced middle layer for maximum strength and burst pressure.

• Braided Nylon outer shield for abrasion resistance. • Recommended for brake, E85, Alcohol, transmission, clutch, Nitrous, Power Steering, Oil, Hydraulics and Vacuum applications. • Minimum Temp -70°C (-94°F), Maximum Temp 200°C (392°F).

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
	3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"	98ft 5-1/8"
-3	AF250-03-1M	AF250-03-2M	AF250-03-3M	AF250-03-4.5M	AF250-03-6M	AF250-03-15M	AF250-03-30M
-4	AF250-04-1M	AF250-04-2M	AF250-04-3M	AF250-04-4.5M	AF250-04-6M	AF250-04-15M	AF250-04-30M
-6	AF250-06-1M	AF250-06-2M	AF250-06-3M	AF250-06-4.5M	AF250-06-6M	AF250-06-15M	AF250-06-30M
-8	AF250-08-1M	AF250-08-2M	AF250-08-3M	AF250-08-4.5M	AF250-08-6M	AF250-08-15M	AF250-08-30M
-10	AF250-10-1M	AF250-10-2M	AF250-10-3M	AF250-10-4.5M	AF250-10-6M	AF250-10-15M	AF250-10-30M
-12	AF250-12-1M	AF250-12-2M	AF250-12-3M	AF250-12-4.5M	AF250-12-6M	AF250-12-15M	AF250-12-30M



Inner Support Spring

For 100, 400 & 450 Series Hose

For use with 100 or 450 series hose. A Support Spring is recommended for suction applications or when very tight bends must be made.

Made from Stainless Steel.

AN	Part No	Length
-6	AF450-06-SUPP	1.2m / 3ft 11-1/4"
-8	AF450-08-SUPP	1.2m / 3ft 11-1/4"
-10	AF450-10-SUPP	1.2m / 3ft 11-1/4"
-12	AF450-12-SUPP	1.2m / 3ft 11-1/4"
-16	AF450-16-SUPP	1.2m / 3ft 11-1/4"
-20	AF450-20-SUPP	1.2m / 3ft 11-1/4"



200 Series PTFE (Teflon®) stainless steel coated

braided hose

With our brake line program Aeroflow now have a coated PTFE (Teflon) -3 hose. This high quality stainless hose has a PVC coating on it. It's available in Black and Clear and was designed to use with our ADR brake lines. It can also be used with our 200 series fittings.

AN	Colour	1 Metre	2 Metre
-3	CLEAR	AF200-03-1MCC	AF200-03-2MCC
-3	BLACK	AF200-03-1MBLKC	AF200-03-2MBLKC

AN	Colour	3 Metre	6 Metre
-3	CLEAR	AF200-03-3MCC	AF200-03-6MCC
-3	BLACK	AF200-03-3MBLKC	AF200-03-6MBLKC

AN	Colour	15 Metre	30 Metre
-3	CLEAR	AF200-03-15MCC	AF200-03-30MCC
-3	BLACK	AF200-03-15MBLKC	AF200-03-30MBLKC

AN	Colour	50 Metre	100 Metre
-3	CLEAR	AF200-03-50MCC	AF200-03-100CC
-3	BLACK	AF200-03-50MBLKC	AF200-03-100BLKC

200 Series Hose Specifications

AN	I.D.	O.D.
-3	3.6mm 9/64"	7.35mm 0.29 in
Operating Press		Burst Press
4000PSI 275.79BAR		12000PSI 827.37BAR

PVC BREATHER HOSE & FITTINGS

Note: Push-on fittings available to suit 1" and 1-1/2" clear PVC hose.



REINFORCED CLEAR PVC BREATHER HOSE

Aeroflow's new range of transparent PVC hoses are reinforced with a steel wire core to prevent kinking and collapsing. These hoses are great for Breather, Overflow and Water lines where you want to see exactly what's going on inside. Available in 9.525mm (1/2"), 15.875mm (5/8"), 19.05mm (3/4"), 25.4mm (1"), 38.1mm (1-1/2"), 44.45mm (1-3/4") and 50.8mm (2") inside diameter sizes from 1m (3ft 3-3/8") to 15m 49ft 2-9/16" lengths. Operating temperature 5°C (41°F) to 70°C (158°F)

I.D.	1 Metre 3ft 3-3/8"	2 Metres 6ft 6-3/4"
12mm / 1/2"	AF315-012-1M	AF315-012-2M
15mm / 5/8"	AF315-015-1M	AF315-015-2M
19mm / 3/4"	AF315-019-1M	AF315-019-2M
25.4 mm / 1"	AF315-025-1M	AF315-025-2M
32mm / 1-1/4"	AF315-032-1M	AF315-032-2M
38mm / 1-1/2"	AF315-038-1M	AF315-038-2M

I.D.	3 Metres 9ft 10-1/8"	6 Metres 19ft 8-1/4"	15 Metres 49ft 2-9/16"
12mm / 1/2"	AF315-012-3M	AF315-012-6M	AF315-012-15M
15mm / 5/8"	AF315-015-3M	AF315-015-6M	AF315-015-15M
19mm / 3/4"	AF315-019-3M	AF315-019-6M	AF315-019-15M
25.4 mm / 1"	AF315-025-3M	AF315-025-6M	AF315-025-15M
32mm / 1-1/4"	AF315-032-3M	AF315-032-6M	AF315-032-15M
38mm / 1-1/2"	AF315-038-3M	AF315-038-6M	AF315-038-15M

STRAIGHT HOSE BARBS

AN to Barb	Blue/Red	Black	Silver
-16 to 25.4mm / 1"	AF411-16	AF411-16BLK	AF411-16S
-20 to 38.1mm / 1-1/2"	AF411-20	AF411-20BLK	AF411-20S





111 Series Stainless Steel Braided Cover

This is the best quality Stainless Steel Braided Cover available on the market! It is strong, hard wearing and the close weave will not allow the hose to show through the braid. For a show quality finish on your Street Machine, Hot Rod, Custom, Bike, Boat or daily driver. This is an economical way to dress up your engine bay

111 Series Stainless Steel Braided Cover Specifications

Part no	Inside Dia.	Outside Dia.	Suggested Applications
AF111-014	14mm, 9/16"	10-14mm, 3/8" - 9/16"	Fuel, Oil, Water & Vac
AF111-021	21mm, 13/16"	17-21mm, 11/16" - 13/16"	Fuel, Oil, Water & Vac
AF111-024	24mm, 15/16"	21-24mm, 13/16" - 15/16"	Fuel, Oil, Water, A/C & Vac
AF111-029	29mm, 1-9/64"	24-29mm, 15/16" - 1-9/64"	Fuel, Oil, Water, A/C & Vac
AF111-045	45mm, 1-49/64"	40-45mm, 1-9/16" - 1-49/64"	Small Radiator Hoses
AF111-050	50mm, 1-31/32"	45-50mm, 1-49/64" - 1-31/32"	Medium Radiator Hoses
AF111-060	60mm, 2-3/8"	50-60mm, 1-31/32" - 2-3/8"	Large Radiator Hoses

111 Series Stainless Steel Braided Cover

ID	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres
	3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"
14mm	9/16" AF111-014-1M	AF111-014-2M	AF111-014-3M	AF111-014-4.5M	AF111-014-6M	AF111-014-15M
21mm	53/64" AF111-021-1M	AF111-021-2M	AF111-021-3M	AF111-021-4.5M	AF111-021-6M	AF111-021-15M
24mm	61/64" AF111-024-1M	AF111-024-2M	AF111-024-3M	AF111-024-4.5M	AF111-024-6M	AF111-024-15M
29mm	1-9/64" AF111-029-1M	AF111-029-2M	AF111-029-3M	AF111-029-4.5M	AF111-029-6M	AF111-029-15M
45mm	1-25/32" AF111-045-1M	AF111-045-2M	AF111-045-3M	AF111-045-4.5M	AF111-045-6M	AF111-045-15M
50mm	1-31/32" AF111-050-1M	AF111-050-2M	AF111-050-3M	AF111-050-4.5M	AF111-050-6M	AF111-050-15M
60mm	2-23/64" AF111-060-1M	AF111-060-2M	AF111-060-3M	AF111-060-4.5M	AF111-060-6M	AF111-060-15M

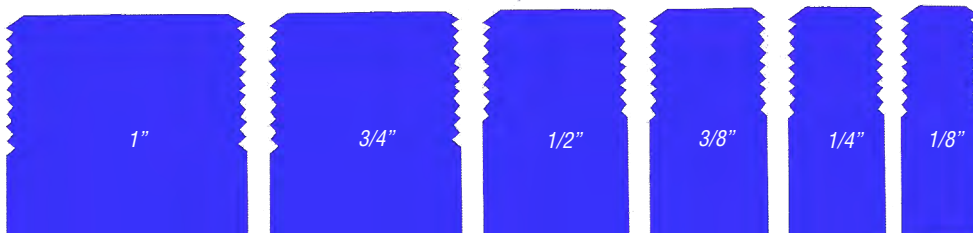
BLACK 111 Series Stainless Steel Braided Cover

ID	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres
	3ft 3-3/8"	6ft 6-3/4"	9ft 10-1/8"	14ft 9-3/16"	19ft 8-1/4"	49ft 2-9/16"
14mm	AF111-014-1MBLK	AF111-014-2MBLK	AF111-014-3MBLK	AF111-014-4.5MBLK	AF111-014-6MBLK	AF111-014-15MBLK
21mm	AF111-021-1MBLK	AF111-021-2MBLK	AF111-021-3MBLK	AF111-021-4.5MBLK	AF111-021-6MBLK	AF111-021-15MBLK
24mm	AF111-024-1MBLK	AF111-024-2MBLK	AF111-024-3MBLK	AF111-024-4.5MBLK	AF111-024-6MBLK	AF111-024-15MBLK
29mm	AF111-029-1MBLK	AF111-029-2MBLK	AF111-029-3MBLK	AF111-029-4.5MBLK	AF111-029-6MBLK	AF111-029-15MBLK
45mm	AF111-045-1MBLK	AF111-045-2MBLK	AF111-045-3MBLK	AF111-045-4.5MBLK	AF111-045-6MBLK	AF111-045-15MBLK
50mm	AF111-050-1MBLK	AF111-050-2MBLK	AF111-050-3MBLK	AF111-050-4.5MBLK	AF111-050-6MBLK	AF111-050-15MBLK
60mm	AF111-060-1MBLK	AF111-060-2MBLK	AF111-060-3MBLK	AF111-060-4.5MBLK	AF111-060-6MBLK	AF111-060-15MBLK

NPT & AN SIZE CHART

Male NPT Identification Chart

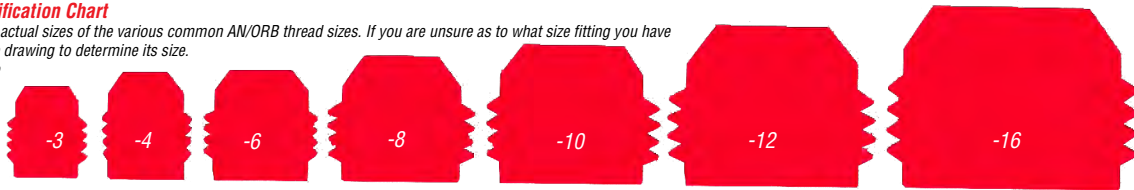
The line drawings below depict the actual sizes of the various common NPT thread sizes. If you are unsure as to what thread size you are using lay your fitting over the appropriate drawing to determine its size.



Male AN/ORB Adapter Identification Chart

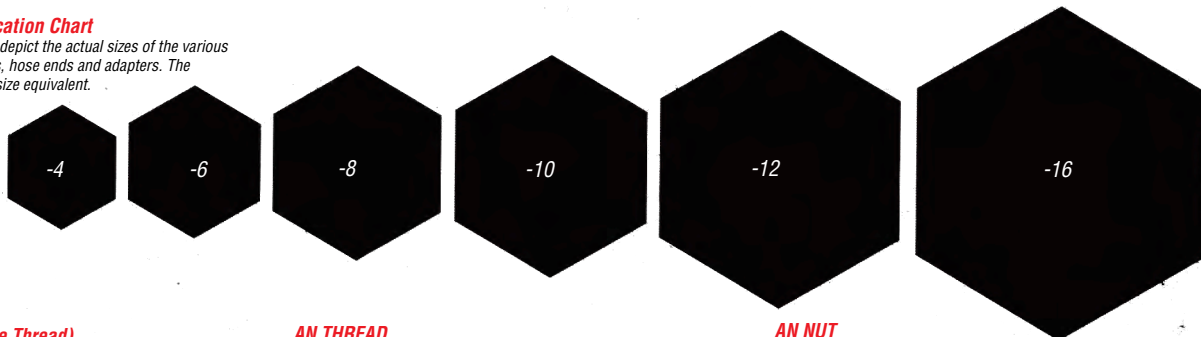
The line drawings below depict the actual sizes of the various common AN/ORB thread sizes. If you are unsure as to what size fitting you have lay your fitting over the appropriate drawing to determine its size.

NOTE: - AN and ORB thread are the same diameter. AN seals with the flare, ORB seals with an O-ring.



AN Hex OD Identification Chart

The line drawings below depict the actual sizes of the various common types of fittings, hose ends and adapters. The number is SAE spanner size equivalent.



NPT (National Pipe Thread)

Thread Size	Threads Per Inch	Closest AN Size
1/16"	27	3
1/8"	27	4
1/4"	18	6
3/8"	18	8
1/2"	14	10
3/4"	14	12
1"	11-1/2	16
1-1/4"	11-1/2	20
1-1/2"	11-1/2	24
2"	11-1/2	32

AN THREAD

Thread Size	Thread Size SAE	Threads Per Inch	Max Torque
-3	3/8	24	8.75
-4	7/16	20	11.5
-5	1/2	20	14.3
-6	9/16	18	16.25
-7	5/8	18	19.5
-8	3/4	16	29
-10	7/8	14	35
-12	1-1/16	12	45
-16	1-5/16	12	70
-20	1-5/8	12	85

AN NUT

Hex Sizes	B Nut AN Side	
-3	1/2"	
-4	9/16"	23/32"
-6	11/16"	7/8"
-8	7/8"	1-1/32"
-10	1"	1-7/32"
-12	1-1/4"	1-7/16"
-16	1-1/2"	1-3/4"
-20	2"	2-5/16"

HOSE END COVERS



Hex Hose Finishers

Hex Hose finishers are designed to add a completed appearance to your hoses with easy installation of a hose clamp and are available in seven great colours: blue, red, purple, silver, black, gold and chrome. Aeroflow's corrosion resistant, colour consistent, double anodised and hand polished finish adds the final touch of quality and protection.

I.D.	mm	Inch	100S	Blue	Red	Purple	Silver	Black	Gold	Chrome
12.7	1/2"	-4	AF150-04	AF150-04R	AF150-04PUR	AF150-04S	AF150-04BLK	AF150-04G	AF150-04CH	
14.3	9/16"		AF150-05	AF150-05R	AF150-05PUR	AF150-05S	AF150-05BLK	AF150-05G	AF150-05CH	
15.8	5/8"	-6	AF150-06	AF150-06R	AF150-06PUR	AF150-06S	AF150-06BLK	AF150-06G	AF150-06CH	
16.5	21/32"		AF150-07	AF150-07R	AF150-07PUR	AF150-07S	AF150-07BLK	AF150-07G	AF150-07CH	
17.5	11/16"	-8	AF150-08	AF150-08R	AF150-08PUR	AF150-08S	AF150-08BLK	AF150-08G	AF150-08CH	
20.6	3/16"	-10	AF150-10	AF150-10R	AF150-10PUR	AF150-10S	AF150-10BLK	AF150-10G	AF150-10CH	
24.9	15/16"	-12	AF150-12	AF150-12R	AF150-12PUR	AF150-12S	AF150-12BLK	AF150-12G	AF150-12CH	
28.5	1-1/8"		AF150-14	AF150-14R	AF150-14PUR	AF150-14S	AF150-14BLK	AF150-14G	AF150-14CH	
30.5	1-3/16"	-16	AF150-16	AF150-16R	AF150-16PUR	AF150-16S	AF150-16BLK	AF150-16G	AF150-16CH	
40.5	1-19/32"	-20	AF150-20	AF150-20R	AF150-20PUR	AF150-20S	AF150-20BLK	AF150-20G	AF150-20CH	
44.5	1-3/4"		AF150-24	AF150-24R	AF150-24PUR	AF150-24S	AF150-24BLK	AF150-24G	AF150-24CH	
49.2	1-15/16"		AF150-28	AF150-28R	AF150-28PUR	AF150-28S	AF150-28BLK	AF150-28G	AF150-28CH	
52	2-1/16"		AF150-30	AF150-30R	AF150-30PUR	AF150-30S	AF150-30BLK	AF150-30G	AF150-30CH	
54	2-3/16"		AF150-32	AF150-32R	AF150-32PUR	AF150-32S	AF150-32BLK	AF150-32G	AF150-32CH	
58.5	2-5/16"		AF150-34	AF150-34R	AF150-34PUR	AF150-34S	AF150-34BLK	AF150-34G	AF150-34CH	

Billet Specialties Hose Ends

Billet Specialties has the answer for unsightly hose clamps and loud anodized colors - polished billet hose ends! Available in popular sizes for rubber and braided hoses from 5/16" to 1-3/4". Sold individually.

- Precision machined from 6061-T6 billet aluminium
- Mirror polish finish • Hose clamp included



BS67025	5/16" Fuel - Braided
BS67225	3/8" Fuel - Rubber
BS67325	3/8" Fuel - Braided
BS67425	5/8" Heater - Rubber
BS67525	5/8" Heater - Braided
BS67625	3/4" Heater - Rubber
BS67725	3/4" Heater - Braided
BS67825	1-1/2" Radiator
BS67925	1-3/4" Radiator

ELITE SERIES HOSE ENDS



880 ELITE SERIES Cutter Style One Piece Full Flow Swivel Hose Ends (Suits 100 & 450 Series Hose)

Because we build cars too, we know some of our customers are tired of individually hand polishing fittings to maintain shine on their show cars and elite drivers. AeroFlow has the answer! Our new Elite Billet CNC'd full flow fittings are made from 6061-T6 Aluminium and are individually hand polished then chrome plated to give our customers a stunning elite show quality finish that is easily maintained with a simple wipe of a cloth. These fittings not only look better than anything else on the market but they perform great too as tested by top professional race teams around the country.

AN	Straight	30°	45°	60°	90°	120°	150°	180°
-4	AF881-04	AF887-04	AF882-04	AF888-04	AF883-04	AF884-04	AF885-04	AF886-04
-6	AF881-06	AF887-06	AF882-06	AF888-06	AF883-06	AF884-06	AF885-06	AF886-06
-8	AF881-08	AF887-08	AF882-08	AF888-08	AF883-08	AF884-08	AF885-08	AF886-08
-10	AF881-10	AF887-10	AF882-10	AF888-10	AF883-10	AF884-10	AF885-10	AF886-10
-12	AF881-12	AF887-12	AF882-12	AF888-12	AF883-12	AF884-12	AF885-12	AF886-12
-16	AF881-16	AF887-16	AF882-16	AF888-16	AF883-16	AF884-16	AF885-16	AF886-16
-20	AF881-20		AF882-20		AF883-20			



100 SERIES HOSE ENDS

100 SERIES TAPER HOSE ENDS

(Suits 100 & 450 Series Hose)

AeroFlow's 100 Series Taper fittings are a braised full flow fitting with a taper design that provides straight through connection with easy alignment upon assembly a tube end that compresses the hose into a purpose designed socket allowing for a leak free fitting. All angles are mandrel bent, eliminating sharp changes in direction for optimum flow. Our 100 Series fittings allows 360 Degree rotation to allow for easy adjustment making them an excellent choice for the automotive enthusiast for use in fuel systems, cooling systems, vacuum applications and oil systems. Compatible hose: 100 Series S/S braid, 450 Series Lightweight Nylon braid

- Not compatible for power steering and automatic transmission line applications.
- Hard Anodised (excluding silver)



Straight Hose Ends

AN	Blue/Red	Black	Silver
-4	AF101-04	AF101-04BLK	AF101-04S
-6	AF101-06	AF101-06BLK	AF101-06S
-8	AF101-08	AF101-08BLK	AF101-08S
-10	AF101-10	AF101-10BLK	AF101-10S
-12	AF101-12	AF101-12BLK	AF101-12S
-16	AF101-16	AF101-16BLK	AF101-16S
-20	AF101-20	AF101-20BLK	AF101-20S



30° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF117-04	AF117-04BLK	AF117-04S
-6	AF117-06	AF117-06BLK	AF117-06S
-8	AF117-08	AF117-08BLK	AF117-08S
-10	AF117-10	AF117-10BLK	AF117-10S
-12	AF117-12	AF117-12BLK	AF117-12S
-16	AF117-16	AF117-16BLK	AF117-16S
-20	AF117-20	AF117-20BLK	AF117-20S



45° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF102-04	AF102-04BLK	AF102-04S
-6	AF102-06	AF102-06BLK	AF102-06S
-8	AF102-08	AF102-08BLK	AF102-08S
-10	AF102-10	AF102-10BLK	AF102-10S
-12	AF102-12	AF102-12BLK	AF102-12S
-16	AF102-16	AF102-16BLK	AF102-16S
-20	AF102-20	AF102-20BLK	AF102-20S

60° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF118-04	AF118-04BLK	AF118-04S
-6	AF118-06	AF118-06BLK	AF118-06S
-8	AF118-08	AF118-08BLK	AF118-08S
-10	AF118-10	AF118-10BLK	AF118-10S
-12	AF118-12	AF118-12BLK	AF118-12S
-16	AF118-16	AF118-16BLK	AF118-16S
-20	AF118-20	AF118-20BLK	AF118-20S



90° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF103-04	AF103-04BLK	AF103-04S
-6	AF103-06	AF103-06BLK	AF103-06S
-8	AF103-08	AF103-08BLK	AF103-08S
-10	AF103-10	AF103-10BLK	AF103-10S
-12	AF103-12	AF103-12BLK	AF103-12S
-16	AF103-16	AF103-16BLK	AF103-16S
-20	AF103-20	AF103-20BLK	AF103-20S



120° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF104-04	AF104-04BLK	AF104-04S
-6	AF104-06	AF104-06BLK	AF104-06S
-8	AF104-08	AF104-08BLK	AF104-08S
-10	AF104-10	AF104-10BLK	AF104-10S
-12	AF104-12	AF104-12BLK	AF104-12S
-16	AF104-16	AF104-16BLK	AF104-16S
-20	AF104-20	AF104-20BLK	AF104-20S



150° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF105-04	AF105-04BLK	AF105-04S
-6	AF105-06	AF105-06BLK	AF105-06S
-8	AF105-08	AF105-08BLK	AF105-08S
-10	AF105-10	AF105-10BLK	AF105-10S
-12	AF105-12	AF105-12BLK	AF105-12S
-16	AF105-16	AF105-16BLK	AF105-16S
-20	AF105-20	AF105-20BLK	AF105-20S



180° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF106-04	AF106-04BLK	AF106-04S
-6	AF106-06	AF106-06BLK	AF106-06S
-8	AF106-08	AF106-08BLK	AF106-08S
-10	AF106-10	AF106-10BLK	AF106-10S
-12	AF106-12	AF106-12BLK	AF106-12S
-16	AF106-16	AF106-16BLK	AF106-16S
-20	AF106-20	AF106-20BLK	AF106-20S



Hose End Sockets To Suit Taper Style - Alloy

(Suits 100 - 150 Series Fittings Only)

AeroFlow Performance offers hose end sockets separately. These sockets are for use on all of our 100 & 150 series two piece hose ends. This gives an excellent option for multiple colour combinations providing a unique combination of colours not found in other brands.

AN	Blue	Red	Silver	Black
-4	AF298-04DBL	AF298-04DR	AF298-04DS	AF298-04DBLK
-6	AF298-06DBL	AF298-06DR	AF298-06DS	AF298-06DBLK
-8	AF298-08DBL	AF298-08DR	AF298-08DS	AF298-08DBLK
-10	AF298-10DBL	AF298-10DR	AF298-10DS	AF298-10DBLK
-12	AF298-12DBL	AF298-12DR	AF298-12DS	AF298-12DBLK
-16	AF298-16DBL	AF298-16DR	AF298-16DS	AF298-16DBLK
-20	AF298-20DBL	AF298-20DR	AF298-20DS	AF298-20DBLK

Cont.

AN	Gold	Purple	Chrome
-4	AF298-04DG	AF298-04DPUR	AF298-04DCH
-6	AF298-06DG	AF298-06DPUR	AF298-06DCH
-8	AF298-08DG	AF298-08DPUR	AF298-08DCH
-10	AF298-10DG	AF298-10DPUR	AF298-10DCH
-12	AF298-12DG	AF298-12DPUR	AF298-12DCH
-16	AF298-16DG	AF298-16DPUR	AF298-16DCH
-20	AF298-20DG	AF298-20DPUR	AF298-20DCH

150 SERIES HOSE ENDS


150 Series Taper Style One Piece Full Flow Swivel Hose Ends (Suits 100 & 450 Series Hose)

Aeroflow's 150 Series Taper fittings are a CNC machined one piece fitting which provide uninterrupted flow. The taper design that provides straight through connection with easy alignment upon assembly a tube end compresses the hose into a purpose designed socket allowing for a leak free fitting. The tight mandrel bent radius body has superior wall thickness and a swivel head allowing 360 Degree rotation to allow for easy adjustment. Aeroflow's 150 series fittings are a must for any serious racer for use in fuel systems, cooling systems, vacuum applications and oil systems.

Compatible hose: 100 Series S/S braid, 450 Series Lightweight Nylon braid

• Not compatible for power steering and automatic transmission line applications.

• Hard Anodised (excluding silver)


45° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF152-04	AF152-04BLK	AF152-04S
-6	AF152-06	AF152-06BLK	AF152-06S
-8	AF152-08	AF152-08BLK	AF152-08S
-10	AF152-10	AF152-10BLK	AF152-10S
-12	AF152-12	AF152-12BLK	AF152-12S
-16	AF152-16	AF152-16BLK	AF152-16S
-20	AF152-20	AF152-20BLK	AF152-20S

120° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF154-04	AF154-04BLK	AF154-04S
-6	AF154-06	AF154-06BLK	AF154-06S
-8	AF154-08	AF154-08BLK	AF154-08S
-10	AF154-10	AF154-10BLK	AF154-10S
-12	AF154-12	AF154-12BLK	AF154-12S
-16	AF154-16	AF154-16BLK	AF154-16S


Straight Hose Ends

AN	Blue/Red	Black	Silver
-4	AF101-04	AF101-04BLK	AF101-04S
-6	AF101-06	AF101-06BLK	AF101-06S
-8	AF101-08	AF101-08BLK	AF101-08S
-10	AF101-10	AF101-10BLK	AF101-10S
-12	AF101-12	AF101-12BLK	AF101-12S
-16	AF101-16	AF101-16BLK	AF101-16S
-20	AF101-20	AF101-20BLK	AF101-20S

60° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF198-04	AF198-04BLK	AF198-04 S
-6	AF198-06	AF198-06BLK	AF198-06S
-8	AF198-08	AF198-08BLK	AF198-08S
-10	AF198-10	AF198-10BLK	AF198-10S
-12	AF198-12	AF198-12BLK	AF198-12S
-16	AF198-16	AF198-16BLK	AF198-16S

150° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF155-04	AF155-04BLK	AF155-04S
-6	AF155-06	AF155-06BLK	AF155-06S
-8	AF155-08	AF155-08BLK	AF155-08S
-10	AF155-10	AF155-10BLK	AF155-10S
-12	AF155-12	AF155-12BLK	AF155-12S
-16	AF155-16	AF155-16BLK	AF155-16S


30° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF197-04	AF197-04BLK	AF197-04S
-6	AF197-06	AF197-06BLK	AF197-06S
-8	AF197-08	AF197-08BLK	AF197-08S
-10	AF197-10	AF197-10BLK	AF197-10S
-12	AF197-12	AF197-12BLK	AF197-12S
-16	AF197-16	AF197-16BLK	AF197-16S

90° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF153-04	AF153-04BLK	AF153-04S
-6	AF153-06	AF153-06BLK	AF153-06S
-8	AF153-08	AF153-08BLK	AF153-08S
-10	AF153-10	AF153-10BLK	AF153-10S
-12	AF153-12	AF153-12BLK	AF153-12S
-16	AF153-16	AF153-16BLK	AF153-16S
-20	AF153-20	AF153-20BLK	AF153-20S

180° Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF159-04	AF159-04BLK	AF159-04S
-6	AF159-06	AF159-06BLK	AF159-06S
-8	AF159-08	AF159-08BLK	AF159-08S
-10	AF159-10	AF159-10BLK	AF159-10S
-12	AF159-12	AF159-12BLK	AF159-12S
-16	AF159-16	AF159-16BLK	AF159-16S

500 SERIES HOSE ENDS

500 SERIES CUTTER HOSE ENDS

Aeroflow's 500 series cutter fittings are a braised full flow fitting. The billet cutter end separates the wire braid for maximum hose retention, sealing the hose for a second time which provides a greater sealing area for strength and easier assembly. Aeroflow's 500 Series fittings have a swivel head to allow easy adjustment making them an excellent choice for the automotive enthusiast for use in fuel systems, cooling systems, vacuum applications and oil systems.

Compatible hose: 100 Series S/S braid, 450 Series Lightweight Nylon braid

500 Series Cutter Style Swivel Hose Ends

(Suits 100 & 450 Series Hose)

Aeroflow fittings are made from 6061 T-6 aluminium. Aeroflow fittings provide superior thread strength and smooth assembly. Aeroflow's cutter style design provides a greater sealing area for greater strength and easier assembly. Our double Viton O-ring seals provide leak free performance when used with a wide range of fluids. Aeroflow's corrosion resistant, colour consistent, double anodizing and hand polished finish adds the final touch of quality and protection you have come to expect from Aeroflow.


30° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF507-04	AF507-04BLK	AF507-04S
-6	AF507-06	AF507-06BLK	AF507-06S
-8	AF507-08	AF507-08BLK	AF507-08S
-10	AF507-10	AF507-10BLK	AF507-10S
-12	AF507-12	AF507-12BLK	AF507-12S
-16	AF507-16	AF507-16BLK	AF507-16S
-20	AF507-20	AF507-20BLK	AF507-20S

60° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF508-04	AF508-04BLK	AF508-04S
-6	AF508-06	AF508-06BLK	AF508-06S
-8	AF508-08	AF508-08BLK	AF508-08S
-10	AF508-10	AF508-10BLK	AF508-10S
-12	AF508-12	AF508-12BLK	AF508-12S
-16	AF508-16	AF508-16BLK	AF508-16S
-20	AF508-20	AF508-20BLK	AF508-20S


Straight Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF501-04	AF501-04BLK	AF501-04S
-6	AF501-06	AF501-06BLK	AF501-06S
-8	AF501-08	AF501-08BLK	AF501-08S
-10	AF501-10	AF501-10BLK	AF501-10S
-12	AF501-12	AF501-12BLK	AF501-12S
-16	AF501-16	AF501-16BLK	AF501-16S
-20	AF501-20	AF501-20BLK	AF501-20S

45° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF502-04	AF502-04BLK	AF502-04S
-6	AF502-06	AF502-06BLK	AF502-06S
-8	AF502-08	AF502-08BLK	AF502-08S
-10	AF502-10	AF502-10BLK	AF502-10S
-12	AF502-12	AF502-12BLK	AF502-12S
-16	AF502-16	AF502-16BLK	AF502-16S
-20	AF502-20	AF502-20BLK	AF502-20S

90° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF503-04	AF503-04BLK	AF503-04S
-6	AF503-06	AF503-06BLK	AF503-06S
-8	AF503-08	AF503-08BLK	AF503-08S
-10	AF503-10	AF503-10BLK	AF503-10S
-12	AF503-12	AF503-12BLK	AF503-12S
-16	AF503-16	AF503-16BLK	AF503-16S
-20	AF503-20	AF503-20BLK	AF503-20S



120° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF504-04	AF504-04BLK	AF504-04S
-6	AF504-06	AF504-06BLK	AF504-06S
-8	AF504-08	AF504-08BLK	AF504-08S
-10	AF504-10	AF504-10BLK	AF504-10S
-12	AF504-12	AF504-12BLK	AF504-12S
-16	AF504-16	AF504-16BLK	AF504-16S
-20	AF504-20	AF504-20BLK	AF504-20S



150° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF505-04	AF505-04BLK	AF505-04S
-6	AF505-06	AF505-06BLK	AF505-06S
-8	AF505-08	AF505-08BLK	AF505-08S
-10	AF505-10	AF505-10BLK	AF505-10S
-12	AF505-12	AF505-12BLK	AF505-12S
-16	AF505-16	AF505-16BLK	AF505-16S
-20	AF505-20	AF505-20BLK	AF505-20S



180° Swivel Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF506-04	AF506-04BLK	AF506-04S
-6	AF506-06	AF506-06BLK	AF506-06S
-8	AF506-08	AF506-08BLK	AF506-08S
-10	AF506-10	AF506-10BLK	AF506-10S
-12	AF506-12	AF506-12BLK	AF506-12S
-16	AF506-16	AF506-16BLK	AF506-16S
-20	AF506-20	AF506-20BLK	AF506-20S

550 SERIES HOSE ENDS



550 Series Cutter Style One Piece Full Flow Swivel Hose Ends (Suits 100 & 450 Series Hose)

Aeroflow's 550 Series cutter fittings are a CNC machined one piece fitting which provide uninterrupted flow. The billet cutter end separates the wire braid for maximum hose retention, sealing the hose for a second time which provides a greater sealing area for strength and easier assembly. The tight mandrel bent radius body has superior wall thickness and a swivel head allowing for easy adjustment. Aeroflow's 550 series fittings are the choice of professionals for use in fuel systems, cooling systems, vacuum applications and oil systems.

Compatible hose: 100 Series S/S braid, 450 Series Lightweight Nylon braid

• Not compatible for power steering and automatic transmission line applications.

• Hard Anodised (excluding silver)



Straight Cutter Hose Ends

AN	Blue/Red	Black	Silver
-4	AF501-04	AF501-04BLK	AF501-04S
-6	AF501-06	AF501-06BLK	AF501-06S
-8	AF501-08	AF501-08BLK	AF501-08S
-10	AF501-10	AF501-10BLK	AF501-10S
-12	AF501-12	AF501-12BLK	AF501-12S
-16	AF501-16	AF501-16BLK	AF501-16S
-20	AF501-20	AF501-20BLK	AF501-20S



30° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF557-04	AF557-04BLK	AF557-04S
-6	AF557-06	AF557-06BLK	AF557-06S
-8	AF557-08	AF557-08BLK	AF557-08S
-10	AF557-10	AF557-10BLK	AF557-10S
-12	AF557-12	AF557-12BLK	AF557-12S
-16	AF557-16	AF557-16BLK	AF557-16S



45° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF552-04	AF552-04BLK	AF552-04S
-6	AF552-06	AF552-06BLK	AF552-06S
-8	AF552-08	AF552-08BLK	AF552-08S
-10	AF552-10	AF552-10BLK	AF552-10S
-12	AF552-12	AF552-12BLK	AF552-12S
-16	AF552-16	AF552-16BLK	AF552-16S
-20	AF552-20	AF552-20BLK	AF552-20S



60° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF558-04	AF558-04BLK	AF558-04S
-6	AF558-06	AF558-06BLK	AF558-06S
-8	AF558-08	AF558-08BLK	AF558-08S
-10	AF558-10	AF558-10BLK	AF558-10S
-12	AF558-12	AF558-12BLK	AF558-12S
-16	AF558-16	AF558-16BLK	AF558-16S



90° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF553-04	AF553-04BLK	AF553-04S
-6	AF553-06	AF553-06BLK	AF553-06S
-8	AF553-08	AF553-08BLK	AF553-08S
-10	AF553-10	AF553-10BLK	AF553-10S
-12	AF553-12	AF553-12BLK	AF553-12S
-16	AF553-16	AF553-16BLK	AF553-16S
-20	AF553-20	AF553-20BLK	AF553-20S



120° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF554-04	AF554-04BLK	AF554-04S
-6	AF554-06	AF554-06BLK	AF554-06S
-8	AF554-08	AF554-08BLK	AF554-08S
-10	AF554-10	AF554-10BLK	AF554-10S
-12	AF554-12	AF554-12BLK	AF554-12S
-16	AF554-16	AF554-16BLK	AF554-16S



150° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF555-04	AF555-04BLK	AF555-04S
-6	AF555-06	AF555-06BLK	AF555-06S
-8	AF555-08	AF555-08BLK	AF555-08S
-10	AF555-10	AF555-10BLK	AF555-10S
-12	AF555-12	AF555-12BLK	AF555-12S
-16	AF555-16	AF555-16BLK	AF555-16S



180° Full Flow Swivel Hose Ends

AN	Blue/Red	Black	Silver
-4	AF556-04	AF556-04BLK	AF556-04S
-6	AF556-06	AF556-06BLK	AF556-06S
-8	AF556-08	AF556-08BLK	AF556-08S
-10	AF556-10	AF556-10BLK	AF556-10S
-12	AF556-12	AF556-12BLK	AF556-12S
-16	AF556-16	AF556-16BLK	AF556-16S



Hose End Sockets To Suit Cutter Style- Alloy (Suits 500 - 550 Series Fittings Only)

Aeroflow Performance offers hose end sockets separately. These sockets are for use on all of our 500 & 550 series two piece cutter-style hose ends. This gives an excellent option for multiple colour combinations providing a unique combination of colours not found in other brands.

AN	Blue	Red	Silver	Black	Gold	Purple	Chrome
-4	AF559-04DCBL	AF559-04DCR	AF559-04DCS	AF559-04DCBLK	AF559-04DCG	AF559-04DCPUR	AF559-04DCCH
-6	AF559-06DCBL	AF559-06DCR	AF559-06DCS	AF559-06DCBLK	AF559-06DCG	AF559-06DCPUR	AF559-06DCCH
-8	AF559-08DCBL	AF559-08DCR	AF559-08DCS	AF559-08DCBLK	AF559-08DCG	AF559-08DCPUR	AF559-08DCCH
-10	AF559-10DCBL	AF559-10DCR	AF559-10DCS	AF559-10DCBLK	AF559-10DCG	AF559-10DCPUR	AF559-10DCCH
-12	AF559-12DCBL	AF559-12DCR	AF559-12DCS	AF559-12DCBLK	AF559-12DCG	AF559-12DCPUR	AF559-12DCCH
-16	AF559-16DCBL	AF559-16DCR	AF559-16DCS	AF559-16DCBLK	AF559-16DCG	AF559-16DCPUR	AF559-16DCCH
-20	AF559-20DCBL	AF559-20DCR	AF559-20DCS	AF559-20DCBLK	AF559-20DCG	AF559-20DCPUR	AF559-20DCCH

550 SERIES STEPPED HOSE ENDS

550 SERIES CUTTER STYLE ONE PIECE STEPPED STYLE HOSE ENDS

(suits 100 & 450 series hose)

Aeroflow's expanders and reducer's cutter style hose ends with Aerospace triple Seal/ Double O-ring are made from 6061-T6 aluminium. This design ensures a secure, leak free connection every time. Aeroflow's 550 Series are CNC'd with superior wall thickness a must for any serious racer. Aeroflow's corrosion resistant; colour consistent, double anodizing and hand polishing adds the final touch of quality and protection you have come to expect from Aeroflow.



STRAIGHT STEPPED HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF501-08-06	AF501-08-06BLK	AF501-08-06S
-8 -6	AF501-06-08	AF501-06-08BLK	AF501-06-08S
-10 -8	AF501-08-10	AF501-08-10BLK	AF501-08-10S
-10 -12	AF501-12-10	AF501-12-10BLK	AF501-12-10S
-12 -16	AF501-16-12	AF501-16-12BLK	AF501-16-12S
-16 -12	AF501-12-16	AF501-12-16BLK	AF501-12-16S



30° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF557-08-06	AF557-08-06BLK	AF557-08-06S
-8 -6	AF557-06-08	AF557-06-08BLK	AF557-06-08S
-10 -8	AF557-08-10	AF557-08-10BLK	AF557-08-10S
-10 -12	AF557-12-10	AF557-12-10BLK	AF557-12-10S
-12 -16	AF557-16-12	AF557-16-12BLK	AF557-16-12S
-16 -12	AF557-12-16	AF557-12-16BLK	AF557-12-16S

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF553-08-06	AF553-08-06BLK	AF553-08-06S
-8 -6	AF553-06-08	AF553-06-08BLK	AF553-06-08S
-10 -8	AF553-08-10	AF553-08-10BLK	AF553-08-10S
-10 -12	AF553-12-10	AF553-12-10BLK	AF553-12-10S
-12 -16	AF553-16-12	AF553-16-12BLK	AF553-16-12S
-16 -12	AF553-12-16	AF553-12-16BLK	AF553-12-16S

45° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF552-08-06	AF552-08-06BLK	AF552-08-06S
-8 -6	AF552-06-08	AF552-06-08BLK	AF552-06-08S
-10 -8	AF552-08-10	AF552-08-10BLK	AF552-08-10S
-10 -12	AF552-12-10	AF552-12-10BLK	AF552-12-10S
-12 -16	AF552-16-12	AF552-16-12BLK	AF552-16-12S
-16 -12	AF552-12-16	AF552-12-16BLK	AF552-12-16S



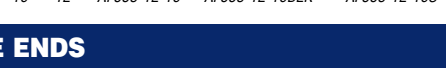
60° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF558-08-06	AF558-08-06BLK	AF558-08-06S
-8 -6	AF558-06-08	AF558-06-08BLK	AF558-06-08S
-10 -8	AF558-08-10	AF558-08-10BLK	AF558-08-10S
-10 -12	AF558-12-10	AF558-12-10BLK	AF558-12-10S
-12 -16	AF558-16-12	AF558-16-12BLK	AF558-16-12S
-16 -12	AF558-12-16	AF558-12-16BLK	AF558-12-16S



90° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF553-08-06	AF553-08-06BLK	AF553-08-06S
-8 -6	AF553-06-08	AF553-06-08BLK	AF553-06-08S
-10 -8	AF553-08-10	AF553-08-10BLK	AF553-08-10S
-10 -12	AF553-12-10	AF553-12-10BLK	AF553-12-10S
-12 -16	AF553-16-12	AF553-16-12BLK	AF553-16-12S
-16 -12	AF553-12-16	AF553-12-16BLK	AF553-12-16S



120° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF554-08-06	AF554-08-06BLK	AF554-08-06S
-8 -6	AF554-06-08	AF554-06-08BLK	AF554-06-08S
-10 -8	AF554-08-10	AF554-08-10BLK	AF554-08-10S
-10 -12	AF554-12-10	AF554-12-10BLK	AF554-12-10S
-12 -16	AF554-16-12	AF554-16-12BLK	AF554-16-12S
-16 -12	AF554-12-16	AF554-12-16BLK	AF554-12-16S



150° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF555-08-06	AF555-08-06BLK	AF555-08-06S
-8 -6	AF555-06-08	AF555-06-08BLK	AF555-06-08S
-10 -8	AF555-08-10	AF555-08-10BLK	AF555-08-10S
-10 -12	AF555-12-10	AF555-12-10BLK	AF555-12-10S
-12 -16	AF555-16-12	AF555-16-12BLK	AF555-16-12S
-16 -12	AF555-12-16	AF555-12-16BLK	AF555-12-16S



180° SWIVEL STEPPED CUTTER HOSE ENDS

AN to Hose	Blue/Red	Black	Silver
-6 -8	AF556-08-06	AF556-08-06BLK	AF556-08-06S
-8 -6	AF556-06-08	AF556-06-08BLK	AF556-06-08S
-10 -8	AF556-08-10	AF556-08-10BLK	AF556-08-10S
-10 -12	AF556-12-10	AF556-12-10BLK	AF556-12-10S
-12 -16	AF556-16-12	AF556-16-12BLK	AF556-16-12S
-16 -12	AF556-12-16	AF556-12-16BLK	AF556-12-16S



550 SERIES MALE ADAPTER HOSE ENDS

550 SERIES CUTTER STYLE ONE PIECE MALE ADAPTER STYLE HOSE ENDS

(suits 100 & 450 series hose)

Aeroflow's expanders and reducer's cutter style hose ends with Aerospace triple seal/double o-ring are made from 6061-T6 aluminium. This design ensures a secure, leak free connection every time. Aeroflow's 550 series are CNC'd with superior wall thickness, a must for any serious racer. Aeroflow's corrosion resistant, colour consistent, hard anodized (excluding silver) and hand polishing adds the final touch of quality and protection you have come to expect from Aeroflow.



45° ORB SWIVEL HOSE ENDS

ORB to Hose	Blue/Red	Black	Silver
-4 to -6	AF544-06-04	AF544-06-04BLK	AF544-06-04S
-6 to -6	AF544-06-06	AF544-06-06BLK	AF544-06-06S
-8 to -6	AF544-06-08	AF544-06-08BLK	AF544-06-08S
-6 to -8	AF544-08-06	AF544-08-06BLK	AF544-08-06S
-8 to -8	AF544-08-08	AF544-08-08BLK	AF544-08-08S
-10 to -8	AF544-08-10	AF544-08-10BLK	AF544-08-10S
-8 to -10	AF544-10-08	AF544-10-08BLK	AF544-10-08S
-10 to -10	AF544-10-10	AF544-10-10BLK	AF544-10-10S
-12 to -10	AF544-10-12	AF544-10-12BLK	AF544-10-12S
-10 to -12	AF544-12-10	AF544-12-10BLK	AF544-12-10S
-12 to -12	AF544-12-12	AF544-12-12BLK	AF544-12-12S
-12 to -16	AF544-16-12	AF544-16-12BLK	AF544-16-12S
-16 to -12	AF544-12-16	AF544-12-16BLK	AF544-12-16S
-16 to -16	AF544-16-16	AF544-16-16BLK	AF544-16-16S

90° ORB SWIVEL HOSE ENDS

ORB to Hose	Blue/Red	Black	Silver
-4 to -6	AF549-06-04	AF549-06-04BLK	AF549-06-04S
-6 to -6	AF549-06-06	AF549-06-06BLK	AF549-06-06S
-8 to -6	AF549-06-08	AF549-06-08BLK	AF549-06-08S
-6 to -8	AF549-08-06	AF549-08-06BLK	AF549-08-06S
-8 to -8	AF549-08-08	AF549-08-08BLK	AF549-08-08S
-10 to -8	AF549-08-10	AF549-08-10BLK	AF549-08-10S
-8 to -10	AF549-10-08	AF549-10-08BLK	AF549-10-08S
-10 to -10	AF549-10-10	AF549-10-10BLK	AF549-10-10S
-12 to -10	AF549-10-12	AF549-10-12BLK	AF549-10-12S
-10 to -12	AF549-12-10	AF549-12-10BLK	AF549-12-10S
-12 to -12	AF549-12-12	AF549-12-12BLK	AF549-12-12S
-12 to -16	AF549-16-12	AF549-16-12BLK	AF549-16-12S
-16 to -12	AF549-12-16	AF549-12-16BLK	AF549-12-16S
-16 to -16	AF549-16-16	AF549-16-16BLK	AF549-16-16S

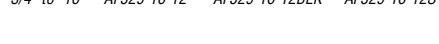
45° NPT SWIVEL HOSE ENDS

NPT to AN	Blue/Red	Black	Silver
1/8" to -6	AF528-06-02	AF528-06-02BLK	AF528-06-02S
1/4" to -6	AF528-06-04	AF528-06-04BLK	AF528-06-04S
3/8" to -6	AF528-06-06	AF528-06-06BLK	AF528-06-06S
1/4" to -8	AF528-08-04	AF528-08-04BLK	AF528-08-04S
3/8" to -8	AF528-08-06	AF528-08-06BLK	AF528-08-06S
1/2" to -8	AF528-08-08	AF528-08-08BLK	AF528-08-08S
3/8" to -10	AF528-10-06	AF528-10-06BLK	AF528-10-06S
1/2" to -10	AF528-10-08	AF528-10-08BLK	AF528-10-08S
1/2" to -12	AF528-12-08	AF528-12-08BLK	AF528-12-08S
3/4" to -12	AF528-12-12	AF528-12-12BLK	AF528-12-12S
3/4" to -16	AF528-16-12	AF528-16-12BLK	AF528-16-12S



90° NPT SWIVEL HOSE ENDS

NPT to AN	Blue/Red	Black	Silver
1/8" to -6	AF529-06-02	AF529-06-02BLK	AF529-06-02S
1/4" to -6	AF529-06-04	AF529-06-04BLK	AF529-06-04S
3/8" to -6	AF529-06-06	AF529-06-06BLK	AF529-06-06S
1/4" to -8	AF529-08-04	AF529-08-04BLK	AF529-08-04S
3/8" to -8	AF529-08-06	AF529-08-06BLK	AF529-08-06S
1/2" to -8	AF529-08-08	AF529-08-08BLK	AF529-08-08S
3/8" to -10	AF529-10-06	AF529-10-06BLK	AF529-10-06S
1/2" to -10	AF529-10-08	AF529-10-08BLK	AF529-10-08S
1/2" to -12	AF529-12-08	AF529-12-08BLK	AF529-12-08S
3/4" to -12	AF529-12-12	AF529-12-12BLK	AF529-12-12S
3/4" to -16	AF529-16-12	AF529-16-12BLK	AF529-16-12S



510 SERIES HOSE ENDS

510 SERIES FULL FLOW PUSH LOCK HOSE ENDS

Aeroflow's 510 series push lock fittings are a billet CNC'd one piece fitting which provide uninterrupted flow. The tight radius body has superior wall thickness with a custom designed barbed end to allow a quick, easy and leak free assembly. Aeroflow's push lock fittings come with a purpose designed cover to hide the messy cut end of the hose to give you that professional look everytime.

Compatible Hose: 400 Series EFI Push lock hose (Blue/Black)

510 Series Full Flow Tight Radius Push Lock Hose Ends

Aeroflow fittings are made from 6061 T-6 aluminium. Aeroflow fittings provide superior thread strength for smooth assembly. These one piece full flow fittings provide the best flow on the market. Aeroflow's full flow series are a billet CNC'd full flow fitting which provide an uninterrupted flow. With superior wall thickness Aeroflow's full flow series are a must for any serious racer. Aeroflow's corrosion resistant, colour consistent, double anodizing and hand polishing adds the final touch of quality and protection you have come to expect from Aeroflow.



Straight Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF401-04	AF401-04BLK	AF401-04S
-6	AF401-06	AF401-06BLK	AF401-06S
-8	AF401-08	AF401-08BLK	AF401-08S
-10	AF401-10	AF401-10BLK	AF401-10S
-12	AF401-12	AF401-12BLK	AF401-12S

30° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF517-06	AF517-06BLK	AF517-06S
-8	AF517-08	AF517-08BLK	AF517-08S
-10	AF517-10	AF517-10BLK	AF517-10S
-12	AF517-12	AF517-12BLK	AF517-12S



45° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF512-06	AF512-06BLK	AF512-06S
-8	AF512-08	AF512-08BLK	AF512-08S
-10	AF512-10	AF512-10BLK	AF512-10S
-12	AF512-12	AF512-12BLK	AF512-12S

90° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF513-06	AF513-06BLK	AF513-06S
-8	AF513-08	AF513-08BLK	AF513-08S
-10	AF513-10	AF513-10BLK	AF513-10S
-12	AF513-12	AF513-12BLK	AF513-12S

150° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF515-06	AF515-06BLK	AF515-06S
-8	AF515-08	AF515-08BLK	AF515-08S
-10	AF515-10	AF515-10BLK	AF515-10S
-12	AF515-12	AF515-12BLK	AF515-12S



60° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF518-06	AF518-06BLK	AF518-06S
-8	AF518-08	AF518-08BLK	AF518-08S
-10	AF518-10	AF518-10BLK	AF518-10S
-12	AF518-12	AF518-12BLK	AF518-12S

120° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF514-06	AF514-06BLK	AF514-06S
-8	AF514-08	AF514-08BLK	AF514-08S
-10	AF514-10	AF514-10BLK	AF514-10S
-12	AF514-12	AF514-12BLK	AF514-12S

180° Full Flow Push Lock Hose Ends

AN	Blue	Black	Silver
-6	AF516-06	AF516-06BLK	AF516-06S
-8	AF516-08	AF516-08BLK	AF516-08S
-10	AF516-10	AF516-10BLK	AF516-10S
-12	AF516-12	AF516-12BLK	AF516-12S

400 SERIES PUSH LOCK HOSE ENDS

400 SERIES PUSH LOCK HOSE ENDS

Aeroflow's 400 series push lock fittings are a mandrel bent braised full flow fitting with a custom designed barbed end to allow a quick, easy and leak free assembly. Aeroflow's push lock fittings come with a purpose designed cover to hide the messy cut end of the hose to give you that professional look everytime.

Compatible Hose: 400 Series EFI Push lock hose with clamp (Blue/Black)

• Not compatible for power steering and automatic transmission line applications.



Straight Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF402-04	AF402-04BLK	AF402-04S
-6	AF402-06	AF402-06BLK	AF402-06S
-8	AF402-08	AF402-08BLK	AF402-08S
-10	AF402-10	AF402-10BLK	AF402-10S
-12	AF402-12	AF402-12BLK	AF402-12S

45° Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF402-04	AF402-04BLK	AF402-04S
-6	AF402-06	AF402-06BLK	AF402-06S
-8	AF402-08	AF402-08BLK	AF402-08S
-10	AF402-10	AF402-10BLK	AF402-10S
-12	AF402-12	AF402-12BLK	AF402-12S

90° Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF403-04	AF403-04BLK	AF403-04S
-6	AF403-06	AF403-06BLK	AF403-06S
-8	AF403-08	AF403-08BLK	AF403-08S
-10	AF403-10	AF403-10BLK	AF403-10S
-12	AF403-12	AF403-12BLK	AF403-12S



30° Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF417-04	AF417-04BLK	AF417-04S
-6	AF417-06	AF417-06BLK	AF417-06S
-8	AF417-08	AF417-08BLK	AF417-08S
-10	AF417-10	AF417-10BLK	AF417-10S
-12	AF417-12	AF417-12BLK	AF417-12S

60° Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF418-04	AF418-04BLK	AF418-04S
-6	AF418-06	AF418-06BLK	AF418-06S
-8	AF418-08	AF418-08BLK	AF418-08S
-10	AF418-10	AF418-10BLK	AF418-10S
-12	AF418-12	AF418-12BLK	AF418-12S

120° Push Lock Hose Ends

AN	Blue	Black	Silver
-4	AF404-04	AF404-04BLK	AF404-04S
-6	AF404-06	AF404-06BLK	AF404-06S
-8	AF404-08	AF404-08BLK	AF404-08S
-10	AF404-10	AF404-10BLK	AF404-10S
-12	AF404-12	AF404-12BLK	AF404-12S

**150° Push Lock Hose Ends**

AN	Blue	Black	Silver
-4	AF405-04	AF405-04BLK	AF405-04S
-6	AF405-06	AF405-06BLK	AF405-06S
-8	AF405-08	AF405-08BLK	AF405-08S
-10	AF405-10	AF405-10BLK	AF405-10S
-12	AF405-12	AF405-12BLK	AF405-12S

**180° Push Lock Hose Ends**

AN	Blue	Black	Silver
-4	AF406-04	AF406-04BLK	AF406-04S
-6	AF406-06	AF406-06BLK	AF406-06S
-8	AF406-08	AF406-08BLK	AF406-08S
-10	AF406-10	AF406-10BLK	AF406-10S
-12	AF406-12	AF406-12BLK	AF406-12S

**200 SERIES HOSE ENDS****200 SERIES PTFE (TEFLON®) HOSE ENDS**

Aeroflow's 200 Series PTFE fittings are a braised full flow fitting. The purposely designed olive compresses into the PTFE (Teflon) inner tube for easy, leak free assembly. Our 200 Series fittings have a swivel head to allow for easy adjustment making them an excellent choice for the automotive enthusiast for use in Power Steering, Nitrous, Fuel systems, Cooling systems, vacuum applications, oil systems, brake and clutches. We recommend the

200 series hose and fittings in E85 applications.

Compatible Hose: 200 Series

PTFE (Teflon) S/S hos

**200 Series Hose Ends**

(Suits 200 Series Hose)

(Suitable for use with PTFE Hose)

Aeroflow Performance 200 series hose fittings are manufactured from high quality aluminium and are suited for use with PTFE hose. They are great for applications such as brakes, power steering, clutch and hydraulic systems on off-road vehicles. Also suitable for use with E85 and other performance fuels.

45° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF202-03D	AF202-03DBLK	AF202-03DS
-4	AF202-04D	AF202-04DBLK	AF202-04DS
-6	AF202-06D	AF202-06DBLK	AF202-06DS
-8	AF202-08D	AF202-08DBLK	AF202-08DS
-10	AF202-10D	AF202-10DBLK	AF202-10DS
-12	AF202-12D	AF202-12DBLK	AF202-12DS
-16	AF202-16D	AF202-16DBLK	AF202-16DS
-20	AF202-20D	AF202-20DBLK	AF202-20DS

120° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF204-03D	AF204-03DBLK	AF204-03DS
-4	AF204-04D	AF204-04DBLK	AF204-04DS
-6	AF204-06D	AF204-06DBLK	AF204-06DS
-8	AF204-08D	AF204-08DBLK	AF204-08DS
-10	AF204-10D	AF204-10DBLK	AF204-10DS
-12	AF204-12D	AF204-12DBLK	AF204-12DS
-16	AF204-16D	AF204-16DBLK	AF204-16DS

**Straight 200 Series Hose Ends**

AN	Blue/Red	Black	Silver
-3	AF201-03D	AF201-03DBLK	AF201-03DS
-4	AF201-04D	AF201-04DBLK	AF201-04DS
-6	AF201-06D	AF201-06DBLK	AF201-06DS
-8	AF201-08D	AF201-08DBLK	AF201-08DS
-10	AF201-10D	AF201-10DBLK	AF201-10DS
-12	AF201-12D	AF201-12DBLK	AF201-12DS
-16	AF201-16D	AF201-16DBLK	AF201-16DS
-20	AF201-20D	AF201-20DBLK	AF201-20DS

60° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF208-03D	AF208-03DBLK	AF208-03DS
-4	AF208-04D	AF208-04DBLK	AF208-04DS
-6	AF208-06D	AF208-06DBLK	AF208-06DS
-8	AF208-08D	AF208-08DBLK	AF208-08DS
-10	AF208-10D	AF208-10DBLK	AF208-10DS
-12	AF208-12D	AF208-12DBLK	AF208-12DS
-16	AF208-16D	AF208-16DBLK	AF208-16DS
-20	AF208-20D	AF208-20DBLK	AF208-20DS

150° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF205-03D	AF205-03DBLK	AF205-03DS
-4	AF205-04D	AF205-04DBLK	AF205-04DS
-6	AF205-06D	AF205-06DBLK	AF205-06DS
-8	AF205-08D	AF205-08DBLK	AF205-08DS
-10	AF205-10D	AF205-10DBLK	AF205-10DS
-12	AF205-12D	AF205-12DBLK	AF205-12DS
-16	AF205-16D	AF205-16DBLK	AF205-16DS
-20	AF205-20D	AF205-20DBLK	AF205-20DS

**30° 200 Series Hose Ends**

AN	Blue/Red	Black	Silver
-3	AF207-03D	AF207-03DBLK	AF207-03DS
-4	AF207-04D	AF207-04DBLK	AF207-04DS
-6	AF207-06D	AF207-06DBLK	AF207-06DS
-8	AF207-08D	AF207-08DBLK	AF207-08DS
-10	AF207-10D	AF207-10DBLK	AF207-10DS
-12	AF207-12D	AF207-12DBLK	AF207-12DS
-16	AF207-16D	AF207-16DBLK	AF207-16DS
-20	AF207-20D	AF207-20DBLK	AF207-20DS

90° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF203-03D	AF203-03DBLK	AF203-03DS
-4	AF203-04D	AF203-04DBLK	AF203-04DS
-6	AF203-06D	AF203-06DBLK	AF203-06DS
-8	AF203-08D	AF203-08DBLK	AF203-08DS
-10	AF203-10D	AF203-10DBLK	AF203-10DS
-12	AF203-12D	AF203-12DBLK	AF203-12DS
-16	AF203-16D	AF203-16DBLK	AF203-16DS
-20	AF203-20D	AF203-20DBLK	AF203-20DS

180° 200 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF206-03D	AF206-03DBLK	AF206-03DS
-4	AF206-04D	AF206-04DBLK	AF206-04DS
-6	AF206-06D	AF206-06DBLK	AF206-06DS
-8	AF206-08D	AF206-08DBLK	AF206-08DS
-10	AF206-10D	AF206-10DBLK	AF206-10DS
-12	AF206-12D	AF206-12DBLK	AF206-12DS
-16	AF206-16D	AF206-16DBLK	AF206-16DS
-20	AF206-20D	AF206-20DBLK	AF206-20DS

**Hose End Sockets For PTFE Hose Ends (Suits 200 - 570 Series Fittings Only)**

Aeroflow Performance offers hose end sockets separately. These sockets are for use on all of our 200 & 570 series hose ends. This gives an excellent option for multiple colour combinations.

AN	Blue	Red	Silver	Black	Gold	Purple	Chrome
-3	AF279-03DBL	AF279-03DR	AF279-03DS	AF279-03DBLK	AF279-03DG	AF279-03DPUR	AF279-03DCH
-4	AF279-04DBL	AF279-04DR	AF279-04DS	AF279-04DBLK	AF279-04DG	AF279-04DPUR	AF279-04DCH
-6	AF279-06DBL	AF279-06DR	AF279-06DS	AF279-06DBLK	AF279-06DG	AF279-06DPUR	AF279-06DCH
-8	AF279-08DBL	AF279-08DR	AF279-08DS	AF279-08DBLK	AF279-08DG	AF279-08DPUR	AF279-08DCH
-10	AF279-10DBL	AF279-10DR	AF279-10DS	AF279-10DBLK	AF279-10DG	AF279-10DPUR	AF279-10DCH
-12	AF279-12DBL	AF279-12DR	AF279-12DS	AF279-12DBLK	AF279-12DG	AF279-12DPUR	AF279-12DCH
-16	AF279-16DBL	AF279-16DR	AF279-16DS	AF279-16DBLK	AF279-16DG	AF279-16DPUR	AF279-16DCH
-20	AF279-20DBL	AF279-20DR	AF279-20DS	AF279-20DBLK	AF279-20DG	AF279-20DPUR	AF279-20DCH



120 SERIES NYLON HOSE & PUSH-TO-CONNECT HOSE ENDS

120 SERIES NYLON HOSE

(suits 120 series fittings)

Aeroflow's Flexible black nylon hose is ideal for vacuum, air, oil, fuel and low pressure hydraulic lines and to be used with Aeroflow's 120 Series Push-to-connect aluminium fittings. The nylon hose has an extremely smooth inner surface with a very low coefficient.

- Bend Radius 25mm
- Working Pressure Mpa 1.7
- Temperature range -40 C to 90 C

- Burst Pressure 1000 PSI
- Working Pressure PSI 250 (17.2 Bar)
- Wall Thickness .040" (1mm)

Size	1 Metre 3ft 3-3/8"	2 Metres 6ft 6-3/4"	4.5 Metres 9ft 10-1/8"	6 Metres 19ft 8-1/4"	15 Metres 49ft 2-9/16"
4.76mm 3/16"	AF120-187-1M	AF120-187-2M	AF120-187-4.5M	AF120-187-6M	AF120-187-15M
6.35mm 1/4"	AF120-250-1M	AF120-250-2M	AF120-250-4.5M	AF120-250-6M	AF120-250-15M
7.94mm 5/16"	AF120-312-1M	AF120-312-2M	AF120-312-4.5M	AF120-312-6M	AF120-312-15M

120 SERIES PUSH-TO-CONNECT ALUMINIUM FITTINGS

Aeroflow's new Aluminium Push-to-connect fittings are perfect for Pneumatic applications. Aeroflow's technically superior fittings are a great compact design and extremely easy to install.

The hose ends are self-sealing

- Do not use sealants such as PTFE tape on hose ends.



Straight NPT Nylon Quick Release

NPT to Nylon	Blue	Black	Silver
1/8" - 3/16"	AF121-02	AF121-02BLK	AF121-02S
1/8" - 1/4"	AF121-04-02	AF121-04-02BLK	AF121-04-02S
1/4" - 1/4"	AF121-04	AF121-04BLK	AF121-04S



90° AN Nylon Quick Release

AN to Nylon	Blue	Black	Silver
-3AN - 3/16"	AF123-03-02	AF123-03-02BLK	AF123-03-02S
-4AN - 1/4"	AF123-04-04	AF123-04-04BLK	AF123-04-04S



90° NPT Nylon Quick Release

NPT to Nylon	Blue	Black	Silver
1/8" - 3/16"	AF123-02	AF123-02BLK	AF123-02S
1/4" - 1/8"	AF123-04-02	AF123-04-02BLK	AF123-04-02S
1/4" - 1/4"	AF123-04	AF123-04BLK	AF123-04S



NPT to Nylon Quick Release Tee

NPT to Nylon	Blue	Black	Silver
1/8" - 3/16"	AF124-02	AF124-02BLK	AF124-02S
1/8" - 1/4"	AF124-04-02	AF124-04-02BLK	AF124-04-02S
1/4" - 1/4"	AF124-04	AF124-04BLK	AF124-04S



We recommend 200 series cutters (AF98-2016) for a clean cut.



Nylon Quick Release Tee

Nylon	Blue	Black	Silver
3/16"	AF125-02	AF125-02BLK	AF125-02S
1/4"	AF125-04	AF125-04BLK	AF125-04S

570 SERIES HOSE ENDS

570 SERIES FULL FLOW PTFE (TEFLON®) HOSE ENDS

(Suits 200 Series Hose)

Aeroflow's 570 Series PTFE fittings are a billet CNC'd one piece fitting which provide uninterrupted flow. The purpose designed olive compresses into the PTFE (Teflon) inner tube for easy, leak free assembly. The tight radius body has superior wall thickness and a swivel head making for easy adjustment. Aeroflow's 570 series fittings are the choice of professionals for use in Power Steering, Nitrous, Fuel systems, Cooling systems, vacuum applications, oil systems, brake and clutch lines.

We recommend the 200 series hose and fittings in E85 applications Compatible Hose: 200 Series PTFE (Teflon) S/S hose

570 SERIES One Piece Full Flow Hose Ends

(Suits 200 Series Hose) (Suitable for use with PTFE Hose)

Aeroflow's 570 series PTFE fittings are a billet 6061-T6 CNC'd full flow fitting which provide an uninterrupted flow. With superior wall thickness Aeroflow's 570 series fittings are the choice of professionals for use in Power Steering, Nitrous, Fuel systems, Cooling systems, vacuum applications and oil systems. We recommend the 200 series hose and fittings in E85 applications.



Straight 570 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF201-03D	AF201-03DBLK	AF201-03DS
-4	AF201-04D	AF201-04DBLK	AF201-04DS
-6	AF201-06D	AF201-06DBLK	AF201-06DS
-8	AF201-08D	AF201-08DBLK	AF201-08DS
-10	AF201-10D	AF201-10DBLK	AF201-10DS
-12	AF201-12D	AF201-12DBLK	AF201-12DS
-16	AF201-16D	AF201-16DBLK	AF201-16DS
-20	AF201-20D	AF201-20DBLK	AF201-20DS



30° 570 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF577-03D	AF577-03DBLK	AF577-03DS
-4	AF577-04D	AF577-04DBLK	AF577-04DS
-6	AF577-06D	AF577-06DBLK	AF577-06DS
-8	AF577-08D	AF577-08DBLK	AF577-08DS
-10	AF577-10D	AF577-10DBLK	AF577-10DS
-12	AF577-12D	AF577-12DBLK	AF577-12DS
-16	AF577-16D	AF577-16DBLK	AF577-16DS
-20	AF577-20D	AF577-20DBLK	AF577-20DS



45° 570 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF572-03D	AF572-03DBLK	AF572-03DS
-4	AF572-04D	AF572-04DBLK	AF572-04DS
-6	AF572-06D	AF572-06DBLK	AF572-06DS
-8	AF572-08D	AF572-08DBLK	AF572-08DS
-10	AF572-10D	AF572-10DBLK	AF572-10DS
-12	AF572-12D	AF572-12DBLK	AF572-12DS
-16	AF572-16D	AF572-16DBLK	AF572-16DS
-20	AF572-20D	AF572-20DBLK	AF572-20DS



60° 570 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF578-03D	AF578-03DBLK	AF578-03DS
-4	AF578-04D	AF578-04DBLK	AF578-04DS
-6	AF578-06D	AF578-06DBLK	AF578-06DS
-8	AF578-08D	AF578-08DBLK	AF578-08DS
-10	AF578-10D	AF578-10DBLK	AF578-10DS
-12	AF578-12D	AF578-12DBLK	AF578-12DS
-16	AF578-16D	AF578-16DBLK	AF578-16DS
-20	AF578-20D	AF578-20DBLK	AF578-20DS



90° 570 Series Hose Ends

AN	Blue/Red	Black	Silver
-3	AF573-03D	AF573-03DBLK	AF573-03DS
-4	AF573-04D	AF573-04DBLK	AF573-04DS
-6	AF573-06D	AF573-06DBLK	AF573-06DS
-8	AF573-08D	AF573-08DBLK	AF573-08DS
-10	AF573-10D	AF573-10DBLK	AF573-10DS
-12	AF573-12D	AF573-12DBLK	AF573-12DS
-16	AF573-16D	AF573-16DBLK	AF573-16DS
-20	AF573-20D	AF573-20DBLK	AF573-20DS

**120° 570 Series Hose Ends**

AN	Blue/Red	Black	Silver
-3	AF574-03D	AF574-03DBLK	AF574-03DS
-4	AF574-04D	AF574-04DBLK	AF574-04DS
-6	AF574-06D	AF574-06DBLK	AF574-06DS
-8	AF574-08D	AF574-08DBLK	AF574-08DS
-10	AF574-10D	AF574-10DBLK	AF574-10DS
-12	AF574-12D	AF574-12DBLK	AF574-12DS
-16	AF574-16D	AF574-16DBLK	AF574-16DS
-20	AF574-20D	AF574-20DBLK	AF574-20DS

**150° 570 Series Hose Ends**

AN	Blue/Red	Black	Silver
-3	AF575-03D	AF575-03DBLK	AF575-03DS
-4	AF574-04D	AF575-04DBLK	AF575-04DS
-6	AF575-06D	AF575-06DBLK	AF575-06DS
-8	AF575-08D	AF575-08DBLK	AF575-08DS
-10	AF575-10D	AF575-10DBLK	AF575-10DS
-12	AF575-12D	AF575-12DBLK	AF575-12DS
-16	AF575-16D	AF575-16DBLK	AF575-16DS
-20	AF575-20D	AF575-20DBLK	AF575-20DS

**180° 570 Series Hose Ends**

AN	Blue/Red	Black	Silver
-3	AF576-03D	AF576-03DBLK	AF576-03DS
-4	AF576-04D	AF576-04DBLK	AF576-04DS
-6	AF576-06D	AF576-06DBLK	AF576-06DS
-8	AF576-08D	AF576-08DBLK	AF576-08DS
-10	AF576-10D	AF576-10DBLK	AF576-10DS
-12	AF576-12D	AF576-12DBLK	AF576-12DS
-16	AF576-16D	AF576-16DBLK	AF576-16DS
-20	AF576-20D	AF576-20DBLK	AF576-20DS

Stainless Steel PTFE Hose**Olive Inserts (5 Pack)**

Part No	Description
AF299-03SS	S/S Olive Insert suit -3AN
AF299-04SS	S/S Olive Insert suit -4AN
AF299-06SS	S/S Olive Insert suit -6AN
AF299-08SS	S/S Olive Insert suit -8AN
AF299-10SS	S/S Olive Insert suit -10AN
AF299-12SS	S/S Olive Insert suit -12AN
AF299-16SS	S/S Olive Insert suit -16AN
AF299-20SS	S/S Olive Insert suit -20AN

S/S Olives are Ethanol / Methanol & Nitro compatible.

PTFE Hose Olive Inserts (5 Pack)

Part No	Description
AF299-03D	Alloy Olive Insert alloy suit -3AN
AF299-04D	Alloy Olive Insert alloy suit -4AN
AF299-06D	Alloy Olive Insert alloy suit -6AN
AF299-08D	Alloy Olive Insert alloy suit -8AN
AF299-10D	Alloy Olive Insert alloy suit -10AN
AF299-12D	Alloy Olive Insert alloy suit -12AN
AF299-16D	Alloy Olive Insert alloy suit -16AN
AF299-20D	Alloy Olive Insert alloy suit -20AN

Brass PTFE Hose Olive Inserts (5 Pack)

Part No	Description
AF299-03	Brass Olive Insert suit -3AN
AF299-04	Brass Olive Insert suit -4AN
AF299-06	Brass Olive Insert suit -6AN
AF299-08	Brass Olive Insert suit -8AN
AF299-10	Brass Olive Insert suit -10AN
AF299-12	Brass Olive Insert suit -12AN
AF299-16	Brass Olive Insert suit -16AN
AF299-20	Brass Olive Insert suit -20AN

Brass olives are Ethanol / Methanol & Nitro compatible.

TAPER STYLE MALE HOSE ENDS For 100 & 450 Hose**NPT Straight Hose Ends**

NPT to AN	Blue/Red	Black	Silver
1/8" to -6	AF830-06-02	AF830-06-02BLK	AF830-06-02S
1/4" to -6	AF830-06-04	AF830-06-04BLK	AF830-06-04S
3/8" to -6	AF830-06-06	AF830-06-06BLK	AF830-06-06S
1/4" to -8	AF830-08-04	AF830-08-04BLK	AF830-08-04S
3/8" to -8	AF830-08-06	AF830-08-06BLK	AF830-08-06S
1/2" to -8	AF830-08-08	AF830-08-08BLK	AF830-08-08S
3/8" to -10	AF830-10-06	AF830-10-06BLK	AF830-10-06S
1/2" to -10	AF830-10-08	AF830-10-08BLK	AF830-10-08S
1/2" to -12	AF830-12-08	AF830-12-08BLK	AF830-12-08S
3/4" to -12	AF830-12-12	AF830-12-12BLK	AF830-12-12S
3/4" to -16	AF830-16-12	AF830-16-12BLK	AF830-16-12S

45° NPT Swivel Hose Ends

NPT to AN	Blue/Red	Black	Silver
1/8" to -6	AF828-06-02	AF828-06-02BLK	AF828-06-02S
1/4" to -6	AF828-06-04	AF828-06-04BLK	AF828-06-04S
3/8" to -6	AF828-06-06	AF828-06-06BLK	AF828-06-06S
1/4" to -8	AF828-08-04	AF828-08-04BLK	AF828-08-04S
3/8" to -8	AF828-08-06	AF828-08-06BLK	AF828-08-06S
1/2" to -8	AF828-08-08	AF828-08-08BLK	AF828-08-08S
3/8" to -10	AF828-10-06	AF828-10-06BLK	AF828-10-06S
1/2" to -10	AF828-10-08	AF828-10-08BLK	AF828-10-08S
1/2" to -12	AF828-12-08	AF828-12-08BLK	AF828-12-08S
3/4" to -12	AF828-12-12	AF828-12-12BLK	AF828-12-12S
3/4" to -16	AF828-16-12	AF828-16-12BLK	AF828-16-12S

90° NPT Swivel Hose Ends

NPT to AN	Blue/Red	Black	Silver
1/8" to -6	AF829-06-02	AF829-06-02BLK	AF829-06-02S
1/4" to -6	AF829-06-04	AF829-06-04BLK	AF829-06-04S
3/8" to -6	AF829-06-06	AF829-06-06BLK	AF829-06-06S
1/4" to -8	AF829-08-04	AF829-08-04BLK	AF829-08-04S
3/8" to -8	AF829-08-06	AF829-08-06BLK	AF829-08-06S
1/2" to -8	AF829-08-08	AF829-08-08BLK	AF829-08-08S
3/8" to -10	AF829-10-06	AF829-10-06BLK	AF829-10-06S
1/2" to -10	AF829-10-08	AF829-10-08BLK	AF829-10-08S
1/2" to -12	AF829-12-08	AF829-12-08BLK	AF829-12-08S
3/4" to -12	AF829-12-12	AF829-12-12BLK	AF829-12-12S
3/4" to -16	AF829-16-12	AF829-16-12BLK	AF829-16-12S

**Male ORB Straight Hose Ends**

AN to hose	Blue/Red	Black	Silver
-6 to -6	AF840-06	AF840-06BLK	AF840-06S
-8 to -8	AF840-08	AF840-08BLK	AF840-08S
-10 to -10	AF840-10	AF840-10BLK	AF840-10S
-12 to -12	AF840-12	AF840-12BLK	AF840-12S
-16 to -16	AF840-16	AF840-16BLK	AF840-16S

**45° ORB Swivel Hose Ends**

ORB to Hose	Blue/Red	Black	Silver
-4 to -6	AF844-06-04	AF844-06-04BLK	AF844-06-04S
-6 to -6	AF844-06-06	AF844-06-06BLK	AF844-06-06S
-8 to -6	AF844-06-08	AF844-06-08BLK	AF844-06-08S
-6 to -8	AF844-08-06	AF844-08-06BLK	AF844-08-06S
-8 to -8	AF844-08-08	AF844-08-08BLK	AF844-08-08S
-10 to -8	AF844-08-10	AF844-08-10BLK	AF844-08-10S
-8 to -10	AF844-10-08	AF844-10-08BLK	AF844-10-08S
-10 to -10	AF844-10-10	AF844-10-10BLK	AF844-10-10S
-12 to -10	AF844-10-12	AF844-10-12BLK	AF844-10-12S
-10 to -12	AF844-12-10	AF844-12-10BLK	AF844-12-10S
-12 to -12	AF844-12-12	AF844-12-12BLK	AF844-12-12S
-12 to -16	AF844-16-12	AF844-16-12BLK	AF844-16-12S
-16 to -12	AF844-12-16	AF844-12-16BLK	AF844-12-16S
-16 to -16	AF844-16-16	AF844-16-16BLK	AF844-16-16S

**90° ORB Swivel Hose Ends**

ORB to Hose	Blue/Red	Black	Silver
-4 to -6	AF849-06-04	AF849-06-04BLK	AF849-06-04S
-6 to -6	AF849-06-06	AF849-06-06BLK	AF849-06-06S
-8 to -6	AF849-06-08	AF849-06-08BLK	AF849-06-08S
-6 to -8	AF849-08-06	AF849-08-06BLK	AF849-08-06S
-8 to -8	AF849-08-08	AF849-08-08BLK	AF849-08-08S
-10 to -8	AF849-08-10	AF849-08-10BLK	AF849-08-10S
-8 to -10	AF849-10-08	AF849-10-08BLK	AF849-10-08S
-10 to -10	AF849-10-10	AF849-10-10BLK	AF849-10-10S
-12 to -10	AF849-10-12	AF849-10-12BLK	AF849-10-12S
-10 to -12	AF849-12-10	AF849-12-10BLK	AF849-12-10S
-12 to -12	AF849-12-12	AF849-12-12BLK	AF849-12-12S
-12 to -16	AF849-16-12	AF849-16-12BLK	AF849-16-12S
-16 to -12	AF849-12-16	AF849-12-16BLK	AF849-12-16S
-16 to -16	AF849-16-16	AF849-16-16BLK	AF849-16-16S

HARD LINE & TUBE ADAPTERS**Aluminium & Stainless Steel Hard Line**

Aeroflow offer both aluminium and Stainless Steel hard line in different sizes. All sizes are also available in different finishes including black anodised finish for use in high corrosion resistance applications such as E85 and alcohol fuels.

O.D.		Length	Wall		Raw Alloy	Black Anodised	Stainless Steel	Wall
4.76mm	3/16"	7.6M / 25ft	.9mm	>1/32"	AF66-4316 (Zinc Coated Steel)		AF66-3316	.71mm 1/32"
6.35mm	1/4"	7.6M / 25ft	1.0mm	<3/64"	AF66-2998	AF66-2998BLK	AF66-2998SS	.5mm 1/64"
7.9mm	5/16"	7.6M / 25ft	1.0mm	<3/64"	AF66-2999	AF66-2999BLK	AF66-2999SS	.71mm 1/32"
9.5mm	3/8"	7.6M / 25ft	1.0mm	<3/64"	AF66-3000	AF66-3000BLK	AF66-3000SS	.71mm 1/32"
12.7mm	1/2"	7.6M / 25ft	1.2mm	3/64"	AF66-3001	AF66-3001BLK	AF66-3001SS	.8mm 1/32"
15.8mm	5/8"	7.6M / 25ft	1.2mm	3/64"	AF66-3002	AF66-3002BLK		
19.05mm	3/4"	7.6M / 25ft	1.5mm	1/16"	AF66-3003	AF66-3003BLK		

Tube Fittings Hard Line Adapters

Aeroflow Performance offers the best solution for transition from hard tube line to AN thread fast and simple. Our tube fittings come in all different sizes to meet most applications. Our unique design provides quick assembly and easy alignment on the final application. Aeroflow's corrosion resistant, colour consistent, double anodised and hand polished finish adds the final touch of quality and protection you have come to expect from Aeroflow.



Tube to Male AN Adapter

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF108-04	AF108-04BLK	AF108-04S
5/16" to -6	AF108-05	AF108-05BLK	AF108-05S
3/8" to -6	AF108-06	AF108-06BLK	AF108-06S
1/2" to -8	AF108-08	AF108-08BLK	AF108-08S
5/8" to -10	AF108-10	AF108-10BLK	AF108-10S
3/4" to -12	AF108-12	AF108-12BLK	AF108-12S



Tube to Female AN Adapter

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF109-04	AF109-04BLK	AF109-04S
5/16" to -6	AF109-05	AF109-05BLK	AF109-05S
3/8" to -6	AF109-06	AF109-06BLK	AF109-06S
1/2" to -8	AF109-08	AF109-08BLK	AF109-08S
5/8" to -10	AF109-10	AF109-10BLK	AF109-10S
3/4" to -12	AF109-12	AF109-12BLK	AF109-12S



45° TUBE to FEMALE AN ADAPTER

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF129-04	AF129-04BLK	AF129-04S
5/16" to -6	AF129-05	AF129-05BLK	AF129-05S
3/8" to -6	AF129-06	AF129-06BLK	AF129-06S
1/2" to -8	AF129-08	AF129-08BLK	AF129-08S
5/8" to -10	AF129-10	AF129-10BLK	AF129-10S
3/4" to -12	AF129-12	AF129-12BLK	AF129-12S



90° TUBE to FEMALE AN ADAPTER

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF139-04	AF139-04BLK	AF139-04S
5/16" to -6	AF139-05	AF139-05BLK	AF139-05S
3/8" to -6	AF139-06	AF139-06BLK	AF139-06S
1/2" to -8	AF139-08	AF139-08BLK	AF139-08S
5/8" to -10	AF139-10	AF139-10BLK	AF139-10S
3/4" to -12	AF139-12	AF139-12BLK	AF139-12S



45° TUBE to MALE AN ADAPTER

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF128-04	AF128-04BLK	AF128-04S
5/16" to -6	AF128-05	AF128-05BLK	AF128-05S
3/8" to -6	AF128-06	AF128-06BLK	AF128-06S
1/2" to -8	AF128-08	AF128-08BLK	AF128-08S
5/8" to -10	AF128-10	AF128-10BLK	AF128-10S
3/4" to -12	AF128-12	AF128-12BLK	AF128-12S



90° TUBE to MALE AN ADAPTER

Tube to AN	Blue/Red	Black	Silver
1/4" to -4	AF137-04	AF137-04BLK	AF137-04S
5/16" to -6	AF137-05	AF137-05BLK	AF137-05S
3/8" to -6	AF137-06	AF137-06BLK	AF137-06S
1/2" to -8	AF137-08	AF137-08BLK	AF137-08S
5/8" to -10	AF137-10	AF137-10BLK	AF137-10S
3/4" to -12	AF137-12	AF137-12BLK	AF137-12S

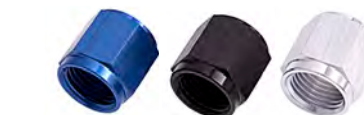
Replacement Hardline Olives

Size	Part No
1/4"	AF110-04
5/16"	AF110-05
3/8"	AF110-06
1/2"	AF110-08
5/8"	AF110-10
3/4"	AF110-12



AN Aluminium Tube Sleeves

Suit Tube	Blue	Black	Silver
3/16"	AF819-03	AF819-03BLK	AF819-03S
1/4"	AF819-04	AF819-04BLK	AF819-04S
5/16"	AF819-05	AF819-05BLK	AF819-05S
3/8"	AF819-06	AF819-06BLK	AF819-06S
1/2"	AF819-08	AF819-08BLK	AF819-08S
5/8"	AF819-10	AF819-10BLK	AF819-10S
3/4"	AF819-12	AF819-12BLK	AF819-12S
1"	AF819-16	AF819-16BLK	AF819-16S



AN Aluminium Tube Nuts

Suit Tube	Blue	Black	Silver
3/16" -3AN	AF818-03	AF818-03BLK	AF818-03S
1/4" -4AN	AF818-04	AF818-04BLK	AF818-04S
5/16" & 3/8" -6AN	AF818-06	AF818-06BLK	AF818-06S
1/2" -8AN	AF818-08	AF818-08BLK	AF818-08S
5/8" -10AN	AF818-10	AF818-10BLK	AF818-10S
3/4" -12AN	AF818-12	AF818-12BLK	AF818-12S
1" -16AN	AF818-16	AF818-16BLK	AF818-16S

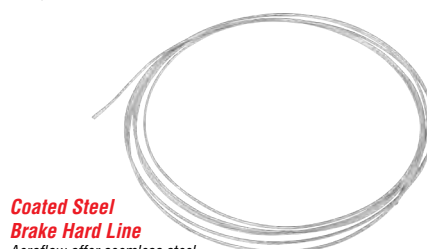


AN STAINLESS STEEL TUBE SLEEVES

Suits	Part No
3/16"	AF819-03-SS
1/4"	AF819-04-SS
5/16"	AF819-05-SS
3/8"	AF819-06-SS
1/2"	AF819-08-SS

AN STAINLESS STEEL TUBE NUTS

Suits	Part No
3/16,"	AF818-03-SS
1/4"	AF818-04-SS
5/16," 3/8", -6AN	AF818-06-SS
1/2", -8AN	AF818-08-SS



Coated Steel Brake Hard Line

Aeroflow offer seamless steel brake line for use with our stainless brake fittings. This product is an economical alternative that gives you a great chrome style high quality finish.

Part No	Size	Length
AF66-4316	4.76mm 3/16"	7.6M / 25ft

Stainless Steel Hard Line

Aeroflow offer seamless stainless hard line for use with our stainless brake fittings to give you a durable and professional finish.

Part No	Size	Length
AF66-3316	4.76mm 3/16"	7.6M / 25ft

Hardline Pipe Cutter

Cut plastic, aluminium, copper or steel tubing without distorting or crushing. Cutter works with tubing from 1/8" up to 1-1/8" and has wide rollers for even tracking of cutter wheel, built in reamer for cleaning inside of tubing and an extra cutting wheel.

Size	Part No
AF98-2022	Hardline pipe cutting tool



Pipe Beading Tool (Small Bore)

Great for beading 5/16", 3/8 and 1/2" pipe without removing line.

Part No	Description
AF98-2019	5/16" pipe beader
AF98-2020	3/8" pipe beader
AF98-2021	1/2" pipe beader



Light Weight Tube Bender

A hand tool for precisely bending pipe, especially a little tweak during installation in that hard to get position. For pipe size 1/16 to 1/4. The tool is able to bend tube with tube nut installed

AF98-2009BLK

Flare Tool

This 37 Degree or 45 Degree tool will work with tubing from 3.17mm (1/8) right through to 19mm (3/4").

Part No	Description
AF98-2007	Flare Tool 37 degree
AF98-2008	Flare Tool 45 degree

Pipe Beading Tool (Large Bore)

Great for beading 15.9mm (5/8") pipe and larger for intercoolers and more. 15.9mm (5/8") and larger pipe beader

AF98-2017



Tube Straightener

Great for straightening out coiled aluminium, mild steel and stainless steel pipe for that professional finish.

Fits tube from 3/16" to 1/2" AF98-2018

BARB FITTINGS



Straight Hose Barbs

AN to Barb	Blue	Black	Silver
-6 to 5/16" 7.93mm	AF411-06-05	AF411-06-05BLK	AF411-06-05S
-6 to 3/8" 9.52mm	AF411-06	AF411-06BLK	AF411-06S
-8 to 3/8" 9.52mm	AF411-08-06	AF411-08-06BLK	AF411-08-06S
-8 to 1/2" 12.7mm	AF411-08	AF411-08BLK	AF411-08S
-16 to 1" 25.4mm	AF411-16	AF411-16BLK	AF411-16S
-20 to 1-1/2" 38.1mm	AF411-20	AF411-20BLK	AF411-20S



45° Hose Barbs

AN to Barb	Blue	Black	Silver
-6 to 5/16" 7.93mm	AF412-06-05	AF412-06-05BLK	AF412-06-05S
-6 to 3/8" 9.52mm	AF412-06	AF412-06BLK	AF412-06S
-8 to 3/8" 9.52mm	AF412-08-06	AF412-08-06BLK	AF412-08-06S
-8 to 1/2" 12.7mm	AF412-08	AF412-08BLK	AF412-08S

**90° Hose Barbs**

AN to Barb	Blue	Black	Silver
-6 to 5/16"	7.93mm AF413-06-05	AF413-06-05BLK	AF413-06-05S
-6 to 3/8"	9.52mm AF413-06	AF413-06BLK	AF413-06S
-8 to 3/8"	9.52mm AF413-08-06	AF413-08-06BLK	AF413-08-06S
-8 to 1/2"	12.7mm AF413-08	AF413-08BLK	AF413-08S

**Straight Hose Barbs**

NPT to Barb	Blue	Black	Silver
1/16" to 1/4"	6.35mm AF841-04-01	AF841-04-01BLK	AF841-04-01S
1/8" to 3/16"	4.76mm AF841-03-04	AF841-03-04BLK	AF841-03-04S
1/8" to 1/4"	6.35mm AF841-04	AF841-04BLK	AF841-04S
1/8" to 5/16"	7.93mm AF841-05	AF841-05BLK	AF841-05S
1/4" to 3/8"	9.52mm AF841-06	AF841-06BLK	AF841-06S
3/8" to 5/16"	7.93mm AF841-06-05	AF841-06-05BLK	AF841-06-05S
3/8" to 3/8"	9.52mm AF841-06-06	AF841-06-06BLK	AF841-06-06S
3/8" to 1/2"	12.7mm AF841-08	AF841-08BLK	AF841-08S
3/8" to 5/8"	15.9mm AF841-06-10	AF841-06-10BLK	AF841-06-10S
1/2" to 3/8"	9.52mm AF841-08-06	AF841-08-06BLK	AF841-08-06S
1/2" to 1/2"	12.7mm AF841-08-08	AF841-08-08BLK	AF841-08-08S
1/2" to 5/8"	15.9mm AF841-10	AF841-10BLK	AF841-10S
1/2" to 3/4"	19mm AF841-08-12	AF841-08-12BLK	AF841-08-12S
3/4" to 3/4"	19mm AF841-12	AF841-12BLK	AF841-12S

**45° Male NPT to Barb**

NPT to Barb	Blue	Black	Silver
1/8" to 3/16"	4.76mm AF845-03-04	AF845-03-04BLK	AF845-03-04S
1/8" to 1/4"	6.35mm AF845-04	AF845-04BLK	AF845-04S
1/8" to 5/16"	7.93mm AF845-05	AF845-05BLK	AF845-05S
1/4" to 3/8"	9.52mm AF845-06	AF845-06BLK	AF845-06S
3/8" to 5/16"	7.93mm AF845-06-05	AF845-06-05BLK	AF845-06-05S
3/8" to 3/8"	9.52mm AF845-06-06	AF845-06-06BLK	AF845-06-06S
3/8" to 1/2"	12.7mm AF845-08	AF845-08BLK	AF845-08S
3/8" to 5/8"	15.9mm AF845-06-10	AF845-06-10BLK	AF845-06-10S
1/2" to 5/8"	15.9mm AF845-10	AF845-10BLK	AF845-10S
1/2" to 1/2"	12.7mm AF845-08-08	AF845-08-08BLK	AF845-08-08S
1/2" to 3/8"	9.52mm AF845-08-06	AF845-08-06BLK	AF845-08-06S
1/2" to 3/4"	19mm AF845-08-12	AF845-08-12BLK	AF845-08-12S
3/4" to 3/4"	19mm AF845-12	AF845-12BLK	AF845-12S

**90° Male NPT to Barb**

NPT to Barb	Blue	Black	Silver
1/8" to 3/16"	4.76mm AF842-03-04	AF842-03-04BLK	AF842-03-04S
1/8" to 1/4"	6.35mm AF842-04	AF842-04BLK	AF842-04S
1/8" to 5/16"	7.93mm AF842-05	AF842-05BLK	AF842-05S
1/4" to 3/8"	9.52mm AF842-06	AF842-06BLK	AF842-06S
3/8" to 5/16"	7.93mm AF842-06-05	AF842-06-05BLK	AF842-06-05S
3/8" to 3/8"	9.52mm AF842-06-06	AF842-06-06BLK	AF842-06-06S
3/8" to 1/2"	12.7mm AF842-08	AF842-08BLK	AF842-08S
3/8" to 5/8"	15.9mm AF842-06-10	AF842-06-10BLK	AF842-06-10S
1/2" to 5/8"	15.9mm AF842-10	AF842-10BLK	AF842-10S
1/2" to 1/2"	12.7mm AF842-08-08	AF842-08-08BLK	AF842-08-08S
1/2" to 3/8"	9.52mm AF842-08-06	AF842-08-06BLK	AF842-08-06S
1/2" to 3/4"	19mm AF842-08-12	AF842-08-12BLK	AF842-08-12S
3/4" to 3/4"	19mm AF842-12	AF842-12BLK	AF842-12S

**AN Flare to Barb Adapters**

AN to Barb	Blue	Black	Silver
-6 to 5/16"	AF817-05	AF817-05BLK	AF817-05S
-6 to 3/8"	AF817-06	AF817-06BLK	AF817-06S
-8 to 3/8"	AF817-06-08	AF817-06-08BLK	AF817-06-08S
-8 to 1/2"	AF817-08	AF817-08BLK	AF817-08S
-10 to 1/2"	AF817-10	AF817-10BLK	AF817-10S
-10 to 5/8"	AF817-10-08	AF817-10-08BLK	AF817-10-08S

**MALE NPT to AN BARB STRAIGHT**

Barb sizes suit 100 and 450 series hose.

NPT to Barb	Blue	Black	Silver
1/8" to -4	AF841-04AN	AF841-04ANBLK	AF841-04ANS
3/8" to -6	AF841-06-06AN	AF841-06-06ANBLK	AF841-06-06ANS
1/2" to -8	AF841-08-08AN	AF841-08-08ANBLK	AF841-08-08ANS
3/8" to -8	AF841-08AN	AF841-08ANBLK	AF841-08ANS
1/2" to -10	AF841-10AN	AF841-10ANBLK	AF841-10ANS

**45° MALE NPT to AN BARB**

Barb sizes suit 100 and 450 series hose.

NPT to Barb	Blue	Black	Silver
1/8" to -4	AF845-04AN	AF845-04ANBLK	AF845-04ANS
3/8" to -6	AF845-06-06AN	AF845-06-06ANBLK	AF845-06-06ANS
1/2" to -8	AF845-08-08AN	AF845-08-08ANBLK	AF845-08-08ANS
3/8" to -8	AF845-08AN	AF845-08ANBLK	AF845-08ANS
1/2" to -10	AF845-10AN	AF845-10ANBLK	AF845-10ANS

**90° MALE NPT to AN BARB**

Barb sizes suit 100 and 450 series hose.

NPT to Barb	Blue	Black	Silver
1/8" to -4	AF842-04AN	AF842-04ANBLK	AF842-04ANS
3/8" to -6	AF842-06-06AN	AF842-06-06ANBLK	AF842-06-06ANS
1/2" to -8	AF842-08-08AN	AF842-08-08ANBLK	AF842-08-08ANS
3/8" to -8	AF842-08AN	AF842-08ANBLK	AF842-08ANS
1/2" to -10	AF842-10AN	AF842-10ANBLK	AF842-10ANS

**ORB to BARB**

ORB to Barb	Blue	Black	Silver
-6 to 1/4"	6.35mm AF414-06-04	AF414-06-04BLK	AF414-06-04S
-6 to 5/16"	7.93mm AF414-06-05	AF414-06-05BLK	AF414-06-05S
-6 to 3/8"	9.52mm AF414-06-06	AF414-06-06BLK	AF414-06-06S
-8 to 5/16"	7.93mm AF414-08-05	AF414-08-05BLK	AF414-08-05S
-8 to 3/8"	9.52mm AF414-08-06	AF414-08-06BLK	AF414-08-06S
-8 to 1/2"	12.7mm AF414-08-08	AF414-08-08BLK	AF414-08-08S
-10 to 3/8"	9.52mm AF414-10-06	AF414-10-06BLK	AF414-10-06S
-12 to 3/8"	9.52mm AF414-12-06	AF414-12-06BLK	AF414-12-06S
-12 to 1/2"	12.7mm AF414-12-08	AF414-12-08BLK	AF414-12-08S

**Metric to Barb Adapters**

Metric to Barb	Blue	Black	Silver
Male			
M10 x 1 to 5/16"	AF745-01	AF745-01 BLK	AF745-01S
M10 x 1 to 3/8"	AF745-02	AF745-02 BLK	AF745-02S
M12 x 1.5 to 5/16"	AF731-01	AF731-01BLK	AF731-01S
M12 x 1.5 to 3/8"	AF731-02	AF731-02BLK	AF731-02S
M12 x 1.5 to 1/2"	AF731-03	AF731-03BLK	AF731-03S
M14 x 1.5 to 5/16"	AF746-01	AF746-01BLK	AF746-01S
M14 x 1.5 to 3/8"	AF746-02	AF746-02BLK	AF746-02S
M14 x 1.5 to 1/2"	AF746-03	AF746-03BLK	AF746-03S
M14 x 1.5 to 5/8"	AF746-04	AF746-04BLK	AF746-04S
M18 x 1.5 to 5/16"	AF734-05	AF734-05BLK	AF734-05S
M18 x 1.5 to 3/8"	AF734-00	AF734-00BLK	AF734-00S
M18 x 1.5 to 1/2"	AF734-01	AF734-01BLK	AF734-01S
M18 x 1.5 to 5/8"	AF734-03	AF734-03BLK	AF734-03S
M18 x 1.5 to 3/4"	AF734-02	AF734-02BLK	AF734-02S

**Male to Male Barb Push Lock Adapters**

Size	Blue	Black	Silver
-4	AF410-04	AF410-04BLK	AF410-04S
8mm, 5/16"	AF410-05	AF410-05BLK	AF410-05S
-6	AF410-06	AF410-06BLK	AF410-06S
8mm, 5/16" to -6	AF410-06-05	AF410-06-05BLK	AF410-06-05S
-6 to -8	AF410-08-06	AF410-08-06BLK	AF410-08-06S
-8	AF410-08	AF410-08BLK	AF410-08S
-8 to -10	AF410-10-08	AF410-10-08BLK	AF410-10-08S
-10	AF410-10	AF410-10BLK	AF410-10S
-10 to -12	AF410-12-10	AF410-12-10BLK	AF410-12-10S
-12	AF410-12	AF410-12BLK	AF410-12S

**Inline Barb with 1/8" Port**

These Aeroflow Billet fuel pressure gauge adapters are ideal for adding a fuel pressure gauge to your fuel system. Made from lightweight aluminium and tapped 1/8"

NPT for your fuel gauge they are available in sizes 5/16" barb and 3/8" barb.

Barb	Blue	Black	Silver
5/16" 7.93mm	AF138-05	AF138-05BLK	AF138-05S
3/8" 9.52mm	AF138-06	AF138-06BLK	AF138-06S

**Aluminium T-Pieces**

Diameter (O.D)	Blue	Black	Silver
1/8" 3mm	AF64-4200	AF64-4200BLK	AF64-4200S
5/32" 4mm	AF64-4201	AF64-4201BLK	AF64-4201S
3/16" 5mm	AF64-4202	AF64-4202BLK	AF64-4202S
1/4" 6mm	AF64-4203	AF64-4203BLK	AF64-4203S
5/16" 8mm	AF64-4204	AF64-4204BLK	AF64-4204S
3/8" 10mm	AF64-4205	AF64-4205BLK	AF64-4205S

**90° Barb To Barb**

Aeroflow's ever increasing range of hard to find fittings now includes these 90 Degree barb to barb fittings. They come in two sizes 5/16" (7.94mm) and 3/8" (9.52mm) and three colour Blue, Black and Silver.

Barb to Barb	Blue	Black	Silver
5/16" 8mm	AF843-05	AF843-05BLK	AF843-05S
3/8" 9.5mm	AF843-06	AF843-06BLK	AF843-06S

Aero Clamps

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. 5 different sizes available.

	Suits -4 Push Lock Hose
AF444-04	Suits -6 Push Lock Hose
AF444-06	Suits -8 Push Lock Hose
AF444-08	Suits -10 Push Lock Hose
AF444-10	Suits -12 Push Lock Hose
AF444-12	

Aero Clamp Pliers

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. This tool aids in the installation and removal of all sized Aero clamps.

AF98-2024

BARB CONVERSION FITTINGS



Barb to AN fitting

Barb to AN	Blue	Black	Silver
5/16" to -6	AF741-06-05	AF741-06-05BLK	AF741-06-05S
5/16" to -8	AF741-08-05	AF741-08-05BLK	AF741-08-05S
3/8" to -6	AF741-06-06	AF741-06-06BLK	AF741-06-06S
3/8" to -8	AF741-08-06	AF741-08-06BLK	AF741-08-06S
1/2" to -8	AF741-08-08	AF741-08-08BLK	AF741-08-08S
1/2" to -10	AF741-10-08	AF741-10-08BLK	AF741-10-08S
15mm to -8	AF741-08-09	AF741-08-09BLK	AF741-08-09S
15mm to -10	AF741-10-09	AF741-10-09BLK	AF741-10-09S

BANJO FITTINGS

Banjo Bolt Fitting Guide

CARBURETTOR	BANJO BOLT THREAD
Stromberg	1/2" - 20
Edelbrock	5/8" - 24
Carter AFB	5/8" - 24
Demon	9/16" - 24
BG	9/16" - 24
Holley 2BBL	9/16" - 24
Holley 600-660 series	9/16" - 24
Dual feed 4010-4011	9/16" - 24
Dellorto	M12 x 1.25
Solex	M12 x 1.25
Most Honda & Toyota	M12 x 1.25
Webber	M12 x 1.50



Alloy Barb Banjos

Banjo to Barb	Blue	Black	Silver
12mm or 7/16" to 8mm	AF807-05	AF807-05BLK	AF807-05S
12mm or 3/8" to 9.5mm	AF807-06	AF807-06BLK	AF807-06S



Alloy AN Banjos

Banjo to AN	Blue	Black	Silver
8mm to -3	AF717-03	AF717-03BLK	AF717-03S
10mm or 3/8" to -4	AF718-04	AF718-04BLK	AF718-04S
10mm or 3/8" to -6	AF718-06	AF718-06BLK	AF718-06S
12mm or 7/16" to -4	AF719-04	AF719-04BLK	AF719-04S
12mm or 7/16" to -6	AF719-06	AF719-06BLK	AF719-06S
12mm or 7/16" to -8	AF720-04	AF720-04BLK	AF720-04S
14mm or 9/16" to -6	AF720-06	AF720-06BLK	AF720-06S
14mm or 9/16" to -8	AF720-08	AF720-08BLK	AF720-08S
16mm or 5/8" to -6	AF163-06	AF163-06BLK	AF163-06S
16mm or 5/8" to -10	AF725-10	AF725-10BLK	AF725-10S
18mm to -4	AF726-04	AF726-04BLK	AF726-04S
18mm to -8	AF726-08	AF726-08BLK	AF726-08S
18mm to -10	AF726-10	AF726-10BLK	AF726-10S

Stainless Steel AN Banjo

AF720-06SS 14mm or 9/16" to -6 stainless steel banjo



Alloy Double Ended AN Banjos

Banjo to AN	Blue	Black	Silver
12mm or 1/2" to -6	AF721-06-06	AF721-06-06BLK	AF721-06-06S
14mm or 9/16" to -6	AF720-06-06	AF720-06-06BLK	AF720-06-06S



Banjo Bolts

Thread	Blue	Black	Silver
3/8" - 20	AF722-03	AF722-03BLK	AF722-03S
7/16" - 20	AF722-04	AF722-04BLK	AF722-04S
1/2" - 20	AF727-06	AF727-06BLK	AF727-06S
9/16" - 24	AF722-06	AF722-06BLK	AF722-06S
5/8" - 20	AF726-06	AF726-06BLK	AF726-06S
M12 x 1.25	AF723-06	AF723-06BLK	AF723-06S
M12 x 1.5	AF724-06	AF724-06BLK	AF724-06S
M14 x 1.5	AF725-06	AF725-06BLK	AF725-06S
M16 x 1.5 (-6)	AF713-06	AF713-06BLK	AF713-06S
M16 x 1.5 (-10)	AF716-10	AF716-10BLK	AF716-10S
M18 x 1.5	AF717-10	AF717-10BLK	AF717-10S

Stainless Steel Banjo Bolts

AF725-06SS M14 x 1.5 stainless steel banjo bolt



Aluminium Banjo with Bolt

To suit Edelbrock Carburetors

15.87mm (5/8") to 9.52mm (3/8")

Banjo to AN	Blue	Black	Silver
5/8" to 3/8"	AF164-06	AF164-06BLK	AF164-06S

NOTE: 5/8" Banjo bolt included



Alloy Banjo With Bolt

To suit Holley & Barry Grant Carburetors

Also suits FiTech EFI throttle bodies

Banjo to AN	Blue	Black	Silver
9/16-24" to -6AN	AF167-06	AF167-06BLK	AF167-06S



Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF177-03	Alloy Crush washer	-3AN	10mm - 3/8"
AF177-04	Alloy Crush washer	-4AN	11mm - 7/16"
AF177-05	Alloy Crush washer		12mm - 1/2"
AF177-06	Alloy Crush washer	-6AN	14mm - 9/16"
AF177-07	Alloy Crush washer		13mm - 33/64"
AF177-08	Alloy Crush washer		16mm - 5/8"
AF177-09	Alloy Crush washer	-8AN	18mm
AF177-10	Alloy Crush washer	-10AN	22mm - 7/8"
AF177-12	Alloy Crush washer	-12AN	27mm
AF177-16	Alloy Crush washer	-16AN	33mm
AF177-KIT	Aluminium washer	-3AN to -16AN	(Kit contains 10 of each size)



BSP Aluminum Washers (10 Pack)

Part No	Description	I.D. Sizes
AF172-01	Alloy Crush washer	3.17mm 1/8"
AF172-02	Alloy Crush washer	6.35mm 1/4"
AF172-03	Alloy Crush washer	9.52mm 3/8"
AF172-04	Alloy Crush washer	12.7mm 1/2"
AF172-05	Alloy Crush washer	15.87mm 5/8"
AF172-06	Alloy Crush washer	19.05mm 3/4"
AF172-KIT	Aluminium washer kit 3.17mm (1/8") to 19.05mm (3/4")	KIT CONTAINS 10 OF EACH SIZE



Metric Aluminium Washers (10 Pack)

Part No	Description	I.D. Sizes
AF171-06	Alloy Crush washer	6mm
AF171-08	Alloy Crush washer	8mm
AF171-10	Alloy Crush washer	10mm
AF171-12	Alloy Crush washer	12mm
AF171-14	Alloy Crush washer	14mm
AF171-16	Alloy Crush washer	16mm
AF171-18	Alloy Crush washer	18mm
AF171-20	Alloy Crush washer	20mm
AF171-22	Alloy Crush washer	22mm
AF171-24	Alloy Crush washer	24mm
AF171-KIT	Aluminium washer M6 to M24	KIT CONTAINS 10 OF EACH SIZE

COUPLER FITTINGS



Straight Female Swivel Coupler

AN	Blue	Black	Silver
-3	AF131-03	AF131-03BLK	AF131-03S
-4	AF131-04	AF131-04BLK	AF131-04S
-6	AF131-06	AF131-06BLK	AF131-06S
-8	AF131-08	AF131-08BLK	AF131-08S
-10	AF131-10	AF131-10BLK	AF131-10S
-12	AF131-12	AF131-12BLK	AF131-12S
-16	AF131-16	AF131-16BLK	AF131-16S
-20	AF131-20	AF131-20BLK	AF131-20S



Female Swivel Coupler Reducers

AN	Blue/Red	Black	Silver
-6 to -8	AF131-06-08	AF131-06-08BLK	AF131-06-08S
-8 to -10	AF131-08-10	AF131-08-10BLK	AF131-08-10S
-10 to -12	AF131-10-12	AF131-10-12BLK	AF131-10-12S



45° Female Swivel Coupler

AN	Blue/Red	Black	Silver
-3	AF132-03	AF132-03BLK	AF132-03S
-4	AF132-04	AF132-04BLK	AF132-04S
-6	AF132-06	AF132-06BLK	AF132-06S
-8	AF132-08	AF132-08BLK	AF132-08S
-10	AF132-10	AF132-10BLK	AF132-10S
-12	AF132-12	AF132-12BLK	AF132-12S
-16	AF132-16	AF132-16BLK	AF132-16S
-20	AF132-20	AF132-20BLK	AF132-20S



45° Full Flow Female Coupler

AN	Blue/Red	Black	Silver
-4	AF563-04	AF563-04BLK	AF563-04S
-6	AF563-06	AF563-06BLK	AF563-06S
-8	AF563-08	AF563-08BLK	AF563-08S
-10	AF563-10	AF563-10BLK	AF563-10S
-12	AF563-12	AF563-12BLK	AF563-12S
-16	AF563-16	AF563-16BLK	AF563-16S
-20	AF563-20	AF563-20BLK	AF563-20S



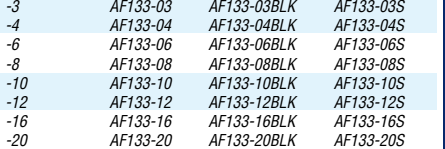
Stainless Steel Female Coupler

AN	Stainless Steel
-3	AF131-03SS
-4	AF131-04SS
-4 to -3	AF131-04-03SS



90° Female Swivel Coupler

AN	Blue/Red	Black	Silver
-3	AF133-03	AF133-03BLK	AF133-03S
-4	AF133-04	AF133-04BLK	AF133-04S
-6	AF133-06	AF133-06BLK	AF133-06S
-8	AF133-08	AF133-08BLK	AF133-08S
-10	AF133-10	AF133-10BLK	AF133-10S
-12	AF133-12	AF133-12BLK	AF133-12S
-16	AF133-16	AF133-16BLK	AF133-16S
-20	AF133-20	AF133-20BLK	AF133-20S





90° Full Flow Female Coupler

AN	Blue/Red	Black	Silver
-4	AF583-04	AF583-04BLK	AF583-04S
-6	AF583-06	AF583-06BLK	AF583-06S
-8	AF583-08	AF583-08BLK	AF583-08S
-10	AF583-10	AF583-10BLK	AF583-10S
-12	AF583-12	AF583-12BLK	AF583-12S
-16	AF583-16	AF583-16BLK	AF583-16S
-20	AF583-20	AF583-20BLK	AF583-20S



180° Full Flow Female Coupler

AN	Blue	Black	Silver
-6	AF536-06	AF536-06BLK	AF536-06S
-8	AF536-08	AF536-08BLK	AF536-08S
-10	AF536-10	AF536-10BLK	AF536-10S
-12	AF536-12	AF536-12BLK	AF536-12S

BULKHEAD FITTINGS



Straight Bulkhead AN

AN	Blue/Red	Black	Silver
-3	AF832-03	AF832-03BLK	AF832-03S
-4	AF832-04	AF832-04BLK	AF832-04S
-6	AF832-06	AF832-06BLK	AF832-06S
-8	AF832-08	AF832-08BLK	AF832-08S
-10	AF832-10	AF832-10BLK	AF832-10S
-12	AF832-12	AF832-12BLK	AF832-12S
-16	AF832-16	AF832-16BLK	AF832-16S
-20	AF832-20	AF832-20BLK	AF832-20S



45° Bulkhead AN

AN	Blue/Red	Black	Silver
-3	AF837-03	AF837-03BLK	AF837-03S
-4	AF837-04	AF837-04BLK	AF837-04S
-6	AF837-06	AF837-06BLK	AF837-06S
-8	AF837-08	AF837-08BLK	AF837-08S
-10	AF837-10	AF837-10BLK	AF837-10S
-12	AF837-12	AF837-12BLK	AF837-12S
-16	AF837-16	AF837-16BLK	AF837-16S
-20	AF837-20	AF837-20BLK	AF837-20S



45° Full Flow Bulkhead AN

AN	Blue	Black	Silver
-6	AF537-06	AF537-06BLK	AF537-06S
-8	AF537-08	AF537-08BLK	AF537-08S
-10	AF537-10	AF537-10BLK	AF537-10S
-12	AF537-12	AF537-12BLK	AF537-12S
-16	AF537-16	AF537-16BLK	AF537-16S
-20	AF537-20	AF537-20BLK	AF537-20S



90° Bulkhead AN

AN	Blue	Black	Silver
-3	AF833-03	AF833-03BLK	AF833-03S
-4	AF833-04	AF833-04BLK	AF833-04S
-6	AF833-06	AF833-06BLK	AF833-06S
-8	AF833-08	AF833-08BLK	AF833-08S
-10	AF833-10	AF833-10BLK	AF833-10S
-12	AF833-12	AF833-12BLK	AF833-12S
-16	AF833-16	AF833-16BLK	AF833-16S



90° Full Flow Bulkhead AN

AN	Blue	Black	Silver
-6	AF533-06	AF533-06BLK	AF533-06S
-8	AF533-08	AF533-08BLK	AF533-08S
-10	AF533-10	AF533-10BLK	AF533-10S
-12	AF533-12	AF533-12BLK	AF533-12S
-16	AF533-16	AF533-16BLK	AF533-16S
-20	AF533-20	AF533-20BLK	AF533-20S



Bulkhead TEE AN

AN	Blue	Black	Silver
-3	AF834-03	AF834-03BLK	AF834-03S
-4	AF834-04	AF834-04BLK	AF834-04S
-6	AF834-06	AF834-06BLK	AF834-06S
-8	AF834-08	AF834-08BLK	AF834-08S
-10	AF834-10	AF834-10BLK	AF834-10S
-12	AF834-12	AF834-12BLK	AF834-12S
-16	AF834-16	AF834-16BLK	AF834-16S
-20	AF834-20	AF834-20BLK	AF834-20S

Note: - Bulkhead nuts sold separately



Bulkhead AN TEE on the Run

AN	Blue	Black	Silver
-3	AF804-03	AF804-03BLK	AF804-03S
-4	AF804-04	AF804-04BLK	AF804-04S
-6	AF804-06	AF804-06BLK	AF804-06S
-8	AF804-08	AF804-08BLK	AF804-08S
-10	AF804-10	AF804-10BLK	AF804-10S
-12	AF804-12	AF804-12BLK	AF804-12S
-16	AF804-16	AF804-16BLK	AF804-16S
-20	AF804-20	AF804-20BLK	AF804-20S

Note: - Bulkhead nuts sold separately



Bulkhead Nuts

AN	Blue	Black	Silver
-3	AF924-03	AF924-03BLK	AF924-03S
-4	AF924-04	AF924-04BLK	AF924-04S
-6	AF924-06	AF924-06BLK	AF924-06S
-8	AF924-08	AF924-08BLK	AF924-08S
-10	AF924-10	AF924-10BLK	AF924-10S
-12	AF924-12	AF924-12BLK	AF924-12S
-16	AF924-16	AF924-16BLK	AF924-16S
-20	AF924-20	AF924-20BLK	AF924-20S

TEE'S & MALE UNIONS



AN TEE Female Swivel on Run

AN	Blue	Black	Silver
-3	AF145-03	AF145-03BLK	AF145-03S
-4	AF145-04	AF145-04BLK	AF145-04S
-6	AF145-06	AF145-06BLK	AF145-06S
-8	AF145-08	AF145-08BLK	AF145-08S
-10	AF145-10	AF145-10BLK	AF145-10S
-12	AF145-12	AF145-12BLK	AF145-12S
-16	AF145-16	AF145-16BLK	AF145-16S



AN TEE Female Swivel on Side

AN	Blue	Black	Silver
-3	AF144-03	AF144-03BLK	AF144-03S
-4	AF144-04	AF144-04BLK	AF144-04S
-6	AF144-06	AF144-06BLK	AF144-06S
-8	AF144-08	AF144-08BLK	AF144-08S
-10	AF144-10	AF144-10BLK	AF144-10S
-12	AF144-12	AF144-12BLK	AF144-12S
-16	AF144-16	AF144-16BLK	AF144-16S



Flare TEE AN

AN	Blue	Black	Silver
-3	AF824-03	AF824-03BLK	AF824-03S
-4	AF824-04	AF824-04BLK	AF824-04S
-6	AF824-06	AF824-06BLK	AF824-06S
-8	AF824-08	AF824-08BLK	AF824-08S
-10	AF824-10	AF824-10BLK	AF824-10S
-12	AF824-12	AF824-12BLK	AF824-12S
-16	AF824-16	AF824-16BLK	AF824-16S



Flare Tee An With 1/8" Port

AN	Blue	Black	Silver
-6	AF824-06P	AF824-06PBLK	AF824-06PS
-8	AF824-08P	AF824-08PBLK	AF824-08PS



Male AN Stepped Flare Tee With 1/8" Npt Ports

Perfect for use with AeroFlow's -8AN carb inlet rail kits when running -6 feed line featuring dual 1/8" NPT ports for universal gauge

fitments. Male tee with 2 x -8 and 1 x -6 on run

Male AN	Blue	Black	Silver
2x -8, 1x -6	AF824-06-08	AF824-06-08BLK	AF824-06-08S



Male Tee With Stepped Side

Run	Side	Blue	Black	Silver
-6	-4	AF831-04-06	AF831-04-06BLK	AF831-04-06S
-8	-6	AF831-06-08	AF831-06-08BLK	AF831-06-08S
-10	-8	AF831-08-10	AF831-08-10BLK	AF831-08-10S



Male TEE with Female 1/8"

AN	Blue	Black	Silver
-3	AF918-03-02	AF918-03-02BLK	AF918-03-02S
-4	AF918-04-02	AF918-04-02BLK	AF918-04-02S



Female Tee ORB

AN	Blue	Black	Silver
-3	AF938-03	AF938-03BLK	AF938-03S
-4	AF938-04	AF938-04BLK	AF938-04S
-6	AF938-06	AF938-06BLK	AF938-06S
-8	AF938-08	AF938-08BLK	AF938-08S
-10	AF938-10	AF938-10BLK	AF938-10S
-12	AF938-12	AF938-12BLK	AF938-12S
-16	AF938-16	AF938-16BLK	AF938-16S
-20	AF938-20	AF938-20BLK	AF938-20S



Male Flare Union

AN	Blue	Black	Silver
-3	AF815-03	AF815-03BLK	AF815-03S
-4	AF815-04	AF815-04BLK	AF815-04S
-6	AF815-06	AF815-06BLK	AF815-06S
-8	AF815-08	AF815-08BLK	AF815-08S
-10	AF815-10	AF815-10BLK	AF815-10S
-12	AF815-12	AF815-12BLK	AF815-12S
-16	AF815-16	AF815-16BLK	AF815-16S
-20	AF815-20	AF815-20BLK	AF815-20S



Stepped Male Flare Unions

AN to AN	Blue	Black	Silver
-4 to -3	AF815-04-03	AF815-04-03BLK	AF815-04-03S
-6 to -3	AF815-06-03	AF815-06-03BLK	AF815-06-03S
-6 to -4	AF815-06-04	AF815-06-04BLK	AF815-06-04S
-8 to -4	AF815-08-04	AF815-08-04BLK	AF815-08-04S
-8 to -6	AF815-08-06	AF815-08-06BLK	AF815-08-06S
-10 to -4	AF815-10-04	AF815-10-04BLK	AF815-10-04S
-10 to -6	AF815-10-06	AF815-10-06BLK	AF815-10-06S
-10 to -8	AF815-10-08	AF815-10-08BLK	AF815-10-08S
-12 to -4	AF815-12-04	AF815-12-04BLK	AF815-12-04S
-12 to -6	AF815-12-06	AF815-12-06BLK	AF815-12-06S
-12 to -8	AF815-12-08	AF815-12-08BLK	AF815-12-08S
-12 to -10	AF815-12-10	AF815-12-10BLK	AF815-12-10S
-16 to -10	AF815-16-10	AF815-16-10BLK	AF815-16-10S
-16 to -12	AF815-16-12	AF815-16-12BLK	AF815-16-12S
-20 to -12	AF815-20-12	AF815-20-12BLK	AF815-20-12S
-20 to -16	AF815-20-16	AF815-20-16BLK	AF815-20-16S



Straight Male to Male with 1/8" Port

AN	Blue	Black	Silver
-3	AF141-03	AF141-03BLK	AF141-03S
-4	AF141-04	AF141-04BLK	AF141-04S
-6	AF141-06	AF141-06BLK	AF141-06S
-8	AF141-08	AF141-08BLK	AF141-08S
-10	AF141-10	AF141-10BLK	AF141-10S
-12	AF141-12	AF141-12BLK	AF141-12S
-16	AF141-16	AF141-16BLK	AF141-16S



45° Male Flare Union AN

AN	Blue	Black	Silver
-3	AF827-03	AF827-03BLK	AF827-03S
-4	AF827-04	AF827-04BLK	AF827-04S
-6	AF827-06	AF827-06BLK	AF827-06S
-8	AF827-08	AF827-08BLK	AF827-08S
-10	AF827-10	AF827-10BLK	AF827-10S
-12	AF827-12	AF827-12BLK	AF827-12S
-16	AF827-16	AF827-16BLK	AF827-16S



45° Male Flare Union with 1/8" Port

AN	Blue	Black	Silver
-6	AF827-06P	AF827-06PBLK	AF827-06PS
-8	AF827-08P	AF827-08PBLK	AF827-08PS



45° Full Flow Union AN

AN	Blue	Black	Silver
-3	AF527-03	AF527-03BLK	AF527-03S
-4	AF527-04	AF527-04BLK	AF527-04S
-6	AF527-06	AF527-06BLK	AF527-06S
-8	AF527-08	AF527-08BLK	AF527-08S
-10	AF527-10	AF527-10BLK	AF527-10S
-12	AF527-12	AF527-12BLK	AF527-12S
-16	AF527-16	AF527-16BLK	AF527-16S
-20	AF527-20	AF527-20BLK	AF527-20S



90° Full Flow AN Union

AN	Blue	Black	Silver
-4	AF521-04	AF521-04BLK	AF521-04S
-6	AF521-06	AF521-06BLK	AF521-06S
-8	AF521-08	AF521-08BLK	AF521-08S
-10	AF521-10	AF521-10BLK	AF521-10S
-12	AF521-12	AF521-12BLK	AF521-12S
-16	AF521-16	AF521-16BLK	AF521-16S
-20	AF521-20	AF521-20BLK	AF521-20S



90° Male Flare Union AN

AN	Blue	Black	Silver
-3	AF821-03	AF821-03BLK	AF821-03S
-4	AF821-04	AF821-04BLK	AF821-04S
-6	AF821-06	AF821-06BLK	AF821-06S
-8	AF821-08	AF821-08BLK	AF821-08S
-10	AF821-10	AF821-10BLK	AF821-10S
-12	AF821-12	AF821-12BLK	AF821-12S
-16	AF821-16	AF821-16BLK	AF821-16S



90° Male Flare Union with 1/8" Port

AN	Blue	Black	Silver
-6	AF821-06P	AF821-06PBLK	AF821-06PS
-8	AF821-08P	AF821-08PBLK	AF821-08PS

ADAPTERS



Straight Female to Male with 1/8" Port

AN	Blue	Black	Silver
-3	AF140-03	AF140-03BLK	AF140-03S
-4	AF140-04	AF140-04BLK	AF140-04S
-6	AF140-06	AF140-06BLK	AF140-06S
-8	AF140-08	AF140-08BLK	AF140-08S
-10	AF140-10	AF140-10BLK	AF140-10S
-12	AF140-12	AF140-12BLK	AF140-12S
-16	AF140-16	AF140-16BLK	AF140-16S



45° Female/Male Flare Swivel

AN	Blue	Black	Silver
-3	AF142-03	AF142-03BLK	AF142-03S
-4	AF142-04	AF142-04BLK	AF142-04S
-6	AF142-06	AF142-06BLK	AF142-06S
-8	AF142-08	AF142-08BLK	AF142-08S
-10	AF142-10	AF142-10BLK	AF142-10S
-12	AF142-12	AF142-12BLK	AF142-12S
-16	AF142-16	AF142-16BLK	AF142-16S



90° Female/Male Flare Swivel

AN	Blue	Black	Silver
-3	AF143-03	AF143-03BLK	AF143-03S
-4	AF143-04	AF143-04BLK	AF143-04S
-6	AF143-06	AF143-06BLK	AF143-06S
-8	AF143-08	AF143-08BLK	AF143-08S
-10	AF143-10	AF143-10BLK	AF143-10S
-12	AF143-12	AF143-12BLK	AF143-12S
-16	AF143-16	AF143-16BLK	AF143-16S



Full Flow 90° Female/Male Flare Swivel

AN	Blue	Black	Silver
-4	AF543-04	AF543-04BLK	AF543-04S
-6	AF543-06	AF543-06BLK	AF543-06S
-8	AF543-08	AF543-08BLK	AF543-08S
-10	AF543-10	AF543-10BLK	AF543-10S
-12	AF543-12	AF543-12BLK	AF543-12S
-16	AF543-16	AF543-16BLK	AF543-16S
-20	AF543-20	AF543-20BLK	AF543-20S



Full Flow 45° Female/Male Flare Swivel

AN	Blue	Black	Silver
-4	AF542-04	AF542-04BLK	AF542-04S
-6	AF542-06	AF542-06BLK	AF542-06S
-8	AF542-08	AF542-08BLK	AF542-08S
-10	AF542-10	AF542-10BLK	AF542-10S
-12	AF542-12	AF542-12BLK	AF542-12S
-16	AF542-16	AF542-16BLK	AF542-16S
-20	AF542-20	AF542-20BLK	AF542-20S



AN Flare Reducers Female/Male

AN to AN	Blue	Black	Silver
-4 to -3	AF950-04-03	AF950-04-03BLK	AF950-04-03S
-6 to -3	AF950-06-03	AF950-06-03BLK	AF950-06-03S
-6 to -4	AF950-06-04	AF950-06-04BLK	AF950-06-04S
-8 to -4	AF950-08-04	AF950-08-04BLK	AF950-08-04S
-8 to -6	AF950-08-06	AF950-08-06BLK	AF950-08-06S
-10 to -4	AF950-10-04	AF950-10-04BLK	AF950-10-04S
-10 to -6	AF950-10-06	AF950-10-06BLK	AF950-10-06S
-10 to -8	AF950-10-08	AF950-10-08BLK	AF950-10-08S
-12 to -8	AF950-12-08	AF950-12-08BLK	AF950-12-08S
-12 to -10	AF950-12-10	AF950-12-10BLK	AF950-12-10S
-16 to -12	AF950-16-12	AF950-16-12BLK	AF950-16-12S
-20 to -16	AF950-20-16	AF950-20-16BLK	AF950-20-16S



AN Flare Expanders Female/Male

AN	Blue	Black	Silver
-3 to -4	AF951-03-04	AF951-03-04BLK	AF951-03-04S
-3 to -6	AF951-03-06	AF951-03-06BLK	AF951-03-06S
-4 to -6	AF951-04-06	AF951-04-06BLK	AF951-04-06S
-4 to -8	AF951-04-08	AF951-04-08BLK	AF951-04-08S
-6 to -8	AF951-06-08	AF951-06-08BLK	AF951-06-08S
-6 to -10	AF951-06-10	AF951-06-10BLK	AF951-06-10S
-8 to -10	AF951-08-10	AF951-08-10BLK	AF951-08-10S
-8 to -12	AF951-08-12	AF951-08-12BLK	AF951-08-12S
-10 to -12	AF951-10-12	AF951-10-12BLK	AF951-10-12S
-10 to -16	AF951-10-16	AF951-10-16BLK	AF951-10-16S
-12 to -16	AF951-12-16	AF951-12-16BLK	AF951-12-16S
-16 to -20	AF951-16-20	AF951-16-20BLK	AF951-16-20S



Female Metric O-ring to AN

Thread	AN	Blue	Black	Silver
M14 x 1.5mm	-6	AF711-06	AF711-06BLK	AF711-06S
M16 x 1.5mm	-6	AF712-06	AF712-06BLK	AF712-06S



90° Female to Male 1/8" NPT

AN	Blue	Black	Silver
-1/8"	AF896-02	AF896-02BLK	AF896-02S

EXTENSIONS



AN Female to Male Extensions

-4 to -6 is 1"(25mm) length. -8 to -16 is 1.5"(38mm) length.

AN to AN	Blue	Black	Silver
-4 to -4	AF952-04	AF952-04BLK	AF952-04S
-6 to -6	AF952-06	AF952-06BLK	AF952-06S
-8 to -8	AF952-08	AF952-08BLK	AF952-08S
-10 to -10	AF952-10	AF952-10BLK	AF952-10S
-12 to -12	AF952-12	AF952-12BLK	AF952-12S
-16 to -16	AF952-16	AF952-16BLK	AF952-16S

ORB to Male AN Extension

ORB to male extension 1.5" / 38mm long

AN	Blue	Black	Silver
-6	AF953-06	AF953-06BLK	AF953-06S
-8	AF953-08	AF953-08BLK	AF953-08S
-10	AF953-10	AF953-10BLK	AF953-10S
-12	AF953-12	AF953-12BLK	AF953-12S

Note: -8 extension can be used as male carby inlets for Holley Ultra HP

Metric Extension with 1/8" Port

Thread	Blue	Black	Silver
M12 x 1.5	AF810-M12-02	AF810-M12-02BLK	AF810-M12-02S
M14 x 1.5	AF810-M14-02	AF810-M14-02BLK	AF810-M14-02S
M16 x 1.5	AF810-M16-02	AF810-M16-02BLK	AF810-M16-02S

ORB TO MALE AN EXTENSION with 1/8" Port

AN	Length	Blue	Black	Silver
-6	1-1/2" 38mm	AF904-06	AF904-06BLK	AF904-06S
-8	1-5/8" 42mm	AF904-08	AF904-08BLK	AF904-08S
-10	1-3/4" 44mm	AF904-10	AF904-10BLK	AF904-10S

PLUGS

Steel NPT Plugs

Size	Black	Silver
1/8" NPT	AF979-02BLK	AF979-02

NPT Plugs

NPT	Blue	Black	Silver
1/16"	AF932-01	AF932-01BLK	AF932-01S
1/8"	AF932-02	AF932-02BLK	AF932-02S
1/4"	AF932-04	AF932-04BLK	AF932-04S
3/8"	AF932-06	AF932-06BLK	AF932-06S
1/2"	AF932-08	AF932-08BLK	AF932-08S
3/4"	AF932-12	AF932-12BLK	AF932-12S
1"	AF932-16	AF932-16BLK	AF932-16S

ORB Port Plugs Slimline

AN	Blue	Black	Silver
-3	AF813-03	AF813-03BLK	AF813-03S
-4	AF813-04	AF813-04BLK	AF813-04S
-6	AF813-06	AF813-06BLK	AF813-06S
-8	AF813-08	AF813-08BLK	AF813-08S
-10	AF813-10	AF813-10BLK	AF813-10S
-12	AF813-12	AF813-12BLK	AF813-12S
-16	AF813-16	AF813-16BLK	AF813-16S
-20	AF813-20	AF813-20BLK	AF813-20S

Metric Port Plugs

Size	Blue	Black	Silver
M10 x 1.0	AF814-M10-01	AF814-M10-01BLK	AF814-M10-01S
M10 x 1.25	AF814-M10-02	AF814-M10-02BLK	AF814-M10-02S
M12 x 1.25	AF814-M12-01	AF814-M12-01BLK	AF814-M12-01S
M12 x 1.5	AF814-M12	AF814-M12BLK	AF814-M12S
M14 x 1.5	AF814-M14	AF814-M14BLK	AF814-M14S
M16 x 1.5	AF814-M16	AF814-M16BLK	AF814-M16S
M18 x 1.5	AF814-M18	AF814-M18BLK	AF814-M18S

Full Flow 45° Female/Male Flare Swivel

Male to Female	Blue	Black	Silver
-6ORB to 1/8"	AF912-P06-02	AF912-P06-02BLK	AF912-P06-02S
-8ORB to 1/8"	AF912-P08-02	AF912-P08-02BLK	AF912-P08-02S
-10ORB to 1/8"	AF912-P10-02	AF912-P10-02BLK	AF912-P10-02S
-12ORB to 1/8"	AF912-P12-02	AF912-P12-02BLK	AF912-P12-02S-20

Metric Port Reducer

Male to Female	Blue	Black	Silver
M12 x 1.5 to 1/8"	AF912-M12-02	AF912-M12-02BLK	AF912-M12-02S
M14 x 1.5 to 1/8"	AF912-M14-02	AF912-M14-02BLK	AF912-M14-02S
M16 x 1.5 to 1/8"	AF912-M16-02	AF912-M16-02BLK	AF912-M16-02S
M18 x 1.5 to 1/8"	AF912-M18-02	AF912-M18-02BLK	AF912-M18-02S

ORB Hex Port Plugs

AN	Blue	Black	Silver
-3	AF814-03	AF814-03BLK	AF814-03S
-4	AF814-04	AF814-04BLK	AF814-04S
-6	AF814-06	AF814-06BLK	AF814-06S
-8	AF814-08	AF814-08BLK	AF814-08S
-10	AF814-10	AF814-10BLK	AF814-10S
-12	AF814-12	AF814-12BLK	AF814-12S
-16	AF814-16	AF814-16BLK	AF814-16S

NPT Hex Head Plugs

NPT	Blue	Black	Silver
1/8"	AF933-02	AF933-02BLK	AF933-02S
1/4"	AF933-04	AF933-04BLK	AF933-04S
3/8"	AF933-06	AF933-06BLK	AF933-06S
1/2"	AF933-08	AF933-08BLK	AF933-08S
3/4"	AF933-12	AF933-12BLK	AF933-12S
1"	AF933-16	AF933-16BLK	AF933-16S

AN Flare Plugs

AN	Blue	Black	Silver
-3	AF806-03	AF806-03BLK	AF806-03S
-4	AF806-04	AF806-04BLK	AF806-04S
-6	AF806-06	AF806-06BLK	AF806-06S
-8	AF806-08	AF806-08BLK	AF806-08S
-10	AF806-10	AF806-10BLK	AF806-10S
-12	AF806-12	AF806-12BLK	AF806-12S
-16	AF806-16	AF806-16BLK	AF806-16S
-20	AF806-20	AF806-20BLK	AF806-20S

Flare Caps

AN	Blue	Black	Silver
-3	AF820-03	AF820-03BLK	AF820-03S
-4	AF820-04	AF820-04BLK	AF820-04S
-6	AF820-06	AF820-06BLK	AF820-06S
-8	AF820-08	AF820-08BLK	AF820-08S
-10	AF820-10	AF820-10BLK	AF820-10S
-12	AF820-12	AF820-12BLK	AF820-12S
-16	AF820-16	AF820-16BLK	AF820-16S
-20	AF820-20	AF820-20BLK	AF820-20S

BSP FITTINGS

BSPP Parallel to AN Washer Seal Adapters

BSPP to AN	Blue	Black	Silver
1/4" to -6AN	AF750-06	AF750-06BLK	AF750-06S
1/4" to -8AN	AF750-08	AF750-08BLK	AF750-08S
3/8" to -6AN	AF751-06	AF751-06BLK	AF751-06S
3/8" to -10AN	AF751-10	AF751-10BLK	AF751-10S
1/2" to -6AN	AF752-06	AF752-06BLK	AF752-06S
1/2" to -8AN	AF752-08	AF752-08BLK	AF752-08S
1/2" to -10AN	AF752-10	AF752-10BLK	AF752-10S
1/2" to -12AN	AF752-12	AF752-12BLK	AF752-12S
5/8" to -10AN	AF753-10	AF753-10BLK	AF753-10S
5/8" to -12AN	AF753-12	AF753-12BLK	AF753-12S
3/4" to -10AN	AF754-10	AF754-10BLK	AF754-10S
3/4" to -12AN	AF754-12	AF754-12BLK	AF754-12S

BSPT Tapered to AN Washer Seal Adapters

BSPP to AN	Blue	Black	Silver
1/8" to -6AN	AF755-06	AF755-06BLK	AF755-06S
1/4" to -6AN	AF756-06	AF756-06BLK	AF756-06S
3/8" to -6AN	AF757-06	AF757-06BLK	AF757-06S
3/8" to -8AN	AF757-08	AF757-08BLK	AF757-08S
3/8" to -10AN	AF757-10	AF757-10BLK	AF757-10S
1/2" to -8AN	AF758-08	AF758-08BLK	AF758-08S
1/2" to -10AN	AF758-10	AF758-10BLK	AF758-10S
3/4" to -10AN	AF759-10	AF759-10BLK	AF759-10S

1/8" BSP MALE TO 1/8" NPT FEMALE

BSP to NPT	Blue	Black	Silver
1/8" to 1/8"	AF925-04-04	AF925-04-04BLK	AF925-04-04S

BSP to STRAIGHT MALE FLARE ADAPTERS

BSP to AN	Blue	Black	Silver
1/2" to -8	AF812-08	AF812-08BLK	AF812-08S

METRIC FITTINGS

Metric to Male Flare Adapters

Metric to AN	Blue	Black	Silver
M8 x 1.0mm to -4	AF728-04	AF728-04BLK	AF728-04S
M10 x 1.0mm to -4	AF743-04	AF743-04BLK	AF743-04S
M10 x 1.0mm to -6	AF729-06	AF729-06BLK	AF729-06S
M10 x 1.25mm to -4	AF744-04	AF744-04BLK	AF744-04S
M10 x 1.25mm to -6	AF744-06	AF744-06BLK	AF744-06S
M10 x 1.5mm to -4	AF729-04	AF729-04BLK	AF729-04S
M10 x 1.5mm to -6	AF745-06	AF745-06BLK	AF745-06S
M10 x 1.5mm to -8	AF729-08	AF729-08BLK	AF729-08S
M12 x 1.0mm to -6	AF738-06	AF738-06BLK	AF738-06S
M12 x 1.25mm to -4	AF730-04	AF730-04BLK	AF730-04S
M12 x 1.25mm to -6	AF730-06	AF730-06BLK	AF730-06S
M12 x 1.25mm to -8	AF730-08	AF730-08BLK	AF730-08S
M12 x 1.5mm to -4	AF731-04	AF731-04BLK	AF731-04S
M12 x 1.5mm to -6	AF731-06	AF731-06BLK	AF731-06S
M12 x 1.5mm to -8	AF731-08	AF731-08BLK	AF731-08S
M14 x 1.5mm to -4	AF732-04	AF732-04BLK	AF732-04S
M14 x 1.5mm to -6	AF732-06	AF732-06BLK	AF732-06S
M14 x 1.5mm to -8	AF732-08	AF732-08BLK	AF732-08S
M14 x 1.5mm to -10	AF732-10	AF732-10BLK	AF732-10S
M14 x 1.5mm to -12	AF732-12	AF732-12BLK	AF732-12S
M16 x 1.5mm to -6	AF733-06	AF733-06BLK	AF733-06S
M16 x 1.5mm to -8	AF733-08	AF733-08BLK	AF733-08S
M16 x 1.5mm to -10	AF733-10	AF733-10BLK	AF733-10S
M16 x 1.5mm to -12	AF733-12	AF733-12BLK	AF733-12S
M18 x 1.5mm to -6	AF734-06	AF734-06BLK	AF734-06S
M18 x 1.5mm to -8	AF734-08	AF734-08BLK	AF734-08S
M18 x 1.5mm to -10	AF734-10	AF734-10BLK	AF734-10S
M18 x 1.5mm to -12	AF734-12	AF734-12BLK	AF734-12S
M20 x 1.5mm to -6	AF735-06	AF735-06BLK	AF735-06S
M20 x 1.5mm to -8	AF735-08	AF735-08BLK	AF735-08S
M20 x 1.5mm to -10	AF735-10	AF735-10BLK	AF735-10S
M20 x 1.5mm to -12	AF735-12	AF735-12BLK	AF735-12S
M22 x 1.5mm to -4	AF736-04	AF736-04BLK	AF736-04S
M22 x 1.5mm to -6	AF736-06	AF736-06BLK	AF736-06S
M22 x 1.5mm to -8	AF736-08	AF736-08BLK	AF736-08S
M22 x 1.5mm to -10	AF736-10	AF736-10BLK	AF736-10S
M22 x 1.5mm to -12	AF736-12	AF736-12BLK	AF736-12S
M22 x 1.5mm to -16	AF736-16	AF736-16BLK	AF736-16S
M24 x 1.5mm to -10	AF737-10	AF737-10BLK	AF737-10S
M24 x 1.5mm to -12	AF737-12	AF737-12BLK	AF737-12S

Note: All metric adapters have a female inverted flare.

INVERTED FLARE ADAPTERS

Inverted Flare Adapters to AN

Thread	AN	Part No	Description
1/2"-20 Inv	-6	AF709-06	Steel fitting
1/2"-20 Inv	-8	AF709-08	Steel fitting
5/8"-18 Inv	-6	AF710-06	Steel fitting
5/8"-18 Inv	-8	AF710-08	Steel fitting



Inverted Flare Adapters to AN

Thread	AN	Blue	Black	Silver
7/16"-24 Inv	-6	AF702-06	AF702-06BLK	AF702-06S
3/8"-24 Inv	-6	AF707-06	AF707-06BLK	AF707-06S
3/8"-24 Inv	-8	AF707-08	AF707-08BLK	AF707-08S
1/2"-20 Inv	-6	AF703-06	AF703-06BLK	AF703-06S
1/2"-20 Inv	-8	AF703-08	AF703-08BLK	AF703-08S
5/8"-18 Inv	-4	AF704-04	AF704-04BLK	AF704-04S
5/8"-18 Inv	-6	AF704-06	AF704-06BLK	AF704-06S
5/8"-18 Inv	-8	AF704-08	AF704-08BLK	AF704-08S
11/16"-18 Inv	-6	AF705-06	AF705-06BLK	AF705-06S

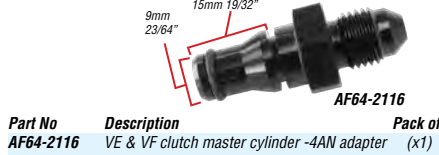
TRANS COOLER FITTINGS

GM TRANSMISSION & OIL COOLER ADAPTER FITTINGS



Part No	Description	Pack of
AF64-2117	VE & VF trans cooler radiator adaptor male to -6AN (x2)	
AF64-2119	VE & VF trans cooler radiator adaptor female to -6AN (x2)	
AF64-2118	VE & VF trans cooler adaptor suits 6 speed 6L80E (x1)	

GM CLUTCH ADAPTER



Part No	Description	Pack of
AF64-2116	VE & VF clutch master cylinder -4AN adapter	(x1)

GM TH350 & TH400 TRANS COOLER FITTINGS (2 per pack)

Part No	Description
AF375-06BLK	1/4" NPSM straight thread to -6AN washers included
AF375-08BLK	1/4" NPSM straight thread to -8AN washers included



FORD TRANSMISSION OIL COOLER ADAPTER

FITTINGS (2 per pack)

These handy adapters have been tested on Ford Falcons and Territory's and may fit other models like BMW, Jaguar and Rover fitted with the ZF & 6R transmissions. These 1 piece full flow adapters allow an easy installation of a remote transmission oil cooler that is required when engine performance has been upgraded or increased load from things like towing. Manufactured with -8AN allows for many plumbing combinations and supplied with Viton O-Rings, hard Anodized black and allow to be swivelled to get your desired angle.

AF72-5050	Ford ZF 6HP26 trans port fittings viton o-rings included
AF72-5051	Ford 6R trans port fittings viton o-rings included

TRANS COOLER FITTINGS CHART

Transmission	In	Out
Powerglide - OEM	Upper 1/8" NPT	Lower 1/8" NPT
Powerglide - Dedenbear	Upper 1/4" NPT	Lower 1/4" NPT
TH200C Metric, 200-4R	Lower 1/4" NPT	Upper 1/4" NPT
TH250, TH350	Upper 1/4" NPT	Lower 1/4" NPT
TH400	Upper 1/4" NPSM	Lower 1/4" NPSM
700-4R, 4L60, 4L60E	Upper 1/4" NPSM	Lower 1/4" NPSM
4L80E 1991-96	Upper 1/4" NPT	Lower 1/4" NPT
4L80E, 4L85E 1997-ON	Rear 1/4" NPT	Front 1/4" NPT
6L80E	O-ring seal	O-ring seal
AOD	Lower 1/4" NPT	Upper 1/4" NPT
AODE, 4R70W	Upper 1/4" NPT	Lower 1/4" NPT
E40D, 4R100	Upper 1/4" NPT	Lower 1/4" NPT
Torqueflite - All	Rear 1/8" NPT	Front 1/8" NPT
Trimatic	Rear 1/8" NPT	Front 1/8" NPT
Jatco 3 speed	Rear M12 x 1.5	Front M12 x 1.5
Jatco 4 speed	Rear M14 x 1.5	Front M14 x 1.5
Ford ZF 6HP26	Push in with o-ring	Push in with o-ring
Ford 6R	Push in with o-ring	Push in with o-ring

Note: - NPT = tapered thread
Note: - NPSM = straight thread
Please check OEM fittings for compatibility

POWER STEERING



Power Steering Adaptor Fittings

Part No	Description
AF353-06SS	1/2"-20 Inverted flare to -6 S/S PS Adapter
AF354-06SS	5/8"-18 Inverted flare to -6 S/S GM/Sag PS Box
AF355-06SS	11/16"-18 Inverted flare to -6 S/S GM/Sag PS Box
AF350-06S	M14 x 1.50 O-ring to -6 Alloy O-ring Style
AF351-06S	M16 x 1.50 O-ring to -6 Alloy GM/Sag PS Box O-ring Style
AF352-06SS	M18 x 1.50 O-ring to -6 S/S GM/Sag PS Box O-ring Style

ORB FITTINGS



90° LOW PROFILE ORB TO MALE AN ADAPTERS

ORB to AN	Blue	Black	Silver
-6 to -6	AF909-06	AF909-06BLK	AF909-06S
-8 to -6	AF909-06-08	AF909-06-08BLK	AF909-06-08S
-8 to -8	AF909-08	AF909-08BLK	AF909-08S
-10 to -6	AF909-06-10	AF909-06-10BLK	AF909-06-10S
-10 to -8	AF909-08-10	AF909-08-10BLK	AF909-08-10S
-10 to -10	AF909-10	AF909-10BLK	AF909-10S
-12 to -12	AF909-12	AF909-12BLK	AF909-12S



ORB Male to Male NPT Swivel

ORB to NPT	Blue	Black	Silver
-10 to 3/8"	AF929-10-06	AF929-10-06BLK	AF929-10-06S



ORB Male Coupler

ORB	Blue	Black	Silver
-6 to -6	AF929-06	AF929-06BLK	AF929-06S
-8 to -6	AF929-08-06	AF929-08-06BLK	AF929-08-06S
-8 to -8	AF929-08	AF929-08BLK	AF929-08S
-10 to -8	AF929-10-08	AF929-10-08BLK	AF929-10-08S
-10 to -10	AF929-10	AF929-10BLK	AF929-10S
-10 to 3/8"	AF928-10-06	AF928-10-06BLK	AF928-10-06S
-12 to -8	AF929-12-08	AF929-12-08BLK	AF929-12-08S
-12 to -10	AF929-12-10	AF929-12-10BLK	AF929-12-10S
-12 to -12	AF929-12	AF929-12BLK	AF929-12S



ORB MALE to MALE NPT COUPLER

ORB to NPT	Blue	Black	Silver
-10 to 3/8"	AF928-10-06	AF928-10-06BLK	AF928-10-06S



ORB to Female AN Adapter

These handy adapters are great for all of our tanks, fuel rails and regulators no more messing around with tapered threads!

Size	Blue	Black	Silver
-6 ORB to -6	AF907-06	AF907-06BLK	AF907-06S
-6 ORB to -8	AF907-08-06	AF907-08-06BLK	AF907-08-06S
-8 ORB to -6	AF907-06-08	AF907-06-08BLK	AF907-06-08S
-8 ORB to -8	AF907-08	AF907-08BLK	AF907-08S
-8 ORB to -10	AF907-10-08	AF907-10-08BLK	AF907-10-08S
-10 ORB to -6	AF907-06-10	AF907-06-10BLK	AF907-06-10S
-10 ORB to -8	AF907-08-10	AF907-08-10BLK	AF907-08-10S
-10 ORB to -10	AF907-10	AF907-10BLK	AF907-10S
-10 ORB to -12	AF907-12-10	AF907-12-10BLK	AF907-12-10S
-12 ORB to -8	AF907-8-12	AF907-8-12BLK	AF907-8-12S
-12 ORB to -10	AF907-10-12	AF907-10-12BLK	AF907-10-12S
-12 ORB to -12	AF907-12	AF907-12BLK	AF907-12S



METRIC to FEMALE AN ADAPTERS

Metric to AN	Blue	Black	Silver
M12 x 1.5mm to -8	AF906-08-M12	AF906-08-M12BLK	AF906-08-M12S
M14 x 1.5mm to -8	AF906-08-M14	AF906-08-M14BLK	AF906-08-M14S
M18 x 1.5mm to -8	AF906-08-M18	AF906-08-M18BLK	AF906-08-M18S
M18 x 1.5mm to -10	AF906-10-M18	AF906-10-M18BLK	AF906-10-M18S



Female TEE ORB

AN	Blue	Black	Silver
-3	AF938-03	AF938-03BLK	AF938-03S
-4	AF938-04	AF938-04BLK	AF938-04S
-6	AF938-06	AF938-06BLK	AF938-06S
-8	AF938-08	AF938-08BLK	AF938-08S
-10	AF938-10	AF938-10BLK	AF938-10S
-12	AF938-12	AF938-12BLK	AF938-12S



ORB to Straight An Male Flare Adapters

ORB to AN	Blue	Black	Silver
-3 to -3	AF920-03	AF920-03BLK	AF920-03S
-3 to -4	AF920-04-03	AF920-04-03BLK	AF920-04-03S
-3 to -6	AF920-06-03	AF920-06-03BLK	AF920-06-03S
-4 to -3	AF920-03-04	AF920-03-04BLK	AF920-03-04S
-4 to -4	AF920-04	AF920-04BLK	AF920-04S
-4 to -6	AF920-06-04	AF920-06-04BLK	AF920-06-04S
-4 to -8	AF920-08-04	AF920-08-04BLK	AF920-08-04S
-6 to -3	AF920-03-06	AF920-03-06BLK	AF920-03-06S
-6 to -4	AF920-04-06	AF920-04-06BLK	AF920-04-06S
-6 to -6	AF920-06	AF920-06BLK	AF920-06S
-6 to -8	AF920-08-06	AF920-08-06BLK	AF920-08-06S
-6 to -10	AF920-10-06	AF920-10-06BLK	AF920-10-06S
-8 to -3	AF920-03-08	AF920-03-08BLK	AF920-03-08S
-8 to -4	AF920-04-08	AF920-04-08BLK	AF920-04-08S
-8 to -6	AF920-06-08	AF920-06-08BLK	AF920-06-08S
-8 to -8	AF920-08	AF920-08BLK	AF920-08S
-8 to -10	AF920-10-08	AF920-10-08BLK	AF920-10-08S
-8 to -12	AF920-12-08	AF920-12-08BLK	AF920-12-08S
-10 to -3	AF920-03-10	AF920-03-10BLK	AF920-03-10S
-10 to -4	AF920-04-10	AF920-04-10BLK	AF920-04-10S
-10 to -6	AF920-06-10	AF920-06-10BLK	AF920-06-10S
-10 to -8	AF920-08-10	AF920-08-10BLK	AF920-08-10S
-10 to -10	AF920-10	AF920-10BLK	AF920-10S
-10 to -12	AF920-12-10	AF920-12-10BLK	AF920-12-10S
-10 to -16	AF920-16-10	AF920-16-10BLK	AF920-16-10S
-12 to -3	AF920-03-12	AF920-03-12BLK	AF920-03-12S
-12 to -4	AF920-04-12	AF920-04-12BLK	AF920-04-12S
-12 to -6	AF920-06-12	AF920-06-12BLK	AF920-06-12S
-12 to -8	AF920-08-12	AF920-08-12BLK	AF920-08-12S
-12 to -10	AF920-10-12	AF920-10-12BLK	AF920-10-12S
-12 to -12	AF920-12	AF920-12BLK	AF920-12S
-12 to -16	AF920-16-12	AF920-16-12BLK	AF920-16-12S
-16 to -10	AF920-10-16	AF920-10-16BLK	AF920-10-16S
-16 to -12	AF920-12-16	AF920-12-16BLK	AF920-12-16S
-16 to -16	AF920-16	AF920-16BLK	AF920-16S
-16 to -20	AF920-20-16	AF920-20-16BLK	AF920-20-16S
-20 to -12	AF920-12-20	AF920-12-20BLK	AF920-12-20S
-20 to -16	AF920-16-20	AF920-16-20BLK	AF920-16-20S
-20 to -20	AF920-20	AF920-20BLK	AF920-20S
-20 to -24	AF920-24-20	AF920-24-20BLK	AF920-24-20S



45° ORB to Male AN Full Flow Adapters

ORB to AN	Blue	Black	Silver
-3 to -3	AF902-03	AF902-03BLK	AF902-03S
-4 to -4	AF902-04	AF902-04BLK	AF902-04S
-4 to -6	AF902-06-04	AF902-06-04BLK	AF902-06-04S
-6 to -4	AF902-04-06	AF902-04-06BLK	AF902-04-06S
-6 to -6	AF902-06	AF902-06BLK	AF902-06S
-6 to -8	AF902-08-06	AF902-08-06BLK	AF902-08-06S
-8 to -6	AF902-06-08	AF902-06-08BLK	AF902-06-08S
-8 to -8	AF902-08	AF902-08BLK	AF902-08S
-8 to -10	AF902-10-08	AF902-10-08BLK	AF902-10-08S
-10 to -8	AF902-08-10	AF902-08-10BLK	AF902-08-10S
-10 to -10	AF902-10	AF902-10BLK	AF902-10S
-10 to -12	AF902-12-10	AF902-12-10BLK	AF902-12-10S
-12 to -10	AF902-10-12	AF902-10-12BLK	AF902-10-12S
-12 to -12	AF902-12	AF902-12BLK	AF902-12S
-16 to -12	AF902-12-16	AF902-12-16BLK	AF902-12-16S
-16 to -16	AF902-16	AF902-16BLK	AF902-16S
-20 to -16	AF902-16-20	AF902-16-20BLK	AF902-16-20S
-20 to -20	AF902-20	AF902-20BLK	AF902-20S

**90° ORB to Male AN Full Flow Adapters**

ORB to AN	Blue	Black	Silver
-3 to -3	AF903-03	AF903-03BLK	AF903-03S
-4 to -4	AF903-04	AF903-04BLK	AF903-04S
-4 to -6	AF903-06-04	AF903-06-04BLK	AF903-06-04S
-6 to -4	AF903-04-06	AF903-04-06BLK	AF903-04-06S
-6 to -6	AF903-06	AF903-06BLK	AF903-06S
-6 to -8	AF903-08-06	AF903-08-06BLK	AF903-08-06S
-8 to -6	AF903-06-08	AF903-06-08BLK	AF903-06-08S
-8 to -8	AF903-08	AF903-08BLK	AF903-08S
-8 to -10	AF903-10-08	AF903-10-08BLK	AF903-10-08S
-10 to -8	AF903-08-10	AF903-08-10BLK	AF903-08-10S
-10 to -10	AF903-10	AF903-10BLK	AF903-10S
-10 to -12	AF903-12-10	AF903-12-10BLK	AF903-12-10S
-12 to -10	AF903-10-12	AF903-10-12BLK	AF903-10-12S
-12 to -12	AF903-12	AF903-12BLK	AF903-12S
-16 to -12	AF903-12-16	AF903-12-16BLK	AF903-12-16S
-16 to -16	AF903-16	AF903-16BLK	AF903-16S
-20 to -16	AF903-16-20	AF903-16-20BLK	AF903-16-20S
-20 to -20	AF903-20	AF903-20BLK	AF903-20S

45° ORB Swivel to Male Flare**Adapters**

ORB to AN	Blue	Black	Silver
-6 to -6	AF945-06	AF945-06BLK	AF945-06S
-8 to -6	AF945-06-08	AF945-06-08BLK	AF945-06-08S
-8 to -8	AF945-08	AF945-08BLK	AF945-08S
-8 to -10	AF945-10-08	AF945-10-08BLK	AF945-10-08S
-10 to -8	AF945-08-10	AF945-08-10BLK	AF945-08-10S
-10 to -10	AF945-10	AF945-10BLK	AF945-10S
-12 to -12	AF945-12	AF945-12BLK	AF945-12S
-16 to -16	AF945-16	AF945-16BLK	AF945-16S

**90° ORB Swivel to Male Flare Adapters**

ORB to AN	Blue	Black	Silver
-6 to -6	AF949-06	AF949-06BLK	AF949-06S
-8 to -6	AF949-06-08	AF949-06-08BLK	AF949-06-08S
-8 to -8	AF949-08	AF949-08BLK	AF949-08S
-8 to -10	AF949-10-08	AF949-10-08BLK	AF949-10-08S
-10 to -8	AF949-08-10	AF949-08-10BLK	AF949-08-10S
-10 to -10	AF949-10	AF949-10BLK	AF949-10S
-12 to -12	AF949-12	AF949-12BLK	AF949-12S
-16 to -16	AF949-16	AF949-16BLK	AF949-16S

**EPR Rubber O-Rings (10 Pack)**

EPR - Ethylene Propylene Rubber compatible with alcohol and nitromethane fuels.

Part No	Description
AF175-03	EPR Rubber O'ring -3AN
AF175-04	EPR Rubber O'ring -4AN
AF175-06	EPR Rubber O'ring -6AN
AF175-08	EPR Rubber O'ring -8AN
AF175-10	EPR Rubber O'ring -10AN
AF175-12	EPR Rubber O'ring -12AN
AF175-16	EPR Rubber O'ring -16AN
AF175-20	EPR Rubber O'ring -20AN
AF175-KIT	EPR Rubber O'rings -3AN to -20AN KIT CONTAINS 10 OF EACH SIZE

Viton Rubber O-Rings (10 Pack)

Part No	Description
AF178-03	Viton Rubber O'ring -3AN
AF178-04	Viton Rubber O'ring -4AN
AF178-05	Viton Rubber O'ring -5AN
AF178-06	Viton Rubber O'ring -6AN
AF178-08	Viton Rubber O'ring -8AN
AF178-10	Viton Rubber O'ring -10AN
AF178-12	Viton Rubber O'ring -12AN
AF178-16	Viton Rubber O'ring -16AN
AF178-KIT	Viton Rubber O'rings -3AN to -20AN KIT CONTAINS 10 OF EACH SIZE

BUNA N RUBBER O-RINGS (10 PACK)

For use with unleaded, alcohol and ethanol fuels

Part No	Description
AF174-03	Buna Rubber O'ring -3AN
AF174-04	Buna Rubber O'ring -4AN
AF174-05	Buna Rubber O'ring -5AN
AF174-06	Buna Rubber O'ring -6AN
AF174-08	Buna Rubber O'ring -8AN
AF174-10	Buna Rubber O'ring -10AN
AF174-12	Buna Rubber O'ring -12AN
AF174-16	Buna Rubber O'ring -16AN
AF174-KIT	Buna Rubber O'rings -3AN to -20AN KIT CONTAINS 10 OF EACH SIZE

NPT FITTINGS**Straight Female NPT to Male AN**

NPT to AN	Blue	Black	Silver
1/8" to -3	AF370-03	AF370-03BLK	AF370-03S
1/8" to -4	AF370-04	AF370-04BLK	AF370-04S

**45° Female NPT to Male AN**

NPT to AN	Blue	Black	Silver
1/8" to -3	AF371-03	AF371-03BLK	AF371-03S
1/8" to -4	AF371-04	AF371-04BLK	AF371-04S

**90° Female NPT to Male AN**

NPT to AN	Blue	Black	Silver
1/8" to -3	AF373-03	AF373-03BLK	AF373-03S
1/8" to -4	AF373-04	AF373-04BLK	AF373-04S

**45° NPT Female to Male NPT**

NPT	Blue	Black	Silver
1/8"	AF915-02	AF915-02BLK	AF915-02S
1/4"	AF915-04	AF915-04BLK	AF915-04S
3/8"	AF915-06	AF915-06BLK	AF915-06S
1/2"	AF915-08	AF915-08BLK	AF915-08S
3/4"	AF915-10	AF915-10BLK	AF915-10S
1"	AF915-16	AF915-16BLK	AF915-16S
1-1/4"	AF915-20	AF915-20BLK	AF915-20S

**90° NPT Female to Male NPT**

NPT to AN	Blue	Black	Silver
1/8"	AF914-02	AF914-02BLK	AF914-02S
1/4"	AF914-04	AF914-04BLK	AF914-04S
3/8"	AF914-06	AF914-06BLK	AF914-06S
1/2"	AF914-08	AF914-08BLK	AF914-08S
3/4"	AF914-10	AF914-10BLK	AF914-10S
1"	AF914-16	AF914-16BLK	AF914-16S
1-1/4"	AF914-20	AF914-20BLK	AF914-20S

**NPT Male-Female Extension**

NPT to AN	Length	Blue	Black	Silver
1/8"	1-1/4" 31.75mm	AF372-02	AF372-02BLK	AF372-02S
1/4"	1-1/2" 38.1mm	AF372-04	AF372-04BLK	AF372-04S
3/8"	2" 50.8mm	AF372-06	AF372-06BLK	AF372-06S
1/2"	2" 50.8mm	AF372-08	AF372-08BLK	AF372-08S

**Male NPT to AN with 1/8" Port**

NPT to AN	Blue	Black	Silver
1/8" to -4	AF139-04-02	AF139-04-02BLK	AF139-04-02S
1/8" to -6	AF139-06-02	AF139-06-02BLK	AF139-06-02S
1/4" to -6	AF139-06-04	AF139-06-04BLK	AF139-06-04S
3/8" to -6	AF139-06-08	AF139-06-08BLK	AF139-06-08S
1/4" to -8	AF139-08-04	AF139-08-04BLK	AF139-08-04S
3/8" to -8	AF139-08-06	AF139-08-06BLK	AF139-08-06S

**NPT to Straight Male Flare Adapters**

NPT to AN	Blue	Black	Silver
1/16" to -3	AF816-03-01	AF816-03-01BLK	AF816-03-01S
1/8" to -3	AF816-03	AF816-03BLK	AF816-03S
1/4" to -3	AF816-03-04	AF816-03-04BLK	AF816-03-04S
3/8" to -3	AF816-03-06	AF816-03-06BLK	AF816-03-06S
1/2" to -3	AF816-03-08	AF816-03-08BLK	AF816-03-08S
1/16" to -4	AF816-04-01	AF816-04-01BLK	AF816-04-01S
1/8" to -4	AF816-04	AF816-04BLK	AF816-04S
1/4" to -4	AF816-04-04	AF816-04-04BLK	AF816-04-04S
3/8" to -4	AF816-04-06	AF816-04-06BLK	AF816-04-06S
1/2" to -4	AF816-04-08	AF816-04-08BLK	AF816-04-08S
1/8" to -6	AF816-06-02	AF816-06-02BLK	AF816-06-02S
1/4" to -6	AF816-06	AF816-06BLK	AF816-06S
3/8" to -6	AF816-06-06	AF816-06-06BLK	AF816-06-06S
1/2" to -6	AF816-06-08	AF816-06-08BLK	AF816-06-08S
3/4" to -6	AF816-06-12	AF816-06-12BLK	AF816-06-12S
1/8" to -8	AF816-08-02	AF816-08-02BLK	AF816-08-02S
1/4" to -8	AF816-08-04	AF816-08-04BLK	AF816-08-04S
3/8" to -8	AF816-08	AF816-08BLK	AF816-08S
1/2" to -8	AF816-08-08	AF816-08-08BLK	AF816-08-08S
3/4" to -8	AF816-08-12	AF816-08-12BLK	AF816-08-12S
3/8" to -10	AF816-10-06	AF816-10-06BLK	AF816-10-06S
1/2" to -10	AF816-10	AF816-10BLK	AF816-10S
3/4" to -10	AF816-10-12	AF816-10-12BLK	AF816-10-12S
1" to -10	AF816-10-16	AF816-10-16BLK	AF816-10-16S
3/4" to -12	AF816-12	AF816-12BLK	AF816-12S
1/2" to -12	AF816-12-08	AF816-12-08BLK	AF816-12-08S
1" to -12	AF816-12-16	AF816-12-16BLK	AF816-12-16S
3/4" to -16	AF816-16-12	AF816-16-12BLK	AF816-16-12S
1" to -16	AF816-16	AF816-16BLK	AF816-16S
1" to -20	AF816-20-16	AF816-20-16BLK	AF816-20-16S
1-1/4" to -16	AF816-16-20	AF816-16-20BLK	AF816-16-20S
1-1/4" to -20	AF816-20	AF816-20BLK	AF816-20S

**45° NPT to Male Flare Adapters**

NPT to AN	Blue	Black	Silver
1/8" to -3	AF823-03	AF823-03BLK	AF823-03S
1/8" to -4	AF823-04	AF823-04BLK	AF823-04S
1/8" to -6	AF823-06-02	AF823-06-02BLK	AF823-06-02S
1/4" to -4	AF823-04-04	AF823-04-04BLK	AF823-04-04S
1/4" to -6	AF823-06	AF823-06BLK	AF823-06S
1/4" to -8	AF823-08-04	AF823-08-04BLK	AF823-08-04S
3/8" to -6	AF823-06-06	AF823-06-06BLK	AF823-06-06S
3/8" to -8	AF823-08	AF823-08BLK	AF823-08S
3/8" to -10	AF823-10-06	AF823-10-06BLK	AF823-10-06S
1/2" to -6	AF823-06-08	AF823-06-08BLK	AF823-06-08S
1/2" to -8	AF823-08-08	AF823-08-08BLK	AF823-08-08S
1/2" to -10	AF823-10	AF823-10BLK	AF823-10S
1/2" to -12	AF823-12-08	AF823-12-08BLK	AF823-12-08S
3/4" to -10	AF823-10-12	AF823-10-12BLK	AF823-10-12S
3/4" to -12	AF823-12	AF823-12BLK	AF823-12S
3/4" to -16	AF823-16	AF823-16BLK	AF823-16S
1" to -16	AF823-16-16	AF823-16-16BLK	AF823-16-16S
1" to -20	AF823-16-20	AF823-16-20BLK	AF823-16-20S

**45° NPT to AN Full Flow Adapters**

NPT to AN	Blue	Black	Silver
1/8" to -3	AF523-03	AF523-03BLK	AF523-03S
1/8" to -4	AF523-04	AF523-04BLK	AF523-04S
1/8" to -6	AF523-06-02	AF523-06-02BLK	AF523-06-02S
1/4" to -4	AF523-04-04	AF523-04-04BLK	AF523-04-04S
1/4" to -6	AF523-06	AF523-06BLK	AF523-06S
1/4" to -8	AF523-08-04	AF523-08-04BLK	AF523-08-04S
3/8" to -6	AF523-06-06	AF523-06-06BLK	AF523-06-06S
3/8" to -8	AF523-08	AF523-08BLK	AF523-08S
3/8" to -10	AF523-10-06	AF523-10-06BLK	AF523-10-06S
1/2" to -6	AF523-06-08	AF523-06-08BLK	AF523-06-08S
1/2" to -8	AF523-08-08	AF523-08-08BLK	AF523-08-08S
1/2" to -10	AF523-10	AF523-10BLK	AF523-10S
1/2" to -12	AF523-12-08	AF523-12-08BLK	AF523-12-08S
3/4" to -10	AF523-10-12	AF523-10-12BLK	AF523-10-12S
3/4" to -12	AF523-12	AF523-12BLK	AF523-12S
3/4" to -16	AF523-16-12	AF523-16-12BLK	AF523-16-12S
1" to -16	AF523-16	AF523-16BLK	AF523-16S
1" to -20	AF523-16-20	AF523-16-20BLK	AF523-16-20S



90° NPT to Male Flare Adapters

NPT to AN	Blue	Black	Silver
1/8" to -3	AF822-03	AF822-03BLK	AF822-03S
1/8" to -4	AF822-04	AF822-04BLK	AF822-04S
1/4" to -4	AF822-04-04	AF822-04-04BLK	AF822-04-04S
1/8" to -6	AF822-06-02	AF822-06-02BLK	AF822-06-02S
1/4" to -6	AF822-06	AF822-06BLK	AF822-06S
3/8" to -6	AF822-06-06	AF822-06-06BLK	AF822-06-06S
1/2" to -6	AF822-06-08	AF822-06-08BLK	AF822-06-08S
3/8" to -8	AF822-08	AF822-08BLK	AF822-08S
1/4" to -8	AF822-08-04	AF822-08-04BLK	AF822-08-04S
1/2" to -8	AF822-08-08	AF822-08-08BLK	AF822-08-08S
3/8" to -10	AF822-10-06	AF822-10-06BLK	AF822-10-06S
1/2" to -10	AF822-10	AF822-10BLK	AF822-10S
3/4" to -10	AF822-10-12	AF822-10-12BLK	AF822-10-12S
1/2" to -12	AF822-12-08	AF822-12-08BLK	AF822-12-08S
3/4" to -12	AF822-12	AF822-12BLK	AF822-12S
3/4" to -16	AF822-16	AF822-16BLK	AF822-16S
1" to -16	AF822-16-16	AF822-16-16BLK	AF822-16-16S
1" to -20	AF822-20-16	AF822-20-16BLK	AF822-20-16S



90° NPT to AN Full Flow Adapters

NPT to AN	Blue	Black	Silver
1/8" to -3	AF522-03	AF522-03BLK	AF522-03S
1/8" to -4	AF522-04	AF522-04BLK	AF522-04S
1/4" to -4	AF522-04-04	AF522-04-04BLK	AF522-04-04S
1/8" to -6	AF522-06-02	AF522-06-02BLK	AF522-06-02S
1/4" to -6	AF522-06	AF522-06BLK	AF522-06S
3/8" to -6	AF522-06-06	AF522-06-06BLK	AF522-06-06S
1/2" to -6	AF522-06-08	AF522-06-08BLK	AF522-06-08S
1/4" to -8	AF522-08-04	AF522-08-04BLK	AF522-08-04S
3/8" to -8	AF522-08	AF522-08BLK	AF522-08S
1/2" to -8	AF522-08-08	AF522-08-08BLK	AF522-08-08S
3/8" to -10	AF522-10-06	AF522-10-06BLK	AF522-10-06S
1/2" to -10	AF522-10	AF522-10BLK	AF522-10S
3/4" to -10	AF522-10-12	AF522-10-12BLK	AF522-10-12S
1/2" to -12	AF522-12-08	AF522-12-08BLK	AF522-12-08S
3/4" to -12	AF522-12	AF522-12BLK	AF522-12S
3/4" to -16	AF522-16	AF522-16BLK	AF522-16S
1" to -16	AF522-16-16	AF522-16-16BLK	AF522-16-16S
1" to -20	AF522-20-16	AF522-20-16BLK	AF522-20-16S



Male NPT to Female AN Straight

NPT to AN	Blue	Black	Silver
1/8" to -3	AF916-03-02	AF916-03-02BLK	AF916-03-02S
1/8" to -4	AF916-04-02	AF916-04-02BLK	AF916-04-02S
1/4" to -4	AF916-04-04	AF916-04-04BLK	AF916-04-04S
1/8" to -6	AF916-06-02	AF916-06-02BLK	AF916-06-02S
1/4" to -6	AF916-06-04	AF916-06-04BLK	AF916-06-04S
3/8" to -6	AF916-06-06	AF916-06-06BLK	AF916-06-06S
1/4" to -8	AF916-08-04	AF916-08-04BLK	AF916-08-04S
3/8" to -8	AF916-08-06	AF916-08-06BLK	AF916-08-06S
1/2" to -8	AF916-08-08	AF916-08-08BLK	AF916-08-08S
3/8" to -10	AF916-10-06	AF916-10-06BLK	AF916-10-06S
1/2" to -10	AF916-10-08	AF916-10-08BLK	AF916-10-08S
3/4" to -12	AF916-12-12	AF916-12-12BLK	AF916-12-12S
1/2" to -12	AF916-12-08	AF916-12-08BLK	AF916-12-08S
3/4" to -16	AF916-16-12	AF916-16-12BLK	AF916-16-12S



45° NPT Swivel to Female AN

NPT to AN	Blue	Black	Silver
1/8" to -3	AF919-03-02	AF919-03-02BLK	AF919-03-02S
1/8" to -4	AF919-04-02	AF919-04-02BLK	AF919-04-02S
1/4" to -4	AF919-04-04	AF919-04-04BLK	AF919-04-04S
1/8" to -6	AF919-06-02	AF919-06-02BLK	AF919-06-02S
1/4" to -6	AF919-06-04	AF919-06-04BLK	AF919-06-04S
3/8" to -6	AF919-06-06	AF919-06-06BLK	AF919-06-06S
1/4" to -8	AF919-08-04	AF919-08-04BLK	AF919-08-04S
3/8" to -8	AF919-08-06	AF919-08-06BLK	AF919-08-06S
1/2" to -8	AF919-08-08	AF919-08-08BLK	AF919-08-08S
3/8" to -10	AF919-10-06	AF919-10-06BLK	AF919-10-06S
1/2" to -10	AF919-10-08	AF919-10-08BLK	AF919-10-08S
1/2" to -12	AF919-12-08	AF919-12-08BLK	AF919-12-08S
3/4" to -12	AF919-12-12	AF919-12-12BLK	AF919-12-12S
3/4" to -16	AF919-16-12	AF919-16-12BLK	AF919-16-12S



90° NPT Swivel to Male AN Flare

NPT to AN	Blue	Black	Silver
1/8" to -3	AF922-03-02	AF922-03-02BLK	AF922-03-02S
1/8" to -4	AF922-04-02	AF922-04-02BLK	AF922-04-02S
1/4" to -4	AF922-04-04	AF922-04-04BLK	AF922-04-04S
1/8" to -6	AF922-06-02	AF922-06-02BLK	AF922-06-02S
1/4" to -6	AF922-06-04	AF922-06-04BLK	AF922-06-04S
3/8" to -6	AF922-06-06	AF922-06-06BLK	AF922-06-06S
1/4" to -8	AF922-08-04	AF922-08-04BLK	AF922-08-04S
3/8" to -8	AF922-08-06	AF922-08-06BLK	AF922-08-06S
1/2" to -8	AF922-08-08	AF922-08-08BLK	AF922-08-08S
3/8" to -10	AF922-10-06	AF922-10-06BLK	AF922-10-06S
1/2" to -10	AF922-10-08	AF922-10-08BLK	AF922-10-08S
1/2" to -12	AF922-12-08	AF922-12-08BLK	AF922-12-08S
3/4" to -12	AF922-12-12	AF922-12-12BLK	AF922-12-12S
3/4" to -16	AF922-16-12	AF922-16-12BLK	AF922-16-12S



90° NPT Swivel to Female AN

NPT to AN	Blue	Black	Silver
1/8" to -3	AF923-03-02	AF923-03-02BLK	AF923-03-02S
1/8" to -4	AF923-04-02	AF923-04-02BLK	AF923-04-02S
1/4" to -4	AF923-04-04	AF923-04-04BLK	AF923-04-04S
1/8" to -6	AF923-06-02	AF923-06-02BLK	AF923-06-02S
1/4" to -6	AF923-06-04	AF923-06-04BLK	AF923-06-04S
3/8" to -6	AF923-06-06	AF923-06-06BLK	AF923-06-06S
1/4" to -8	AF923-08-04	AF923-08-04BLK	AF923-08-04S
3/8" to -8	AF923-08-06	AF923-08-06BLK	AF923-08-06S
1/2" to -8	AF923-08-08	AF923-08-08BLK	AF923-08-08S
3/8" to -10	AF923-10-06	AF923-10-06BLK	AF923-10-06S
1/2" to -10	AF923-10-08	AF923-10-08BLK	AF923-10-08S
3/4" to -12	AF923-12-12	AF923-12-12BLK	AF923-12-12S
1/2" to -12	AF923-12-08	AF923-12-08BLK	AF923-12-08S
3/4" to -16	AF923-16-12	AF923-16-12BLK	AF923-16-12S



TEE with NPT on Side

NPT to AN	Blue	Black	Silver
1/8" to -3	AF825-03	AF825-03BLK	AF825-03S
1/8" to -4	AF825-04	AF825-04BLK	AF825-04S
1/4" to -4	AF825-04-04	AF825-04-04BLK	AF825-04-04S
1/4" to -6	AF825-06	AF825-06BLK	AF825-06S
3/8" to -6	AF825-06-06	AF825-06-06BLK	AF825-06-06S
3/8" to -8	AF825-08	AF825-08BLK	AF825-08S
1/2" to -8	AF825-08-08	AF825-08-08BLK	AF825-08-08S
1/2" to -10	AF825-10	AF825-10BLK	AF825-10S
3/4" to -12	AF825-12	AF825-12BLK	AF825-12S
3/4" to -16	AF825-16	AF825-16BLK	AF825-16S
1" to -20	AF825-16-20	AF825-16-20BLK	AF825-16-20S
1-1/4" to -20	AF825-20	AF825-20BLK	AF825-20S



NPT Pipe Expanders

Male to Female	Blue	Black	Silver
1/8" to 1/4"	AF912-02-04	AF912-02-04BLK	AF912-02-04S
1/4" to 3/8"	AF912-04-06	AF912-04-06BLK	AF912-04-06S



TEE with NPT on Run

NPT to AN	Blue	Black	Silver
1/8" to -3	AF826-03	AF826-03BLK	AF826-03S
1/8" to -4	AF826-04	AF826-04BLK	AF826-04S
1/4" to -4	AF826-04	AF826-04BLK	AF826-04S
1/4" to -6	AF826-06	AF826-06BLK	AF826-06S
3/8" to -6	AF826-06-06	AF826-06-06BLK	AF826-06-06S
3/8" to -8	AF826-08	AF826-08BLK	AF826-08S
1/2" to -8	AF826-08-08	AF826-08-08BLK	AF826-08-08S
1/2" to -10	AF826-10	AF826-10BLK	AF826-10S
3/4" to -12	AF826-12	AF826-12BLK	AF826-12S
3/4" to -16	AF826-16	AF826-16BLK	AF826-16S
1" to -20	AF826-16-20	AF826-16-20BLK	AF826-16-20S
1-1/4" to -20	AF826-20	AF826-20BLK	AF826-20S



NPT Female Pipe TEES

NPT	Blue	Black	Silver
1/8"	AF917-02	AF917-02BLK	AF917-02S
1/4"	AF917-04	AF917-04BLK	AF917-04S
3/8"	AF917-06	AF917-06BLK	AF917-06S
1/2"	AF917-08	AF917-08BLK	AF917-08S
3/4"	AF917-12	AF917-12BLK	AF917-12S
1"	AF917-16	AF917-16BLK	AF917-16S



NPT 90° Female Adapters

NPT	Blue	Black	Silver
1/8"	AF913-02	AF913-02BLK	AF913-02S
1/4"	AF913-04	AF913-04BLK	AF913-04S
3/8"	AF913-06	AF913-06BLK	AF913-06S
1/2"	AF913-08	AF913-08BLK	AF913-08S



NPT Female Couplers

NPT	Blue	Black	Silver
1/8"	AF910-02	AF910-02BLK	AF910-02S
1/4"	AF910-04	AF910-04BLK	AF910-04S
3/8"	AF910-06	AF910-06BLK	AF910-06S
1/2"	AF910-08	AF910-08BLK	AF910-08S
3/4"	AF910-10	AF910-10BLK	AF910-10S
1"	AF910-20	AF910-20BLK	AF910-20S



NPT Male Couplers

NPT	Blue	Black	Silver
1/8"	AF911-02	AF911-02BLK	AF911-02S
1/4"	AF911-04	AF911-04BLK	AF911-04S
3/8"	AF911-06	AF911-06BLK	AF911-06S
1/2"	AF911-08	AF911-08BLK	AF911-08S
3/4"	AF911-12	AF911-12BLK	AF911-12S
1"	AF911-16	AF911-16BLK	AF911-16S



NPT Pipe Reducers

Male to Female	Blue	Black	Silver
1/4" to 1/8"	AF912-04-02	AF912-04-02BLK	AF912-04-02S
3/8" to 1/8"	AF912-06-02	AF912-06-02BLK	AF912-06-02S
3/8" to 1/4"	AF912-06-04	AF912-06-04BLK	AF912-06-04S
1/2" to 1/8"	AF912-08-02	AF912-08-02BLK	AF912-08-02S
1/2" to 1/4"	AF912-08-04	AF912-08-04BLK	AF912-08-04S
1/2" to 3/8"	AF912-08-06	AF912-08-06BLK	AF912-08-06S
3/4" to 1/4"	AF912-12-04	AF912-12-04BLK	AF912-12-04S
3/4" to 3/8"	AF912-12-06	AF912-12-06BLK	AF912-12-06S
3/4" to 1/2"	AF912-12-08	AF912-12-08BLK	AF912-12-08S
1" to 3/8"	AF912-16-06	AF912-16-06BLK	AF912-16-06S
1" to 1/2"	AF912-16-08	AF912-16-08BLK	AF912-16-08S
1" to 3/4"	AF912-16-12	AF912-16-12BLK	AF912-16-12S

QUICK RELEASE

Billet Fuel Sample Valve

Aeromotive's Billet Fuel Sample Valve is designed to simplify installation and make fuel checks a snap. It installs into any 1/8" NPT port and provides a duplicate 1/8" NPT port on the valve for installation of a fuel pressure gauge. When a fuel sample is required, rotate to the unlocked position, press for fuel sample and release, re-lock the valve and go race.

Billet Fuel Sample Valve ARO15631





Quick Release Aluminium Fittings

Aeroflow's quick release fittings are a market break through. These light weight fittings are made from billet 6061-T6 aluminium. They are double anodized to safe guard your fittings against corrosion. They have been tested up to 15000psi and are a perfect choice for brake, clutch or fuel lines depending which seal you choose. They connect by hand in seconds. Perfect for anti-theft device. These fittings are designed for leak free release. Please refer application guide. Aeroflow's quick release fittings are also available with a heavy duty Titanium body.

NOTE: EPDM seals must be used in brake applications. Viton seals are recommended for oiling applications. Buna N seals are recommended for all fuels except Nitromethane.

Part No	Description
AFQR103-03	-3 EPDM Seal (Brake)
AFQR101-04	-4 Viton Seal (Fuel & Oil)
AFQR101-06	-6 Viton Seal (Fuel & Oil)
AFQR101-08	-8 Viton Seal (Fuel & Oil)
AFQR101-10	-10 Viton Seal (Fuel & Oil)
AFQR201-06	-6 BUNA Seal (Ethanol/ Methanol)
AFQR201-08	-8 BUNA Seal (Ethanol/ Methanol)
AFQR201-10	-10 BUNA Seal (Ethanol/ Methanol)

NOTE: For use in brake applications must use fittings with EPDM seal.



Quick Release Titanium Fittings

Part No	Description
AFQR104-03	-3 EPDM Seal (Brake)
AFQR102-06	-6 Viton Seal (Fuel & Oil)
AFQR102-08	-8 Viton Seal (Fuel & Oil)
AFQR102-10	-10 Viton Seal (Fuel & Oil)

NOTE: For use in brake applications must use fittings with EPDM seal.



Quick Release Light Weight Titanium Fittings

AFQR104-03SD Quick Release -3 EPDM Seal Titanium (Brake)
NOTE: For use in brake applications must use fittings with EPDM seal.



Quick Release Stainless Steel Fittings

AFQR105-03 Quick Release -3 EPDM Seal Black Stainless (Brake)
NOTE: For use in brake applications must use fittings with EPDM seal.

QUICK RELEASE BULKHEAD FITTINGS

Quick Release EPDM seal with bulkhead. For use with brake* or clutch

*(NOT for road use Off-road and race use only)

Part No	Description
AFQR103-03BH	Aluminium Quick Release with bulkhead
AFQR103-04BH	Aluminium Quick Release with bulkhead
AFQR104-03BH	Titanium Quick Release with bulkhead
AFQR104-04BH	Titanium Quick Release with bulkhead

NOT suitable for fuel or oil.

3/8" Female Quick Connect to ORB-08 Port

More area and smoother transitions from the inlet to the outlet, resulting in less restriction than any other fitting line. The aeromotive line of custom fittings, adapters and hose-ends are a step above the norm, offering uncompromised fuel flow and positive sealing. Constructed of 6061 T6 aircraft grade Aluminium or stainless steel, each component is CNC-machined for precision fit and unmatched Flow. All billet aluminium fittings are anodized type ii bright dip black for corrosion protection and unrivaled aesthetics. We offer a complete line of hard to find fittings from OEM specific connections to an adapters.
ARO15118 3/8 FEMALE QUICK CONNECT ORB-08

For Aeroflow Quick connect fuel fittings see page 135



GM Quick Connect Adapters

These handy fittings allow you to adapt AN fittings to the quick connect system used in late model GM fuel systems.

5/16" Female Quick Connect to -6AN ORB Female ARO15117
3/8" Female Quick Connect to -10AN ORB Female ARO15118
3/8" Male Quick Connect to 2 x -8AN Male Flare ARO15116

For Aeroflow Quick connect adapters see page 135

FIREWALL HOSE RINGS



Firewall Hose Rings

These aluminium firewall hose rings are an attractive way to run hoses or wiring looms through the firewall. Includes three 1" ID and one 3/4" ID hose rings.

Aluminium Hose Ring Set - Satin

RPCR1001

O-RINGS & WASHERS



Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF177-03	Alloy Crush washer	-3AN	10mm - 3/8"
AF177-04	Alloy Crush washer	-4AN	11mm - 7/16"
AF177-05	Alloy Crush washer		12mm - 1/2"
AF177-06	Alloy Crush washer	-6AN	14mm - 9/16"
AF177-07	Alloy Crush washer		13mm - 33/64"
AF177-08	Alloy Crush washer	-8AN	18mm
AF177-10	Alloy Crush washer	-10AN	22mm - 7/8"
AF177-12	Alloy Crush washer	-12AN	27mm
AF177-16	Alloy Crush washer	-16AN	33mm
AF177-KIT	Aluminium washer	-3AN to -20AN	

Metric Aluminium Washers (10 Pack)

Part No	Description	I.D. Sizes
AF171-06	Alloy Crush washer	6mm
AF171-08	Alloy Crush washer	8mm
AF171-10	Alloy Crush washer	10mm
AF171-12	Alloy Crush washer	12mm
AF171-14	Alloy Crush washer	14mm
AF171-16	Alloy Crush washer	16mm
AF171-18	Alloy Crush washer	18mm
AF171-20	Alloy Crush washer	20mm
AF171-22	Alloy Crush washer	22mm
AF171-24	Alloy Crush washer	24mm
AF171-KIT	Aluminium washer M6 to M24	

KIT CONTAINS 10 OF EACH SIZE

BSPP Aluminium Washers (10 Pack)

Part No	Description	I.D. Sizes
AF172-01	Alloy Crush washer	1/8"
AF172-02	Alloy Crush washer	1/4"
AF172-03	Alloy Crush washer	3/8"
AF172-04	Alloy Crush washer	1/2"
AF172-05	Alloy Crush washer	5/8"
AF172-06	Alloy Crush washer	3/4"
AF172-KIT	Aluminium washer 1/8" to 3/4"	

KIT CONTAINS 10 OF EACH SIZE



PTFE (Teflon) Washers (10 Pack)

Part No	Description	I.D. Sizes
AF176-03	Teflon washers -3AN	10mm - 3/8"
AF176-04	Teflon washers -4AN	11mm - 7/16"
AF176-06	Teflon washers -6AN	14mm - 9/16"
AF176-08	Teflon washers -8AN	19mm - 3/4"
AF176-10	Teflon washers -10AN	22mm - 7/8"
AF176-12	Teflon washers -12AN	27mm - 1-1/16
AF176-16	Teflon washers -16AN	33mm - 1-19/64
AF176-KIT	Teflon washers -3AN to -20AN	

KIT CONTAINS 10 OF EACH SIZE



EPR Rubber O-Rings (10 Pack)

EPR - Ethylene Propylene Rubber compatible with alcohol and nitromethane fuels.

Part No	Description
AF175-03	EPR Rubber O'ring -3AN
AF175-04	EPR Rubber O'ring -4AN
AF175-06	EPR Rubber O'ring -6AN
AF175-08	EPR Rubber O'ring -8AN
AF175-10	EPR Rubber O'ring -10AN
AF175-12	EPR Rubber O'ring -12AN
AF175-16	EPR Rubber O'ring -16AN
AF175-20	EPR Rubber O'ring -20AN
AF175-KIT	EPR Rubber O'rings -3AN to -20AN

KIT CONTAINS 10 OF EACH SIZE

Viton Rubber O-Rings (10 Pack)

Part No	Description
AF178-03	Viton Rubber O'ring -3AN
AF178-04	Viton Rubber O'ring -4AN
AF178-05	Viton Rubber O'ring -5AN
AF178-06	Viton Rubber O'ring -6AN
AF178-08	Viton Rubber O'ring -8AN
AF178-10	Viton Rubber O'ring -10AN
AF178-12	Viton Rubber O'ring -12AN
AF178-16	Viton Rubber O'ring -16AN
AF178-KIT	Viton Rubber O'rings -3AN to -20AN

KIT CONTAINS 10 OF EACH SIZE

BUNA N RUBBER O-RINGS (10 PACK)

For use with unleaded, alcohol and ethanol fuels

Part No	Description
AF174-03	Buna Rubber O'ring -3AN
AF174-04	Buna Rubber O'ring -4AN
AF174-05	Buna Rubber O'ring -5AN
AF174-06	Buna Rubber O'ring -6AN
AF174-08	Buna Rubber O'ring -8AN
AF174-10	Buna Rubber O'ring -10AN
AF174-12	Buna Rubber O'ring -12AN
AF174-16	Buna Rubber O'ring -16AN
AF174-KIT	Buna Rubber O'rings -3AN to -20AN

KIT CONTAINS 10 OF EACH SIZE



Stat-O-Seal (Pack of 10 Stat-o-seals)

Stat-O-Seals are manufactured with BUNA N rubber which is compatible with alcohol, ethanol and unleaded fuels.

Part No	Description	I.D.	Sizes
AF179-03	-3AN STAT-O-SEAL	3/8"	9.53mm
AF179-04	-4AN STAT-O-SEAL	7/16"	11.11mm
AF179-06	-6AN STAT-O-SEAL	9/16"	14.29mm
AF179-08	-8AN STAT-O-SEAL	3/4"	19.05mm
AF179-10	-10AN STAT-O-SEAL	7/8"	22.23mm

VALVES



CHECK VALVES

Male to female AN outlets. Adjustable PSI

AN	Blue	Black	Silver
-6	AF613-06	AF613-06BLK	AF613-06S
-8	AF613-08	AF613-08BLK	AF613-08S



SHUT OFF VALVES

Aeroflow's shut-off valves are also ideal for use as: • An emergency fuel shut-off • Anti-theft device
• Drain valve • 300 PSI Max

AN	Blue	Black	Silver
-4	AF1000-04	AF1000-04BLK	AF1000-04S
-6	AF1000-06	AF1000-06BLK	AF1000-06S
-8	AF1000-08	AF1000-08BLK	AF1000-08S
-10	AF1000-10	AF1000-10BLK	AF1000-10S
-12	AF1000-12	AF1000-12BLK	AF1000-12S
-16	AF1000-16	AF1000-16BLK	AF1000-16S



ONE WAY CHECK VALVES

Comes with 1.5 PSI spring

AN	Length	Blue	Black	Silver	
-6	29mm	1-9/64"	AF612-06	AF612-06BLK	AF612-06S
-8	29mm	1-9/64"	AF612-08	AF612-08BLK	AF612-08S
-10	35mm	1-3/8"	AF612-10	AF612-10BLK	AF612-10S
-12	35mm	1-3/8"	AF612-12	AF612-12BLK	AF612-12S
-16	35mm	1-3/8"	AF612-16	AF612-16BLK	AF612-16S

OPTIONAL 5 PSI SPRING

AF59-6121 Suits -6 and -8 check valve

AF59-6122 Suits -10 and -12 check valve

AF59-6123 Suits -16 check valve

Note: Spring can be easily removed to act as an inline roll over vent.

Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



Stepped One Way Check Valves

Aeroflow's new One Way Check Valves. These check valves can be dismantled and the spring inside removed to double up to become a Rollover Valve. Being stepped from -12 to -8AN makes it perfect to run a fuel return line when used with Aeroflow fuel cells.

AN in	AN out	Blue	Black	Silver
-12	-8	AF612-12-08	AF612-12-08BLK	AF612-12-08S

Note: Spring can be easily removed to act as a inline roll over vent. Supplied with Buna N O-ring and EPR O-ring for use with Nitro blended fuels



ROLL OVER VALVE/VENT

AN	Blue	Black	Silver
-6	AF614-06	AF614-06BLK	AF614-06S
-8	AF614-08	AF614-08BLK	AF614-08S

BOLT IN ROLL OVER VALVE/VENT

AN	Part No
-6	AF611-06
-8	AF611-08
-10	AF611-10
-12	AF611-12
-16	AF611-16



Roll Over Valve / Vent

Aeroflow's Universal roll over valve can be screwed directly into an Aeroflow Fuel cell that has a -12 female thread. The top of the valve has a -8 ORB female thread and a stainless steel ball. It can be used with the AF996-12D, AF996-12S and AF996-12SS weld on or an AF924-12 Bulk Head nut with a choice of any -08 ORB to suit any plumbing solution. When the fitting is screwed into the top of the roll over valve it locks the ball.

ORB to ORB	Blue	Black	Silver
-12 to -8	AF613-12	AF613-12BLK	AF613-12S



Fuel Cell Tip Over Valve

Fuel cell tip over valves provide an attachment point for a -6AN or -8AN vent hose and seal off in the event of a roll over to prevent fuel spills.

-6AN Tip Over Valve	JAZ834-006-11
-8AN Tip Over Valve	JAZ834-008-11



JAZ Roll Over Vent Valves Details

This vent valve design eliminates the need to plumb a vent/splash tube for a cleaner look that saves space. It features a vented cap and brass anti-splash filter to keep your fuel in the cell and is intended for exposed cells mounted behind the driver only, like those on many Comp and Super Comp Dragsters. Not legal for use on enclosed body cars where the driver is exposed to fumes. JAZ834-108-06



Fuel Cell Tip Over Breather Valve

Filtered breather valve mounts directly to the fuel cell and seals off in the event of a roll over to prevent fuel spills.

-6AN Tip Over Breather Valve	JAZ834-206-06
-8AN Tip Over Breather Valve	JAZ834-208-06



Inline Shut Off Valve

Inline shut off valve features a female NPT at one end and male AN bulkhead at the other. 3/8" NPT to -6AN Shut Off Valve 3/8" NPT to -8AN Shut Off Valve



TOOLS & ACCESSORIES



Hose Cutting Shears

Great for cutting all styles of Aeroflow hose including braided and rubber.

Part No	Description
AF98-2015	Cuts -3 up to -20 Hose



200 Series Hose Cutter

This ultra-sharp hand held cutter has been designed to use on our 200 series hose. These cutters will not leave residue as other methods of cutting does.

Part No	Description
AF98-2016	Cuts -3 and -4 200 series teflon hose



Plastic Dust Caps & Plug Kit

This 96 piece of assorted sizes -3AN to -20AN caps and plugs fit 37 degree flared fittings and straight threaded ports. A must for keeping debris out of lines and hoses. Ideal for keeping internal components of fuel pumps, pressure regulators and dry sump sumps etc, clean during storage.

Part No	Description
AF98-2025	96 piece assorted sizes -3AN to -20AN

AN WRENCHES & VICE JAWS



Vice Jaws

These vice jaws will securely hold the AN fittings without a hint of scratching the anodizing while you assemble the fitting. The back of the jaws have magnets which holds the jaw firmly in place. They come in two styles - billet aluminium and nylon.

Part No	Description
AF98-2001	Billet anodised Aluminium Vice Jaws Magnetic Back
AF98-2002	Nylon Soft Vice Jaws Magnetic Back



AN ADJUSTABLE GRIP WRENCH

Stubby Wrench kit comes with two wrenches, the small wrench features a 3.5" handle and will fit sizes from -3AN up to -10AN and the larger stubby features a 4.5" long handle and fits sizes from -3AN up to -20AN.

Part No	Colour
AF98-2039	BLUE
AF98-2039BLK	BLACK
AF98-2039S	SILVER



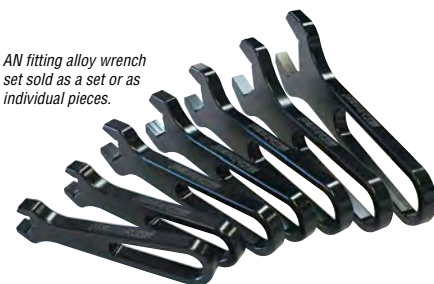
AN Adjustable- Grip Spanner

This lightweight billet aluminium adjustable wrench with ergonomic grip, does the job in confined spaces is a must for any tool kit. Close tolerance machining gives a precise finish that is not normally found on standard wrenches.

Part No	Colour
AF98-2003	Blue
AF98-2003BLK	Black
AF98-2003S	Silver

Note: - Adjustable from sizes -3AN to -12AN

AN fitting alloy wrench set sold as a set or as individual pieces.



AN Fitting Wrench Set

AN fitting Wrenches provide a perfect fit so they won't mark your fittings. All of our aluminium wrenches are anodized black and size stamped.

Part No	Description
AF98-2005	Alloy AN Wrench Set 7pc

Note: - set Includes 7 sizes from -3AN to -16AN



AN Wrench (Single)

Part No	AN Size	Colour
AF98-2005-1-03	-3	Black
AF98-2005-1-04	-4	Black
AF98-2005-1-06	-6	Black
AF98-2005-1-08	-8	Black
AF98-2005-1-10	-10	Black
AF98-2005-1-12	-12	Black
AF98-2005-1-16	-16	Black
AF98-2005-1-20	-20	Black

B = B nut sizes
S = Socket nut sizes



AN Fitting Double Ended Wrench Set

AN fitting Double Ended Wrenches provide a perfect fit so they won't mark your fittings. All of our aluminium wrenches are anodized black and size stamped. Fits both B-nuts and sockets.

Part No	Description
AF98-2004	Alloy AN Double Ended Wrench Set 7pc

Notes: - Includes 7 sizes from -3AN to -20AN



AN Double Ended Wrench (Single)

Part No	AN Size	Colour
AF98-2004-1-4-3	-3 and -4	Black
AF98-2004-1-6-4	-4 and -6	Black
AF98-2004-1-8-6	-6 and -8	Black
AF98-2004-1-10-8	-8 and -10	Black
AF98-2004-1-12-10	-10 and -12	Black
AF98-2004-1-16-12	-12 and -16	Black
AF98-2004-1-20-16	-16 and -20	Black

WELD ON ACCESSORIES



Weld On Diff Filler

1-1/2" O.D. steel bung with black anodised aluminium cap easy to weld to axle housing for use as diff oil filler.

Part No	Description
AF461-20	38.1mm (1-1/2") O.D. Weld-on diff breather.



Weld On Male AN Fittings

AN	Aluminium	Steel	Stainless Steel
-4	AF999-04D	AF999-04S	AF999-04SS
-6	AF999-06D	AF999-06S	AF999-06SS
-8	AF999-08D	AF999-08S	AF999-08SS
-10	AF999-10D	AF999-10S	AF999-10SS
-12	AF999-12D	AF999-12S	AF999-12SS
-16	AF999-16D	AF999-16S	AF999-16SS
-20	AF999-20D	AF999-20S	AF999-20SS



Weld On Female NPT Fittings

Thread	Aluminium	Steel	Stainless Steel
3.18mm 1/8"	AF998-02D	AF998-02S	AF998-02SS
6.35mm 1/4"	AF998-04D	AF998-04S	AF998-04SS
9.53mm 3/8"	AF998-06D	AF998-06S	AF998-06SS
12.7mm 1/2"	AF998-08D	AF998-08S	AF998-08SS
19mm 3/4"	AF998-10D	AF998-10S	AF998-10SS
25.4mm 1"	AF998-12D	AF998-12S	AF998-12SS



Weld On Female ORB

Thread	Aluminium	Steel	Stainless Steel
-4	AF996-04D	AF996-04S	AF996-04SS
-6	AF996-06D	AF996-06S	AF996-06SS
-8	AF996-08D	AF996-08S	AF996-08SS
-10	AF996-10D	AF996-10S	AF996-10SS
-12	AF996-12D	AF996-12S	AF996-12SS
-16	AF996-16D	AF996-16S	AF996-16SS

WELD ON EGT BUNG & CAP

EGT K-Style weld on 7/16"-20 Suits 6.35mm (1/4") probe
AF989-04S CS1030 Steel
AF989-04SS 316 Stainless Steel

WELD ON EGT BUNG ONLY

EGT K-Style weld on 7/16"-20 Suits 6.35mm (1/4") probe
AF989-04S-01 CS1030 Steel
AF989-04SS-01 316 Stainless Steel



Weld On O2 Sensor Bung & Plug

Part No	Description	Per Pack
AF991	Weld on Steel CS1030	Single
AF991SS	Weld on 304 Stainless steel	Single
AF992	Screw in Zinc coated steel	Single
AF992SS	Screw in 304 Stainless steel	Single
AF991-25	Weld on Steel CS1030	25 pack
AF991SS-25	Weld on 304 Stainless steel	25 pack
AF992-25	Screw in Zinc coated steel	25 pack
AF992SS-25	Screw in 304 Stainless steel	25 pack

NOTE: - All Sensors have M18 x 1.5mm Thread.

Weld On Injector Bung (1 Per Pack)

Part No	Description
AF888	Weld on Injector Bung 14mm (9/16") & (5/8") 16mm Female / 16mm (5/8") Male



WELD-IN NOZZLE FITTINGS

1/16 NPT internal thread. 19mm (3/4") overall length

AF994-01	8 Pack
AF994-01-01	Single fitting

Aluminium Male Barb Weld On

Part No	Barb
AF997-06	9.52mm 3/8"
AF997-08	12.7mm 1/2"
AF997-10	15.8mm 5/8"
AF997-12	19mm 3/4"

BARB WELD ON

Barb	Part No
5/16" 8mm	AF995-05
3/8" 9.6mm	AF995-06
1/2" 12.8mm	AF995-08

WELD ON FEMALE METRIC

M6 x 1.00	AF993-M6D
M8 x 1.25	AF993-M8D



Weld On Cap & Bung Assemblies

These weld on billet aluminium cap and bung assemblies can be used for custom tanks, valve covers or anywhere else a weld on filler cap is required.

Description	Part No.
Billet Cap and Bung Assembly, 1-7/16" Diameter	PFS08-0611
Billet Cap and Bung Assembly, 3-1/8" Diameter	PFS08-0621
Billet Cap only, 1-7/16" Diameter	PFS08-0612
Billet Cap only, 3-1/8" Diameter	PFS08-0622
Billet Bung only, 1-7/16" Diameter	PFS08-0613
Billet Bung only, 3-1/8" Diameter	PFS08-0623
O-Ring only, 1-7/16" Diameter	PFS08-0614
O-Ring only, 3-1/8" Diameter	PFS08-0624

Steel Cap & Bung Assemblies

These lightweight, non-vented caps feature positive grip finger notches and quick-starting course threads. Caps are available in anodized black, red, blue, silver or polished aluminium. Each is standard with a radial squeeze O-ring seal and steel weld-in bung.

Cap Diam.	Thread	Colour	Part No.
2-3/4"	2-1/4"-10	Silver	PWC73-773



Billet Alloy Weld On Filler & Cap

Bore		Black	Blue	Gold	Polished	Red	Silver	Raw	Purple	Height
25.4mm	1"	AF460-16BLK	AF460-16BL	AF460-16G	AF460-16P	AF460-16R	AF460-16S	AF460-16	AF460-16PUR	27.5mm
38.1mm	1-1/2"	AF460-24BLK	AF460-24BL	AF460-24G	AF460-24P	AF460-24R	AF460-24S	AF460-24	AF460-24PUR	35mm
50.8mm	2"	AF460-32BLK	AF460-32BL	AF460-32G	AF460-32P	AF460-32R	AF460-32S	AF460-32	AF460-32PUR	35.5mm
63.5mm	2-1/2"	AF460-40BLK	AF460-40BL	AF460-40G	AF460-40P	AF460-40R	AF460-40S	AF460-40	AF460-40PUR	37.5mm
76.2mm	3"	AF460-48BLK	AF460-48BL	AF460-48G	AF460-48P	AF460-48R	AF460-48S	AF460-48	AF460-48PUR	39.5mm

BILLET ALLOY CAPS Note: Cap only NO neck included

Bore		Black	Blue	Gold	Polished	Red	Silver	Raw	Purple
25.4mm	1"	AF59-460-16BLK	AF59-460-16BL	AF59-460-16G	AF59-460-16P	AF59-460-16R	AF59-460-16S	AF59-460-16	AF59-460-16PUR
38.1mm	1-1/2"	AF59-460-24BLK	AF59-460-24BL	AF59-460-24G	AF59-460-24P	AF59-460-24R	AF59-460-24S	AF59-460-24	AF59-460-24PUR
50.8mm	2"	AF59-460-32BLK	AF59-460-32BL	AF59-460-32G	AF59-460-32P	AF59-460-32R	AF59-460-32S	AF59-460-32	AF59-460-32PUR
63.5mm	2-1/2"	AF59-460-40BLK	AF59-460-40BL	AF59-460-40G	AF59-460-40P	AF59-460-40R	AF59-460-40S	AF59-460-40	AF59-460-40PUR
76.2mm	3"	AF59-460-48BLK	AF59-460-48BL	AF59-460-48G	AF59-460-48P	AF59-460-48R	AF59-460-48S	AF59-460-48	AF59-460-48PUR



BILLET CAP & NECK SIZE CHART

Part No	Bore	Neck O.D.	Cap I.D.
-16	25mm	1"	31mm 1-7/32"
-24	38mm	1-1/2"	44mm 1-47/64"
-32	50.8mm	2"	60mm 2-3/8"
-40	63.5mm	2-1/2"	73.8mm 2-29/32"
-48	76.2mm	3"	86.7mm 3-27/64"

REPLACEMENT O-RINGS FOR BILLET ALLOY CAPS

Kit includes 1x EPR O-ring and 1x Buna N O-ring. This kit is to replace the standard viton o-ring for Nitro and methanol / E85 applications.

Bore	Part No
25.4mm 1"	AF460-16-KIT
38.1mm 1-1/2"	AF460-24-KIT
50.8mm 2"	AF460-32-KIT
63.5mm 2-1/2"	AF460-40-KIT
76.2mm 3"	AF460-48-KIT

REPLACEMENT O-RINGS FOR LOW PROFILE BILLET ALLOY CAPS

Kit includes 1x EPR O-ring and 1x Buna N O-ring.

Bore	Part No
38.1mm 1-1/2"	AF59-465-24
50.8mm 2"	AF59-465-32
63.5mm 2-1/2"	AF59-465-40
76.2mm 3"	AF59-465-48

Stainless Steel Weld On Neck Only

Bore	Stainless Steel
25.4mm 1"	AF460-16BSS
38.1mm 1-1/2"	AF460-24BSS
50.8mm 2"	AF460-32BSS
63.5mm 2-1/2"	AF460-40BSS
76.2mm 3"	AF460-48BSS

Note: Neck only NO CAP included

LOW PROFILE BILLET ALLOY WELD ON FILLER & CAP

AeroFlow's lightweight, non-vented filler caps feature a low profile aluminium weld-on which make them perfect for tight clearance applications. These caps are manufactured from 6061-T6 aluminium and are supplied with a BUNA-N (great for a wide range of fuels and oils) and EPR O-Ring seals (for use with Nitro methane fuels). Available 1-1/2", 2", 2-1/2" and 3" diameters in blue, red, black, gold, purple, raw, polished and silver anodized finishes.

Bore	Black	Blue	Gold	Polished	Red	Silver	Raw	Purple	Height
38.1mm 1-1/2"	AF465-24BLK	AF465-24BL	AF465-24G	AF465-24P	AF465-24R	AF465-24S	AF465-24	AF465-24PUR	20mm
50.8mm 2"	AF465-32BLK	AF465-32BL	AF465-32G	AF465-32P	AF465-32R	AF465-32S	AF465-32	AF465-32PUR	20mm
63.5mm 2-1/2"	AF465-40BLK	AF465-40BL	AF465-40G	AF465-40P	AF465-40R	AF465-40S	AF465-40	AF465-40PUR	20mm
76.2mm 3"	AF465-48BLK	AF465-48BL	AF465-48G	AF465-48P	AF465-48R	AF465-48S	AF465-48	AF465-48PUR	20mm

Aluminium Cap & Bung Assemblies

These lightweight, non-vented caps feature positive grip finger notches and quick-starting course threads. Caps are available in anodized black, red, blue, silver or polished aluminium. Each is standard with a radial squeeze O-ring seal and aluminium weld-in bung.

Cap Diam.	Thread	Colour	Part No.
1-5/8"	1-1/4"-12	Black	PWC73-735
1-5/8"	1-1/4"-12	Red	PWC73-736
1-5/8"	1-1/4"-12	Blue	PWC73-737
1-5/8"	1-1/4"-12	Silver	PWC73-738
1-5/8"	1-1/4"-12	Polished	PWC73-739
2"	1-1/2"-12	Black	PWC73-755
2"	1-1/2"-12	Red	PWC73-756
2"	1-1/2"-12	Blue	PWC73-757
2"	1-1/2"-12	Silver	PWC73-758
2"	1-1/2"-12	Polished	PWC73-759



HOSE CLAMPS

Sold in packs of 10



STAINLESS HOSE CLAMPS

Part No	Diameter (I.D.)
AF23-0612	6-12mm (15/64" - 15/32") hose clamp
AF23-0916	9-16mm (23/64" - 41/64") hose clamp
AF23-1219	12-19mm (15/32" - 3/4") hose clamp
AF23-1625	16-25mm (41/64" - 1") hose clamp
AF23-1832	18-32mm (23/32" - 1-17/64") hose clamp
AF23-2144	21-44mm (53/64" - 1-47/64") hose clamp
AF23-2751	27-51mm (1-1/6" - 2-1/64") hose clamp
AF23-3357	33-57mm (1-5/16" - 2-1/4") hose clamp
AF23-4670	46-70mm (1-13/16" - 2-9/64") hose clamp
AF23-6083	60-83mm (2-3/8" - 3-167/64") hose clamp
AF23-7692	76-92mm (3" - 3-5/8") hose clamp
AF23-9114	91-114mm (3-19/32" - 4-31/64") hose clamp
AF23-1352	130-152mm (5-1/8" - 5-63/64") hose clamp

Pro Style Hose or Wire Clamps

1 - hole clamps hold various hose/wire sizes - set of 4

RPCR6085	3/16"	4.5 mm
RPCR6086	1/4"	6 mm
RPCR6087	5/16"	7.7 mm
RPCR6088	3/8"	9.5 mm



BILLET P - CLAMPS (Singles)

Blue	Red	Black	Silver
AF157-03	AF157-03R	AF157-03BLK	AF157-03S
AF157-04	AF157-04R	AF157-04BLK	AF157-04S
AF157-05	AF157-05R	AF157-05BLK	AF157-05S
AF157-06	AF157-06R	AF157-06BLK	AF157-06S
AF157-07	AF157-07R	AF157-07BLK	AF157-07S
AF157-08	AF157-08R	AF157-08BLK	AF157-08S
AF157-09	AF157-09R	AF157-09BLK	AF157-09S
AF157-10	AF157-10R	AF157-10BLK	AF157-10S
AF157-12	AF157-12R	AF157-12BLK	AF157-12S
AF157-15	AF157-15R	AF157-15BLK	AF157-15S
AF157-17	AF157-17R	AF157-17BLK	AF157-17S

Note: Mounting hole diameter is 4mm (5/32")

NOTE: please refer to size guide to make sure you choose the correct clamps to suit your hoses.

BILLET P - CLAMPS 10 PACKS

To SUIT 4.76mm 3/16" I.D. HARD LINE

Blue	Red	Black	Silver
AF157-03-10	AF157-03R-10	AF157-03BLK-10	AF157-03S-10

P-Clamps & Hose Separators Size Guide

Part No	I.D.	Hard Line	Braided Hose
-03	4.7mm	3/16"	3/16"
-04	6.4mm	1/4"	1/4"
-05	7.9mm	5/16"	5/16"
-06	9.5mm	3/8"	3/8"
-07	11.1mm	7/16"	7/16"
-08	12.7mm	1/2"	1/2"
-09	14.2mm	9/16"	9/16"
-10	15.9mm	5/8"	5/8"
-12	19.2mm	3/4"	3/4"
-15	23.8mm	15/16"	15/16"
-17	27.3mm	1-5/16"	1-5/16"



Cushioned P-Clamps

I.D.	Blue	Black	Silver
4.7mm 3/16"	AF158-03	AF158-03BLK	AF158-03S
6.3mm 1/4"	AF158-04	AF158-04BLK	AF158-04S
8mm 5/16"	AF158-05	AF158-05BLK	AF158-05S
9.5mm 3/8"	AF158-06	AF158-06BLK	AF158-06S

5 PACKS

12.6mm 1/2"	AF158-08	AF158-08BLK	AF158-08S
14.3mm 9/16"	AF158-09	AF158-09BLK	AF158-09S
15.8mm 5/8"	AF158-10	AF158-10BLK	AF158-10S
19mm 3/4"	AF158-12	AF158-12BLK	AF158-12S
25mm 1"	AF158-16	AF158-16BLK	AF158-16S
28.5mm 1-1/8"	AF158-18	AF158-18BLK	AF158-18S
31.8mm 1-41/64"	AF158-20	AF158-20BLK	AF158-20S
38mm 1-1/2"	AF158-24	AF158-24BLK	AF158-24S
44.5mm 1-3/4"	AF158-28	AF158-28BLK	AF158-28S
47.6mm 1-7/8"	AF158-30	AF158-30BLK	AF158-30S
50.8mm 2"	AF158-32	AF158-32BLK	AF158-32S

Cushioned P-Clamps Size Guide

I.D.	Hard Line	Braided Hose
4.7mm 3/16"	3/16"	3/16"
6.3mm 1/4"	1/4"	1/4"
8mm 5/16"	5/16"	5/16"
9.5mm 3/8"	3/8"	3/8"
12.6mm 1/2"	1/2"	1/2"
15.8mm 5/8"	5/8"	5/8"
19mm 3/4"	3/4"	3/4"
25mm 1"	1"	1"
28.5mm 1-1/8"	1-1/8"	1-1/8"
31.8mm 1-41/64"	1-41/64"	1-41/64"
38mm 1-1/2"	1-1/2"	1-1/2"
44.5mm 1-3/4"	1-3/4"	1-3/4"
47.6mm 1-7/8"	1-7/8"	1-7/8"
50.8mm 2"	2"	2"



Stepped Billet Dual Hose Separators

Blue	Red	Black
AF156-07-09	AF156-07-09R	AF156-07-09BLK
AF156-07-10	AF156-07-10R	AF156-07-10BLK
AF156-09-10	AF156-09-10R	AF156-09-10BLK

Silver	Titanium
AF156-07-09S	AF156-07-09T
AF156-07-10S	AF156-07-10T
AF156-09-10S	AF156-09-10T

AF156-07-10T



Billet Dual Hose Separators

Blue	Red	Black	Silver	Titanium
AF156-03	AF156-03R	AF156-03BLK	AF156-03S	AF156-03T
AF156-04	AF156-04R	AF156-04BLK	AF156-04S	AF156-04T
AF156-05	AF156-05R	AF156-05BLK	AF156-05S	AF156-05T
AF156-06	AF156-06R	AF156-06BLK	AF156-06S	AF156-06T
AF156-07	AF156-07R	AF156-07BLK	AF156-07S	AF156-07T
AF156-08	AF156-08R	AF156-08BLK	AF156-08S	AF156-08T
AF156-09	AF156-09R	AF156-09BLK	AF156-09S	AF156-09T
AF156-10	AF156-10R	AF156-10BLK	AF156-10S	AF156-10T
AF156-12	AF156-12R	AF156-12BLK	AF156-12S	AF156-12T
AF156-15	AF156-15R	AF156-15BLK	AF156-15S	AF156-15T
AF156-17	AF156-17R	AF156-17BLK	AF156-17S	AF156-17T



AF156-08T

INTERCOOLER CLAMPS



INTERCOOLER ALUMINIUM PIPE CLAMP

Aeroflow's Intercooler Aluminium Pipe Clamps are made from billet 6061-T6 lightweight aluminium. It has a double O-ring grooved sleeve offering protection, absolute sealing and flexibility. Easy bolt together design outer ring which is hard anodized for robustness and wear resistance. The clamps are designed for all types of applications including turbo piping, intercooler piping, cold air intakes and custom applications.

Part No	Finish	Diameter (I.D.)
AF25-2000	Polished	2"
AF25-2000BLK	Black	2"
AF25-2500	Polished	2-1/2"
AF25-2500BLK	Black	2-1/2"
AF25-3000	Polished	3"
AF25-3000BLK	Black	3"
AF25-3500	Polished	3-1/2"
AF25-3500BLK	Black	3-1/2"
AF25-4000	Polished	4"
AF25-4000BLK	Black	4"

Replacement O-Rings

AF59-2520	O-ring for 2" clamp (AF25-2000)
AF59-2525	O-ring for 2.5" clamp (AF25-2500)
AF59-2530	O-ring for 3" clamp (AF25-3000)
AF59-2535	O-ring for 3.5" clamp (AF25-3500)
AF59-2540	O-ring for 4" clamp (AF25-4000)

SILICONE HOSE CLAMPS



Sold Individually

STAINLESS T-BOLT CLAMPS

Part No	Diameter (I.D.)
AF24-4447	44-47mm (1-7/64" - 1-55/64") T bolt clamp
AF24-4851	48-51mm (1-57/64" - 2-1/64") T bolt clamp
AF24-5255	52-55mm (2-3/64" - 2-11/64") T bolt clamp
AF24-5659	56-59mm (2-13/64" - 2-21/64") T bolt clamp
AF24-6063	60-63mm (2-3/8" - 2-31/64") T bolt clamp
AF24-6467	64-67mm (2-17/32" - 2-41/64") T bolt clamp
AF24-6873	68-73mm (2-11/16" - 2-7/8") T bolt clamp
AF24-7479	74-79mm (2-59/64" - 3-7/64") T bolt clamp
AF24-8085	80-85mm (3-9/64" - 3-11/32") T bolt clamp
AF24-8691	86-91mm (3-3/8" - 3-37/64") T bolt clamp
AF24-9297	92-97mm (3-5/8" - 3-13/16") T bolt clamp
AF24-9813	98-103mm (3-55/64" - 4-3/64") T bolt clamp
AF24-1412	104-112mm (4-3/32" - 4-13/32") T bolt clamp
AF24-1119	131-139mm (5-5/32" - 5-15/32") T bolt clamp

Billet Hose

Separators

Billet Specialties hose separators are precision machined from 6061-T6 billet aluminium and polished to an industry leading mirror finish. Sold individually with stainless steel bolt.

Hose OD	Part No.	Hose OD	Part No.
.440 x .540	BS68020	.734 x .969	BS68425
.440 x .630	BS68025	.781 x .781	BS68520
.500 x .500	BS68120	.781 x .906	BS68525
.540 x .630	BS68125	.890 x .969	BS68625
.562 x .562	BS68220	.906 x .906	BS68720
.562 x .625	BS68225	.906 x 1.015	BS68725
.625 x .625	BS68320	.906 x 1.125	BS68729
.625 x .781	BS68325	1.015 x 1.015	BS68820
.734 x .890	BS68420		



Dual S/S Hardline Clamps

AF300-06-01	4.7mm (3/16") & 9.5mm (3/8") 12 Pack
AF300-06-05	7.93mm (5/16") & 9.5mm (3/8") 12 Pack



Slyder Hose Clamps

VA31102-VUR	5/8" Clamp
VA31103-VUR	3/4" Clamp
VA31107-VUR	1-1/4" Clamp
VA31104-VUR	1-1/2" Clamp
VA31105-VUR	1-9/16" Clamp
VA31106-VUR	1-3/4" Clamp



EFI CLAMPS Pack of 10

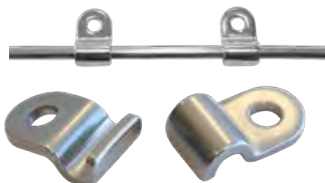
Part No	Diameter (I.D.)
AF26-0911	Suits 1/4" (-4AN) hose adjustable from 9mm to 11mm
AF26-1416	Suits 5/16" (-5AN) and 3/8" (-6AN) hose adjustable from 14mm to 16mm



VACUUM HOSE SPRING CLAMPS

Pack of 10

Part no	Suits
AF27-012-10	Suits AF9031-012 and AF9231-012 Vac Hose
AF27-016-10	Suits AF9031-016 and AF9231-016 Vac Hose
AF27-018-10	Suits AF9031-018 and AF9231-018 Vac Hose
AF27-025-10	Suits AF9031-025 and AF9231-025 Vac Hose
AF27-031-10	Suits AF9031-031 and AF9231-031 Vac Hose
AF27-038-10	Suits AF9031-038 and AF9231-038 Vac Hose



S/S HARDLINE CLAMPS

AF300-00	4.7mm (3/16") hardline Clamps 12 Pack
AF300-01	9.5mm (3/8") hardline Clamps 12 Pack



T-Bolt Hose Clamps

These T-Bolt hose clamps are manufactured by Gates. They are high strength, constant torque design suitable for silicone turbo hose and all other applications that require a high quality clamp. For use with Thermal-Flex hose, match the hose ID to the Thermal-Flex hose size.

Heavy Duty Steel

Part No.	Hose ID	Grip Range
THC3152	1.75"	52-55mm
THC3156	2.00"	56-59mm
THC3160		60-63mm
THC3164	2.25"	64-67mm
THC3168	2.50"	68-73mm
THC3174	2.75"	74-79mm
THC3180		80-85mm
THC3186	3.00"	86-91mm
THC3192	3.25"	92-97mm
THC3198	3.75"	98-103mm
THC31104	4.25"	104-112mm

Heavy Duty Stainless Steel

Part No.	Hose ID	Grip Range
THC3352	1.75"	52-55mm
THC3356	2.00"	56-59mm
THC3360		60-63mm
THC3364	2.25"	64-67mm
THC3368	2.50"	68-73mm
THC3374	2.75"	74-79mm
THC3380		80-85mm
THC3386	3.00"	86-91mm
THC3392	3.25"	92-97mm
THC3398	3.75"	98-103mm
THC33104	4.25"	104-112mm



STRAIGHT 1 METER (3.3 FOOT) LONG ALUMINIUM TUBE

Diameter (O.D.)	Part No	Wall
1-1/4"	AF8601-125L	1/16"
1-1/2"	AF8601-150L	1/16"
1-3/4"	AF8601-175L	1/16"
2"	AF8601-200L	1/16"
2-1/4"	AF8601-225L	1/16"
2-1/2"	AF8601-250L	5/64"
2-3/4"	AF8601-275L	5/64"
3"	AF8601-300L	5/64"
3-1/2"	AF8601-350L	5/64"
4"	AF8601-400L	5/64"
5"	AF8601-500L	1/8"



90° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
2"	AF8607-200	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8607-250	5/64"	2.03mm 5-1/2" 140mm
3"	AF8607-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8607-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8607-400	5/64"	2.03mm 7-9/32 185mm



135° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
1-1/4"	AF8602-125	1/16"	1.63mm 5-1/2" 140mm
1-1/2"	AF8602-150	1/16"	1.63mm 5-1/2" 140mm
1-3/4"	AF8602-175	1/16"	1.63mm 5-1/2" 140mm
2"	AF8602-200	1/16"	1.63mm 5-1/2" 140mm
2-1/4"	AF8602-225	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8602-250	5/64"	2.03mm 5-1/2" 140mm
2-3/4"	AF8602-275	5/64"	2.03mm 5-1/2" 140mm
3"	AF8602-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8602-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8602-400	5/64"	2.03mm 7-9/32 185mm
5"	AF8602-500	1/8"	3.00mm 7-9/32 185mm



180° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
2"	AF8608-200	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8608-250	5/64"	2.03mm 5-1/2" 140mm
3"	AF8608-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8608-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8608-400	5/64"	2.03mm 7-9/32 185mm



270° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
1-1/4"	AF8603-125	1/16"	1.63mm 5-1/2" 140mm
1-1/2"	AF8603-150	1/16"	1.63mm 5-1/2" 140mm
1-3/4"	AF8603-175	1/16"	1.63mm 5-1/2" 140mm
2"	AF8603-200	1/16"	1.63mm 5-1/2" 140mm
2-1/4"	AF8603-225	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8603-250	5/64"	2.03mm 5-1/2" 140mm
2-3/4"	AF8603-275	5/64"	2.03mm 5-1/2" 140mm
3"	AF8603-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8603-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8603-400	5/64"	2.03mm 7-9/32 185mm
5"	AF8603-500	1/8"	3.00mm 7-9/32 185mm



135° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
2"	AF8605-200	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8605-250	5/64"	2.03mm 5-1/2" 140mm
3"	AF8605-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8605-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8605-400	5/64"	2.03mm 7-9/32 185mm



180° ALUMINIUM MANDREL BEND

Diameter (O.D.)	Part No	Wall	Leg
2"	AF8606-200	1/16"	1.63mm 5-1/2" 140mm
2-1/2"	AF8606-250	5/64"	2.03mm 5-1/2" 140mm
3"	AF8606-300	5/64"	2.03mm 5-1/2" 140mm
3-1/2"	AF8606-350	5/64"	2.03mm 6-3/16 165mm
4"	AF8606-400	5/64"	2.03mm 7-9/32 185mm



ALUMINIUM TRANSITION CONE

Diameter (O.D.)	Part No	Radius	Length
AF8688-2050		2" / 50.8mm up to 5" / 127mm	4" / 100mm



ALUMINIUM DONUT

Diameter (O.D.)	Part No	Wall	Radius
1"	AF8610-100	5/64"	2.03mm .075:1
2"	AF8610-200	5/64"	2.03mm .075:1
2-1/2"	AF8610-250	5/64"	2.03mm .075:1
3"	AF8610-300	5/64"	2.03mm .075:1
3-1/2"	AF8610-350	5/64"	2.03mm .075:1
4"	AF8610-400	5/64"	2.03mm .075:1
5"	AF8610-500	1/8"	3.00mm .075:1



ALUMINIUM HALF DONUT

Diameter (O.D.)	Part No	Wall	Radius
1"	AF8600-100	5/64"	2.03mm .075:1
2"	AF8600-200	5/64"	2.03mm .075:1
2-1/2"	AF8600-250	5/64"	2.03mm .075:1
3"	AF8600-300	5/64"	2.03mm .075:1
3-1/2"	AF8600-350	5/64"	2.03mm .075:1
4"	AF8600-400	5/64"	2.03mm .075:1
5"	AF8600-500	1/8"	3.00mm .075:1

ALUMINIUM TUBE

ALUMINIUM TUBE AND MANDREL BENDS

AeroFlow Performance has introduced a new range of quality universal aluminium bends. Our mandrel bends are premium quality T6063 grade aluminium. Our bends are perfect for intercooler, turbocharger, supercharger and intake pipes. These pipes will not corrode or rust like coated or painted steel pipes and are much lighter than stainless pipes. AeroFlow's aluminium, when welding produces contaminant free beads, for a show quality welding job!

NOTE: LEG SIZES ARE APPROXIMATE AND MAY VARY.



STANDARD DIMENSIONS

Size (O.D.)	Wall	CLR	LEG
2"	51mm 1/16"	3"	78mm 5-1/2" 140mm
2-1/2"	63mm 5/64"	3-3/4"	95mm 5-1/2" 140mm
3"	75mm 5/64"	4-31/64"	114mm 5-1/2" 140mm
3-1/2"	88mm 5/64"	5-7/64"	134mm 6-3/16 165mm
4"	102mm 5/64"	5-29/32"	150mm 7-9/32 185mm
5"	127mm 1/8"	3mm 7-3/8"	187mm 7-9/32 185mm



STRAIGHT 12" (300mm) LONG ALUMINIUM TUBE

1-1/4"	31.7mm	AF8601-125	1/16"	1.63mm
1-1/2"	38.1mm	AF8601-150	1/16"	1.63mm
1-3/4"	44.4mm	AF8601-175	1/16"	1.63mm
2"	51mm	AF8601-200	1/16"	1.63mm
2-1/4"	57mm	AF8601-225	1/16"	1.63mm
2-1/2"	63mm	AF8601-250	5/64"	2.03mm
2-3/4"	70mm	AF8601-275	5/64"	2.03mm
3"	75mm	AF8601-300	5/64"	2.03mm
3-1/2"	88mm	AF8601-350	5/64"	2.03mm
4"	102mm	AF8601-400	5/64"	2.03mm
5"	127mm	AF8601-500	1/8"	3.00mm

PIPE BEADING TOOL (Large bore)

Great for beading 15.87mm (5/8") pipe and larger for aluminium up to 1.65mm (.065") and stainless steel / steel pipe up to 1.25mm (.050"). Produces a bead that is approx 2mm (5/64") tall and 6.5mm (1/4") wide.

AF98-2017



SILICONE HOSE



SILICONE HOSE

Aeroflow designs and manufactures premium quality silicone hose for the Performance Automotive Industry, Transport Industry and Industrial applications.

Whether it's silicone heater hose, vacuum or high temperature silicone turbo hose, Aeroflow has the right products for your demanding applications.

- Huge Range • Bright gloss finish
- Working temperature -60 to +180 Celsius (-75 to +350 Fahrenheit)
- 4 Ply hose have a wall thickness 4.5mm wall and 5 ply have a wall thickness of 5.3mm
- Excellent ply adhesion from the inner core to the outer layers
- Weather resistance to: harsh sunlight, dry conditions and rain water
- Not recommended for use with oil and fuel • Great retail packaging for easy display and product protection Note: Leg sizes are approximate and may vary.



STRAIGHT 3" (76mm) LONG HOSE

Diameter (I.D.)	Blue	Black	Wall
3/4"	19mm AF9001-075	AF9201-075	11/64" 4.5mm
7/8"	22mm AF9001-085	AF9201-085	11/64" 4.5mm
63/64"	25mm AF9001-100	AF9201-100	11/64" 4.5mm
1-1/4"	32mm AF9001-125	AF9201-125	11/64" 4.5mm
1-1/2"	38mm AF9001-150	AF9201-150	11/64" 4.5mm
1-3/4"	45mm AF9001-175	AF9201-175	11/64" 4.5mm
2"	51mm AF9001-200	AF9201-200	13/64" 5.3mm
2-1/4"	57mm AF9001-225	AF9201-225	13/64" 5.3mm
2-1/2"	63mm AF9001-250	AF9201-250	13/64" 5.3mm
2-3/4"	70mm AF9001-275	AF9201-275	13/64" 5.3mm
3"	75mm AF9001-300	AF9201-300	13/64" 5.3mm
3-1/4"	82mm AF9001-325	AF9201-325	13/64" 5.3mm
3-1/2"	88mm AF9001-350	AF9201-350	13/64" 5.3mm
3-3/4"	95mm AF9001-375	AF9201-375	13/64" 5.3mm
4"	102mm AF9001-400	AF9201-400	13/64" 5.3mm
5"	127mm AF9001-500	AF9201-500	13/64" 5.3mm
6"	153mm AF9001-600	AF9201-600	13/64" 5.3mm



STRAIGHT 3.3FT (1M) LONG HOSE

Diameter (I.D.)	Blue	Black	Wall
3/4"	19mm AF9001-075L	AF9201-075L	11/64" 4.5mm
7/8"	22mm AF9001-085L	AF9201-085L	11/64" 4.5mm
63/64"	25mm AF9001-100L	AF9201-100L	11/64" 4.5mm
1-1/4"	32mm AF9001-125L	AF9201-125L	11/64" 4.5mm
1-1/2"	38mm AF9001-150L	AF9201-150L	11/64" 4.5mm
1-3/4"	45mm AF9001-175L	AF9201-175L	11/64" 4.5mm
2"	51mm AF9001-200L	AF9201-200L	13/64" 5.3mm
2-1/4"	57mm AF9001-225L	AF9201-225L	13/64" 5.3mm
2-1/2"	63mm AF9001-250L	AF9201-250L	13/64" 5.3mm
2-3/4"	70mm AF9001-275L	AF9201-275L	13/64" 5.3mm
3"	75mm AF9001-300L	AF9201-300L	13/64" 5.3mm
3-1/4"	82mm AF9001-325L	AF9201-325L	13/64" 5.3mm
3-1/2"	88mm AF9001-350L	AF9201-350L	13/64" 5.3mm
3-3/4"	95mm AF9001-375L	AF9201-375L	13/64" 5.3mm
4"	102mm AF9001-400L	AF9201-400L	13/64" 5.3mm
5"	127mm AF9001-500L	AF9201-500L	13/64" 5.3mm
6"	153mm AF9001-600L	AF9201-600L	13/64" 5.3mm



HUMP SILICONE HOSE

Diameter (I.D.)	Blue	Black	Wall	Leg
1-1/2"	38mm AF9011-150	AF9211-150	11/64" 4.5mm	3-15/16" 100mm
2"	51mm AF9011-200	AF9211-200	13/64" 5.3mm	3-15/16" 100mm
2-1/4"	57mm AF9011-225	AF9211-225	13/64" 5.3mm	3-15/16" 100mm
2-1/2"	63mm AF9011-250	AF9211-250	13/64" 5.3mm	3-15/16" 100mm
2-3/4"	70mm AF9011-275	AF9211-275	13/64" 5.3mm	3-15/16" 100mm
3"	75mm AF9011-300	AF9211-300	13/64" 5.3mm	3-15/16" 100mm
3-1/4"	82mm AF9011-325	AF9211-325	13/64" 5.3mm	3-15/16" 100mm
3-1/2"	88mm AF9011-350	AF9211-350	13/64" 5.3mm	3-15/16" 100mm
4"	102mm AF9011-400	AF9211-400	13/64" 5.3mm	3-15/16" 100mm

STRAIGHT SILICONE HOSE REDUCERS / EXPANDERS

Diameter (I.D.)	Blue	Black	Length
45/64" - 1/2"	(16-13mm) AF9001-070-050	AF9201-070-050	5" 127mm
3/4" - 1/2"	(19-13mm) AF9001-075-050	AF9201-075-050	5" 127mm
3/4" - 45/64"	(19-16mm) AF9001-075-070	AF9201-075-050	5" 127mm
55/64" - 45/64"	(22-16mm) AF9001-085-070	AF9201-085-070	5" 127mm
55/64" - 3/4"	(22-19mm) AF9001-085-075	AF9201-085-075	5" 127mm
1" - 45/64"	(25-16mm) AF9001-100-070	AF9201-100-070	5" 127mm
1" - 3/4"	(25-19mm) AF9001-100-075	AF9201-100-075	5" 127mm
1-1/8" - 55/64"	(28-22mm) AF9001-112-085	AF9201-112-085	5" 127mm
1-1/8" - 1"	(28-25mm) AF9001-112-100	AF9201-112-100	5" 127mm
1-1/4" - 1"	(32-25mm) AF9001-125-100	AF9201-125-100	5" 127mm
1-1/4" - 1-1/8"	(32-28mm) AF9001-125-112	AF9201-125-112	5" 127mm
1-3/8" - 1"	(35-25mm) AF9001-137-100	AF9201-137-100	5" 127mm
1-3/8" - 1-1/8"	(35-28mm) AF9001-137-112	AF9201-137-112	5" 127mm
1-3/8" - 1-1/4"	(35-32mm) AF9001-137-125	AF9201-137-125	5" 127mm
1-1/2" - 0.85"	(38-22mm) AF9001-150-085	AF9201-150-085	5" 127mm
1-1/2" - 1"	(38-25mm) AF9001-150-100	AF9201-150-100	5" 127mm
1-1/2" - 1-1/8"	(38-28mm) AF9001-150-112	AF9201-150-112	5" 127mm
1-1/2" - 1.25"	(38-32mm) AF9001-150-125	AF9201-150-125	5" 127mm
1-1/2" - 1-3/8"	(38-35mm) AF9001-150-137	AF9201-150-137	5" 127mm
1-5/8" - 1-3/8"	(40-35mm) AF9001-162-137	AF9201-162-137	5" 127mm
1-3/4" - 1-1/4"	(45-32mm) AF9001-175-125	AF9201-175-125	5" 127mm
1-3/4" - 1-1/2"	(45-38mm) AF9001-175-150	AF9201-175-150	5" 127mm
2" - 1-1/2"	(51-38mm) AF9001-200-150	AF9201-200-150	5" 127mm
2" - 1-3/4"	(51-45mm) AF9001-200-175	AF9201-200-175	5" 127mm
2-1/8" - 2"	(54-51mm) AF9001-212-200	AF9201-212-200	5" 127mm
2-1/4" - 2"	(57-51mm) AF9001-225-200	AF9201-225-200	5" 127mm
2-1/2" - 2"	(63-51mm) AF9001-250-200	AF9201-250-200	5" 127mm
2-1/2" - 2-1/4"	(63-57mm) AF9001-250-225	AF9201-250-225	5" 127mm
2-3/4" - 2-1/4"	(70-57mm) AF9001-275-225	AF9201-275-225	5" 127mm
2-3/4" - 2-3/8"	(70-60mm) AF9001-275-237	AF9201-275-237	5" 127mm
2-3/4" - 2-1/2"	(70-63mm) AF9001-275-250	AF9201-275-250	5" 127mm
3" - 2"	(76-51mm) AF9001-300-200	AF9201-300-200	5" 127mm
3" - 2-1/4"	(76-57mm) AF9001-300-225	AF9201-300-225	5" 127mm
3" - 2-1/2"	(76-63mm) AF9001-300-250	AF9201-300-250	5" 127mm
3" - 2-5/8"	(76-67mm) AF9001-300-263	AF9201-300-263	5" 127mm
3" - 2-3/4"	(76-70mm) AF9001-300-275	AF9201-300-275	5" 127mm
3-1/4" - 2-1/2"	(83-63mm) AF9001-325-250	AF9201-325-250	5" 127mm
3-1/4" - 2-3/4"	(83-70mm) AF9001-325-275	AF9201-325-275	5" 127mm
3-1/4" - 3"	(83-76mm) AF9001-325-300	AF9201-325-300	5" 127mm
3-1/2" - 2-3/4"	(90-70mm) AF9001-350-275	AF9201-350-275	5" 127mm
3-1/2" - 3"	(90-76mm) AF9001-350-300	AF9201-350-300	5" 127mm
3-1/2" - 3-1/4"	(90-83mm) AF9001-350-325	AF9201-350-325	5" 127mm
4" - 3"	(102-76mm) AF9001-400-300	AF9201-400-300	5" 127mm
4" - 3-1/4"	(102-83mm) AF9001-400-325	AF9201-400-325	5" 127mm
4" - 3-1/2"	(102-89mm) AF9001-400-350	AF9201-400-350	5" 127mm
5" - 4"	(127-102mm) AF9001-500-400	AF9201-500-400	5" 127mm
6-1/4" - 4"	(159-102mm) AF9001-625-400	AF9201-625-400	5" 127mm



23° SILICONE HOSE ELBOWS

Diameter (I.D.)	Blue	Black	Wall	Leg
2"	51mm AF9007-200	AF9207-200	13/64" 5.3mm	4-59/64" 125mm
2-1/4"	57mm AF9007-225	AF9207-225	13/64" 5.3mm	4-59/64" 125mm
2-1/2"	63mm AF9007-250	AF9207-250	13/64" 5.3mm	4-59/64" 125mm
2-3/4"	70mm AF9007-275	AF9207-275	13/64" 5.3mm	4-59/64" 125mm
3"	75mm AF9007-300	AF9207-300	13/64" 5.3mm	4-59/64" 125mm
3-1/8"	79mm AF9007-312	AF9207-312	13/64" 5.3mm	4-59/64" 125mm
3-1/4"	82mm AF9007-325	AF9207-325	13/64" 5.3mm	4-59/64" 125mm
3-1/2"	88mm AF9007-350	AF9207-350	13/64" 5.3mm	4-59/64" 125mm
3-3/4"	95mm AF9007-375	AF9207-375	13/64" 5.3mm	4-59/64" 125mm
4"	102mm AF9007-400	AF9207-400	13/64" 5.3mm	4-59/64" 125mm



45° SILICONE HOSE ELBOWS

Diameter (I.D.)	Blue	Black	Wall	Leg
1/2"	13mm AF9002-050	AF9202-050	11/64" 4.5mm	5-45/64" 145mm
5/8"	16mm AF9002-063	AF9202-063	11/64" 4.5mm	5-45/64" 145mm
3/4"	19mm AF9002-075	AF9202-075	11/64" 4.5mm	5-45/64" 145mm
1"	25mm AF9002-100	AF9202-100	11/64" 4.5mm	5-45/64" 145mm
1-1/4"	32mm AF9002-125	AF9202-125	11/64" 4.5mm	5-45/64" 145mm
1-1/2"	38mm AF9002-150	AF9202-150	11/64" 4.5mm	5-45/64" 145mm
1-3/4"	45mm AF9002-175	AF9202-175	11/64" 4.5mm	5-45/64" 145mm
2"	51mm AF9002-200	AF9202-200	13/64" 5.3mm	5-45/64" 145mm
2-1/4"	57mm AF9002-225	AF9202-225	13/64" 5.3mm	5-45/64" 145mm
2-1/2"	63mm AF9002-250	AF9202-250	13/64" 5.3mm	5-45/64" 145mm
2-3/4"	70mm AF9002-275	AF9202-275	13/64" 5.3mm	5-45/64" 145mm
3"	75mm AF9002-300	AF9202-300	13/64" 5.3mm	5-45/64" 145mm
3-1/4"	83mm AF9002-325	AF9202-325	13/64" 5.3mm	5-45/64" 145mm
3-1/2"	88mm AF9002-350	AF9202-350	13/64" 5.3mm	5-45/64" 145mm

**45° SILICONE HOSE REDUCER / EXPANDERS**

Diameter (I.D.)	Blue	Black	Wall	Leg
3/4" - 1/2"	19-13mm	AF9002-075-050	AF9202-075-050	140mm 5-33/64"
3/4" - 5/8"	19-16mm	AF9002-075-070	AF9202-075-070	140mm 5-33/64"
1" - 5/8"	25-16mm	AF9002-100-070	AF9202-100-070	140mm 5-33/64"
1" - 3/4"	25-19mm	AF9002-100-075	AF9202-100-075	140mm 5-33/64"
1-1/2" - 1-1/4"	38-32mm	AF9002-150-125	AF9202-150-125	140mm 5-33/64"
1-1/2" - 1-3/8"	38-35mm	AF9002-150-137	AF9202-150-137	140mm 5-33/64"
1-5/8" - 1-3/8"	40-35mm	AF9002-162-137	AF9202-162-137	140mm 5-33/64"
1-1/4" - 1"	32-25mm	AF9002-125-100	AF9202-125-100	140mm 5-33/64"
1-1/2" - 1"	38-25mm	AF9002-150-100	AF9202-150-100	140mm 5-33/64"
1-3/4" - 1-1/4"	45-32mm	AF9002-175-125	AF9202-175-125	140mm 5-33/64"
1-3/4" - 1-1/2"	45-38mm	AF9002-175-150	AF9202-175-150	140mm 5-33/64"
2" - 1-1/2"	51-38mm	AF9002-200-150	AF9202-200-150	140mm 5-33/64"
2" - 1.75"	51-45mm	AF9002-200-175	AF9202-200-175	140mm 5-33/64"
2-1/4" - 2"	57-51mm	AF9002-225-200	AF9202-225-200	140mm 5-33/64"
2-1/2" - 2"	63-51mm	AF9002-250-200	AF9202-250-200	140mm 5-33/64"
2-1/2" - 2-1/4"	63-57mm	AF9002-250-225	AF9202-250-225	140mm 5-33/64"
2-3/4" - 2"	70-51mm	AF9002-275-200	AF9202-275-200	140mm 5-33/64"
2-3/4" - 2-1/4"	70-57mm	AF9002-275-225	AF9202-275-225	140mm 5-33/64"
2-3/4" - 2-1/2"	70-63mm	AF9002-275-250	AF9202-275-250	140mm 5-33/64"
3" - 2"	75-51mm	AF9002-300-200	AF9202-300-200	140mm 5-33/64"
3" - 2-1/4"	75-57mm	AF9002-300-225	AF9202-300-225	140mm 5-33/64"
3" - 2-1/2"	75-63mm	AF9002-300-250	AF9202-300-250	140mm 5-33/64"
3" - 2-3/4"	75-70mm	AF9002-300-275	AF9202-300-275	140mm 5-33/64"
3-1/4" - 2-1/2"	83-63mm	AF9002-325-250	AF9202-325-250	140mm 5-33/64"
3-1/4" - 2-3/4"	83-70mm	AF9002-325-275	AF9202-325-275	140mm 5-33/64"
3-1/4" - 3"	83-76mm	AF9002-325-300	AF9202-325-300	140mm 5-33/64"
3-1/2" - 3"	90-76mm	AF9002-350-300	AF9202-350-300	140mm 5-33/64"
3-1/2" - 3-1/4"	90-83mm	AF9002-350-325	AF9202-350-325	140mm 5-33/64"
4" - 3"	102-75mm	AF9002-400-300	AF9202-400-300	140mm 5-33/64"
4" - 3-1/4"	102-83mm	AF9002-400-325	AF9202-400-325	140mm 5-33/64"
4" - 3-1/2"	102-90mm	AF9002-400-350	AF9202-400-350	140mm 5-33/64"
5" - 4"	127-102mm	AF9002-500-400	AF9202-500-400	140mm 5-33/64"

**60° SILICONE HOSE ELBOWS**

Diameter (I.D.)	Blue	Black	Wall	Leg
2"	51mm	AF9008-200	AF9208-200	13/64" 5.3mm 4-59/64" 125mm
2-1/4"	57mm	AF9008-225	AF9208-225	13/64" 5.3mm 4-59/64" 125mm
2-1/2"	63mm	AF9008-250	AF9208-250	13/64" 5.3mm 4-59/64" 125mm
2-3/4"	70mm	AF9008-275	AF9208-275	13/64" 5.3mm 4-59/64" 125mm
3"	75mm	AF9008-300	AF9208-300	13/64" 5.3mm 4-59/64" 125mm
3-1/4"	82mm	AF9008-325	AF9208-325	13/64" 5.3mm 4-59/64" 125mm
3-1/2"	88mm	AF9008-350	AF9208-350	13/64" 5.3mm 4-59/64" 125mm
3-3/4"	95mm	AF9008-375	AF9208-375	13/64" 5.3mm 4-59/64" 125mm
4"	102mm	AF9008-400	AF9208-400	13/64" 5.3mm 4-59/64" 125mm

**90° SILICONE HOSE ELBOWS**

Diameter (I.D.)	Blue	Black	Wall	Leg
1/2"	13mm	AF9003-050	AF9203-050	11/64" 4.5mm 4-23/32" 120mm
5/8"	16mm	AF9003-063	AF9203-063	11/64" 4.5mm 4-23/32" 120mm
3/4"	19mm	AF9003-075	AF9203-075	11/64" 4.5mm 4-23/32" 120mm
1"	25mm	AF9003-100	AF9203-100	11/64" 4.5mm 4-23/32" 120mm
1-1/4"	32mm	AF9003-125	AF9203-125	11/64" 4.5mm 4-23/32" 120mm
1-1/2"	38mm	AF9003-150	AF9203-150	11/64" 4.5mm 4-23/32" 120mm
1-3/4"	45mm	AF9003-175	AF9203-175	11/64" 4.5mm 4-23/32" 120mm
2"	51mm	AF9003-200	AF9203-200	13/64" 5.3mm 4-23/32" 120mm
2-1/4"	57mm	AF9003-225	AF9203-225	13/64" 5.3mm 4-23/32" 120mm
2-1/2"	63mm	AF9003-250	AF9203-250	13/64" 5.3mm 4-23/32" 120mm
2-3/4"	70mm	AF9003-275	AF9203-275	13/64" 5.3mm 4-23/32" 120mm
3"	75mm	AF9003-300	AF9203-300	13/64" 5.3mm 4-23/32" 120mm
3-1/4"	83mm	AF9003-350	AF9203-350	13/64" 5.3mm 4-23/32" 120mm
3-1/2"	88mm	AF9003-375	AF9203-375	13/64" 5.3mm 4-23/32" 120mm
4"	102mm	AF9003-400	AF9203-400	13/64" 5.3mm 4-23/32" 120mm

**135° SILICONE HOSE ELBOWS**

Diameter (I.D.)	Blue	Black	Wall	Leg
1"	25mm	AF9005-100	AF9205-100	11/64" 4.5mm 3-15/16" 100mm
1-1/2"	38mm	AF9005-150	AF9205-150	11/64" 4.5mm 3-15/16" 100mm
2"	51mm	AF9005-200	AF9205-200	13/64" 5.3mm 3-15/16" 100mm
2-1/2"	63mm	AF9005-250	AF9205-250	13/64" 5.3mm 3-15/16" 100mm
3"	75mm	AF9005-300	AF9205-300	13/64" 5.3mm 3-15/16" 100mm
4"	102mm	AF9005-400	AF9205-400	13/64" 5.3mm 3-15/16" 100mm

**90° SILICONE****HOSE REDUCER / EXPANDERS**

Diameter (I.D.)	Blue	Black	Wall	Leg
3/4" - 1/2"	19-13mm	AF9003-075-050	AF9203-075-050	125mm 5"
3/4" - 5/8"	19-16mm	AF9003-075-070	AF9203-075-070	125mm 5"
1" - 5/8"	25-16mm	AF9003-100-070	AF9203-100-070	125mm 5"
1" - 3/4"	25-19mm	AF9003-100-075	AF9203-100-075	125mm 5"
1-1/2" - 1-1/4"	38-32mm	AF9003-150-125	AF9203-150-125	125mm 5"
1-1/2" - 1-3/8"	38-35mm	AF9003-150-137	AF9203-150-137	125mm 5"
1-5/8" - 1-3/8"	40-35mm	AF9003-162-137	AF9203-162-137	125mm 5"
1-1/4" - 1"	32-25mm	AF9003-125-100	AF9203-125-100	125mm 5"
1-1/2" - 1"	38-25mm	AF9003-150-100	AF9203-150-100	125mm 5"
1-3/4" - 1-1/4"	45-32mm	AF9003-175-125	AF9203-175-125	125mm 5"
1-3/4" - 1-1/2"	45-38mm	AF9003-175-150	AF9203-175-150	125mm 5"
2" - 1-1/2"	51-38mm	AF9003-200-150	AF9203-200-150	125mm 5"
2" - 1.75"	51-45mm	AF9003-200-175	AF9203-200-175	125mm 5"
2-1/4" - 2"	57-51mm	AF9003-225-200	AF9203-225-200	125mm 5"
2-1/2" - 2"	63-51mm	AF9003-250-200	AF9203-250-200	125mm 5"
2-1/2" - 2-1/4"	63-57mm	AF9003-250-225	AF9203-250-225	125mm 5"
2-3/4" - 2"	70-51mm	AF9003-275-200	AF9203-275-200	125mm 5"
2-3/4" - 2-1/4"	70-57mm	AF9003-275-225	AF9203-275-225	125mm 5"
2-3/4" - 2-1/2"	70-63mm	AF9003-275-250	AF9203-275-250	125mm 5"
3" - 2"	75-51mm	AF9003-300-200	AF9203-300-200	125mm 5"
3" - 2-1/4"	75-57mm	AF9003-300-225	AF9203-300-225	125mm 5"
3" - 2-1/2"	75-63mm	AF9003-300-250	AF9203-300-250	125mm 5"
3" - 2-3/4"	75-70mm	AF9003-300-275	AF9203-300-275	125mm 5"
3-1/4" - 2-1/2"	83-63mm	AF9003-325-250	AF9203-325-250	125mm 5"
3-1/4" - 2-3/4"	83-70mm	AF9003-325-275	AF9203-325-275	125mm 5"
3-1/4" - 3"	83-76mm	AF9003-325-300	AF9203-325-300	125mm 5"
3-1/2" - 3"	90-76mm	AF9003-350-300	AF9203-350-300	125mm 5"
3-1/2" - 3-1/4"	90-83mm	AF9003-350-325	AF9203-350-325	125mm 5"
4" - 3"	102-75mm	AF9003-400-300	AF9203-400-300	125mm 5"
4" - 3-1/4"	102-83mm	AF9003-400-325	AF9203-400-325	125mm 5"
4" - 3-1/2"	102-90mm	AF9003-400-350	AF9203-400-350	125mm 5"
5" - 4"	127-102mm	AF9003-500-400	AF9203-500-400	125mm 5"

**180° SILICONE HOSE ELBOWS**

Diameter (I.D.)	Blue	Black	Wall	Leg
1"	25mm	AF9006-100	AF9206-100	11/64" 4.5mm 3-15/16" 100mm
1-1/2"	38mm	AF9006-150	AF9206-150	11/64" 4.5mm 3-15/16" 100mm
2"	51mm	AF9006-200	AF9206-200	13/64" 5.3mm 3-15/16" 100mm
2-1/2"	63mm	AF9006-250	AF9206-250	13/64" 5.3mm 3-15/16" 100mm
2-3/4"	70mm	AF9006-275	AF9206-275	13/64" 5.3mm 3-15/16" 100mm
3"	75mm	AF9006-300	AF9206-300	13/64" 5.3mm 3-15/16" 100mm

**SILICONE TEE HOSE**

All tees are 4" (100mm) in length

Run/Soide I.D.	Blue	Black	Leg
1-1/2" - 1"	38-25mm	AF9044-150-100	AF9244-150-100 50mm 2"
1-3/4" - 1"	45-25mm	AF9044-175-100	AF9244-175-100 50mm 2"
2" - 1"	51-25mm	AF9044-200-100	AF9244-200-100 50mm 2"
2-1/2" - 1"	63-25mm	AF9044-250-100	AF9244-250-100 50mm 2"
2-3/4" - 1"	70-25mm	AF9044-275-100	AF9244-275-100 50mm 2"
3" - 1"	76-25mm	AF9044-300-100	AF9244-300-100 50mm 2"
2" - 1-3/8"	51-35mm	AF9044-200-137	AF9244-200-137 50mm 2"
2-1/4" - 1-3/8"	57-35mm	AF9044-225-137	AF9244-225-137 50mm 2"
2-1/2" - 1-3/8"	63-35mm	AF9044-250-137	AF9244-250-137 50mm 2"
2-3/4" - 1-3/8"	70-35mm	AF9044-275-137	AF9244-275-137 50mm 2"
3" - 1-3/8"	76-35mm	AF9044-300-137	AF9244-300-137 50mm 2"

**HEATER SILICONE HOSE 13 FT (4M) LENGTH**

Diameter (I.D.)	Blue	Black	Wall
3/8"	10mm	AF9051-038-13	AF9251-038-13 13/64" 5mm
1/2"	13mm	AF9051-050-13	AF9251-050-13 13/64" 5mm
5/8"	16mm	AF9051-062-13	AF9251-062-13 13/64" 5mm
3/4"	19mm	AF9051-075-13	AF9251-075-13 13/64" 5mm
1"	25mm	AF9051-100-13	AF9251-100-13 13/64" 5mm
1-1/4"	32mm	AF9051-125-13	AF9251-125-13 13/64" 5mm
1-1/2"	38mm	AF9051-150-13	AF9251-150-13 13/64" 5mm
1-3/4"	44mm	AF9051-175-13	AF9251-175-13 13/64" 5mm



VACUUM SILICONE HOSE 5 FT (1.5M) ROLL

Diameter (I.D.)	Blue	Black	Wall
1/8"	3mm	AF9031-012-5	AF9231-012-5
5/32"	4mm	AF9031-016-5	AF9231-016-5
3/16"	5mm	AF9031-018-5	AF9231-018-5
1/4"	6mm	AF9031-025-5	AF9231-025-5
5/16"	8mm	AF9031-031-5	AF9231-031-5
3/8"	10mm	AF9031-038-5	AF9231-038-5



VACUUM SILICONE HOSE 25 FT (7.6M) ROLL

Diameter (I.D.)	Blue	Black	Wall	Leg
1/8"	3mm	AF9031-012-25	AF9231-012-25	3/32"
5/32"	4mm	AF9031-016-25	AF9231-016-25	3/32"
3/16"	5mm	AF9031-018-25	AF9231-018-25	3/32"
1/4"	6mm	AF9031-025-25	AF9231-025-25	3/32"
5/16"	8mm	AF9031-031-25	AF9231-031-25	1/8"
3/8"	10mm	AF9031-038-25	AF9231-038-25	1/8"



VACUUM SILICONE HOSE 50 FT (15M) ROLL

Diameter (I.D.)	Blue	Black	Wall
1/8"	3mm	AF9031-012-50	AF9231-012-50
5/32"	4mm	AF9031-016-50	AF9231-016-50
3/16"	5mm	AF9031-018-50	AF9231-018-50
1/4"	6mm	AF9031-025-50	AF9231-025-50
5/16"	8mm	AF9031-031-50	AF9231-031-50
3/8"	10mm	AF9031-038-50	AF9231-038-50



ALUMINIUM T-PIECES

Diameter (I.D.)	Blue	Black	Silver
1/8"	3mm	AF64-4200	AF64-4200S
5/32"	4mm	AF64-4201	AF64-4201S
3/16"	5mm	AF64-4202	AF64-4202S
1/4"	6mm	AF64-4203	AF64-4203S
5/16"	8mm	AF64-4204	AF64-4204S
3/8"	10mm	AF64-4205	AF64-4205S
1/2"	13mm	AF64-4206	AF64-4206S
5/8"	16mm	AF64-4207	AF64-4207S



VACUUM BLANK OFF PLUGS

Aeroflow's vacuum cap assortment is made from high quality silicone for durability. Able to withstand high under bonnet/hood temperatures. The kit includes 4 pcs 1/8" (3.17mm), 4 pcs 3/16" (4.76mm), 4 pcs 1/4" (6.35mm), 2 pcs 5/16" (7.93mm) and 2 pcs 3/8" (9.52mm). Available in black and blue.

Part No	Colour	Description
AF9091-016-01	Blue	16 piece plug kit
AF9291-016-01	Black	16 piece plug kit



VACUUM PORT ADAPTER

Aeroflow's soft mount vacuum line fitting are designed to be inserted into a silicone hose. Simply punch an 8mm (5/16") hole into the silicone connector and install. Each kit includes a CNC machined aluminium fitting, lock nut, washer and O-ring seal. For use with Aeroflow 6mm (1/4") I.D. vacuum hoses. This fitting is designed to seal perfectly for all different silicone hose wall thicknesses.

AF9091-04 Stainless Steel 1/4" barb vacuum port



Goss T-Pieces

Plastic T-pieces suitable for water, oil, fuel or vacuum lines. Supplied as pairs.

Plastic T-Pieces 3mm / 1/8" (Pair)	GT01
Plastic T-Pieces 5mm / 3/16" (Pair)	GT02
Plastic T-Pieces 6mm / 1/4" (Pair)	GT03
Plastic T-Pieces 8mm / 5/16" (Pair)	GT04
Plastic T-Pieces 10mm / 3/8" (Pair)	GT05



DZUS FASTENERS & ACCESSORIES



Measure from the bottom of head to the bottom of spring locking area.

Button length is easily calculated by adding the total material thickness plus the spring height, as shown in the diagram below.



A. Total Material Thickness
B. Spring Height with Deflection
C. Total button length

Material thickness range for different spring heights & button grip length

5/8" Spring (recommended deflection .019" - .039")

Button grip Length	.400	.500
Spring Height #SSS200	.094 - .114	.244 - .264
Spring Height #SSS225	.044 - .064	.194 - .214

3/4" Spring (recommended deflection .019" - .039")

Button grip Length	.400	.500
Spring Height #SSS4200	.069 - .089	.219 - .269
Spring Height #SSS4250	.019 - .039	.169 - .189

1" Spring (recommended deflection .023" - .056")

Button grip length:	.400	.450	.500	.550	.600	.650
Spring Height #S5200	.223 - .258	.273 - .308	.323 - .358	.373 - .408	.425 - .458	.473 - .508
Spring Height #S5225	.198 - .233	.248 - .283	.298 - .333	.348 - .383	.398 - .433	.448 - .483
Spring Height #S5250	.173 - .208	.223 - .258	.273 - .308	.323 - .358	.373 - .408	.423 - .458
Spring Height #S5275	.148 - .183	.198 - .233	.248 - .283	.298 - .333	.348 - .383	.398 - .433
Spring Height #S5300	.123 - .158	.173 - .208	.223 - .258	.273 - .308	.323 - .358	.373 - .408
Spring Height #S5325	.098 - .133	.148 - .183	.198 - .233	.248 - .283	.298 - .333	.348 - .383
Spring Height #S5350	.073 - .108	.123 - .158	.173 - .208	.223 - .258	.273 - .308	.323 - .358
Spring Height #S5375	.048 - .083	.098 - .133	.148 - .183	.198 - .233	.248 - .283	.298 - .333

1 3/8" Spring (recommended deflection .030" - .073")

Button grip length:	.400	.450	.500	.550	.600	.650
Spring Height #S6225	.205 - .248	.255 - .298	.305 - .348	.355 - .398	.405 - .448	.455 - .498
Spring Height #S6250	.180 - .223	.230 - .273	.280 - .323	.330 - .373	.380 - .423	.430 - .473
Spring Height #S6275	.155 - .198	.205 - .248	.255 - .298	.305 - .348	.355 - .398	.405 - .448
Spring Height #S6300	.130 - .173	.180 - .223	.230 - .273	.280 - .323	.330 - .373	.380 - .423
Spring Height #S6325	.105 - .148	.155 - .198	.205 - .248	.255 - .298	.305 - .348	.355 - .398
Spring Height #S6350	.080 - .123	.130 - .173	.180 - .223	.230 - .273	.280 - .323	.330 - .373
Spring Height #S6375	.055 - .098	.105 - .148	.155 - .198	.205 - .248	.255 - .298	.305 - .348
Spring Height #S6400	.030 - .073	.080 - .123	.130 - .173	.180 - .223	.230 - .273	.280 - .323
Spring Height #S6425	.005 - .048	.055 - .098	.105 - .148	.155 - .198	.205 - .248	.255 - .298

STEEL OVAL HEAD - SLOTTED BUTTONS

1/4" Oval Head Steel

Description	Part No.
1/4" oval head .250 grip	PAN4250
1/4" oval head .400 grip	PAN4400



5/16" Oval Head Steel

Description	Part No.
5/16" oval head .350 grip	PAN5350
5/16" oval head .500 grip	PAN5500
5/16" oval head .550 grip	PAN5550



7/16" Oval Head Steel

Description	Part No.
7/16" oval head .400 grip	PAN6400
7/16" oval head .450 grip	PAN6450
7/16" oval head .500 grip	PAN6500
7/16" oval head .550 grip	PAN6550
7/16" oval head .600 grip	PAN6600



Part No. PANWBK6500

STEEL FLUSH HEAD - SLOTTED BUTTONS

5/16" Flush Head Steel

Description	Part No.
5/16" flush oval .500 grip	PANF5500



7/16" Flush Head Steel

Description	Part No.
7/16" flush oval .450 grip	PANF6450
7/16" flush oval .500 grip	PANF6500
7/16" flush oval .550 grip	PANF6550



ALUMINIUM FLUSH HEAD - SLOTTED BUTTONS

5/16" Flush Head Aluminium

Description	Part No.
5/16" flush oval head .500 grip	PANFA5500



7/16" Flush Head Aluminium

Description	Part No.
7/16" flush oval head .450 grip	PANFA6450
7/16" flush oval head .500 grip	PANFA6500
7/16" flush oval head .550 grip	PANFA6550
7/16" flush oval head .600 grip	PANFA6600
7/16" flush oval head .650 grip	PANFA6650



ALUMINIUM OVAL HEAD - SLOTTED BUTTONS

5/16" Oval Head Aluminium

Description	Part No.
5/16" oval head .500 grip	PANA5500
5/16" oval head .550 grip	PANA5550



7/16" Oval Head Aluminium

Description	Part No.
7/16" oval head .400 grip	PANA6400
7/16" oval head .450 grip	PANA6450
7/16" oval head .500 grip	PANA6500
7/16" oval head .550 grip	PANA6550
7/16" oval head .600 grip	PANA6600



STEEL OVAL HEAD - ALLEN HEAD

5/16" Oval Head Steel

Description	Part No.
5/16" oval head .450 grip	PANB5450
5/16" oval head .500 grip	PANB5500
5/16" oval head .550 grip	PANB5550



7/16" Oval Head Steel

Description	Part No.
7/16" oval head .500 grip	PANB6500
7/16" oval head .550 grip	PANB6550
7/16" oval head .600 grip	PANB6600



STEEL UNDERCUT OVAL HEAD - SLOTTED BUTTONS

1/4" Oval Head Steel

Description	Part No
1/4" oval head .400 grip	PANU4400



ALUMINIUM UNDERCUT OVAL HEAD - SLOTTED BUTTONS

1/4" Oval Head Aluminium

Description	Part No
1/4" oval head .400 grip	PANUA4000
1/4" oval head .500 grip	PANUA4500



PANU4400

PANUA4400

PANUA4500

STEEL FLUSH HEAD - ALLEN HEAD**7/16" Allen Flush Steel**

Description
 7/16" allen flush .400 grip
 7/16" allen flush .450 grip
 7/16" allen flush .500 grip
 7/16" allen flush .550 grip

Part No.
PANBF6400
PANBF6450
PANBF6500
PANBF6550

**Large Head Self-Ejecting Fasteners - Black**

These number 6 fasteners are now available in black. Used on steel, aluminium, and fiberglass body and interior panels where a more evenly distributed load to avoid pull-through is needed. Use with Spring No. 71400, 71410, 71420, 71425 or 71430, 10 per package.

Large Head Self-Ejecting Fasteners, 7/16" x .500" M071372
Large Head Self-Ejecting Fasteners, 7/16" x .550" M071377

STEEL SELF-EJECT - SLOTTED BUTTONS**5/16" Self-Eject Steel**

Description
 5/16" self-eject .400 grip
 5/16" self-eject .450 grip
 5/16" self-eject .500 grip
 5/16" self-eject .550 grip
 5/16" self-eject .600 grip
 5/16" self-eject .700 grip

Part No.
PANE5400
PANE5450
PANE5500
PANE5550
PANE5600
PANE5700

**7/16" Self-Eject Steel**

Description
 7/16" self-eject .450 grip
 7/16" self-eject .500 grip
 7/16" self-eject .550 grip
 7/16" self-eject .650 grip

Part No.
PANE6450
PANE6500
PANE6550
PANE6650

**ALUMINIUM SELF-EJECT****SLOTTED BUTTONS - BLACK****5/16" Self-Eject Steel**

Description
 5/16" self-eject .400 grip

Part No.
PANEABK5400

**STEEL SELF-EJECT - ALLEN HEAD****5/16" Allen Self-Eject Steel**

Description
 5/16" allen self-eject .500 grip

Part No.

PANBE5500

7/16" Allen Self-Eject Steel

Description
 7/16" allen self-eject .500 grip
 7/16" allen self-eject .550 grip

Part No.

PANBE6500
PANBE6550

STEEL DZUS WELD PLATES**5/16" Self Eject 1" Spring**

PAN8122 **PAN8131** **PAN8132**

Weld Plates for 5/16" Fasteners for 1" Springs

PAN8100 **PAN8116**

Flat Weld Plates for 7/16" Fasteners 1-3/8" Springs

PAN8222

Dimpled Weld Plates for 7/16" Fasteners 1-3/8" Springs

PAN8200 **PAN8220** **PAN8223**

FASTNER SPRING**1" Steel Panel Spring**

Description
 1" spring .200 total grip
 1" spring .225 total grip
 1" spring .250 total grip
 1" spring .275 total grip
 1" spring .300 total grip
 1" spring .325 total grip
 1" spring .350 total grip
 1" spring .375 total grip

Part No.
PANS5200
PANS5225
PANS5250
PANS5275
PANS5300
PANS5325
PANS5350
PANS5375

**1 3/8" Steel Panel Spring**

Description
 1 3/8" spring .250 total grip
 1 3/8" spring .275 total grip
 1 3/8" spring .300 total grip
 1 3/8" spring .325 total grip
 1 3/8" spring .350 total grip
 1 3/8" spring .375 total grip
 1 3/8" spring .400 total grip
 1 3/8" spring .425 total grip

Part No.
PANS6250
PANS6275
PANS6300
PANS6325
PANS6350
PANS6375
PANS6400
PANS6425

**Self-Ejecting Fasteners**

A necessity for quick pit work in both drag racing, and oval track. Use spring No. 71430 as a replacement. 10 per package.

Self-Ejecting Fasteners, .400" Short Body.

Grip Range: .098" to .133" M071440

Self-Ejecting Fasteners, .500" Medium

Body. Grip Range: .198" to .233" M071500

Self-Ejecting Fasteners, .650" Long Body.

Grip Range: .348" to .383" M071530

Butterfly Self-Ejecting Fasteners, .500" Medium

Body, Grip Range: .198" to .233" M071510

Replacement Fastener Springs

Designed for use with Moroso's flat, oval head and butterfly fasteners. 10 per package.

1" Spring, 0.325" High M071430

1-3/8" Spring, 0.425" High M071400

1-3/8" Spring, 0.375" High M071410

1-3/8" Spring, 0.325" High M071420

Quick Fasteners, Steel

Cadmium plated steel fasteners provide quick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc. Available in four lengths and three head styles. Use with Spring No. 71400, 71410, 71420, 71425 or 71430, 10 per package

Butterfly Head Fastener, 7/16" x .400" Short Body M071260

Butterfly Head Fastener, 7/16" x .450" Short Body M071270

Oval Head Fastener, 7/16" x .450" M071359

Flush Head Fastener, 7/16" x .400" Short Body M071280

Flush Head Fastener, 7/16" x .450" Short Body M071290

Flush Head Fastener, 7/16" x .500" Medium Body M071300

Flush Head Fastener, 7/16" x .550" Long Body M071310

Oval Head Fastener, 7/16" x .500" Medium Body M071350

Oval Head Fastener, 7/16" x .550" Long Body M071360

Oval Head Fastener, 5/16" x .400" M071340*

Oval Head Fastener, 5/16" x .500" M071345*

Oval Head 3/16" Hex Drive Fastener, 7/16" x .500" M071352

Oval Head 3/16" Hex Drive Fastener, 7/16" x .550" M071362

* Use with Fastener Spring Nos. 71425 & 71430

Quick Fasteners, Aluminium

Thicker body to handle heavy duty jobs and aluminium for light weight. Slot head style. Use with Spring No. 71400, 71410, 71420, 71425 or 71430. 10 per package.

Flush Head Fastener, 7/16" x .450" M071312

Oval Head Fastener, 7/16" x .450" M071363

Flush Head Fastener, 7/16" x .500" M071301

Flush Head Fastener, 7/16" x .550" M071311

Oval Head Fastener, 7/16" x .500" M071351

Oval Head Fastener, 7/16" x .550" M071361

Large Head Self-Ejecting**Fasteners**

These number 6 fasteners are in demand by racing's finest chassis builders. Used on steel, aluminium, and fiberglass body and interior panels where a more evenly distributed load to avoid pull-through is needed. Use with Spring No. 71400, 71410, 71420, 71425 or 71430, 10 per package.

Large Head Self-Ejecting Fasteners, 7/16" x .500" M071370

Large Head Self-Ejecting Fasteners, 7/16" x .550" M071375

Large Self-Ejecting 3/16" Hex Drive, 7/16" x .500" M071380

Large Self-Ejecting 3/16" Hex Drive, 7/16" x .550" M071382

Reinforcing Plates

Reinforcement plates provide a secure metal backing for long lasting service. Solves the problem of quick release fastener attachment rivets pulling out of fiberglass panels after repeated usage. Also prevents fastener spring brackets from cutting into panels. Use with Quick Fastener Nos. 71280, 71290, 71300, 71310, 71350, or 71360. Ten per package.

Quick Fastener Reinforcing Plates, .022" Thick M071490

Large Diameter Reinforcing Plates

Large 1-3/4" diameter aluminium reinforcement plates provide a sure foundation for quick fasteners.

Use them on thin gauge fiberglass and metal. Ten per package.

Quick Fastener Reinforcing Plates, .032" thick M071495

Quick Fastener Mounting Bracket, 7/16"

Steel bracket can be welded or fastened to any member of the car to provide a convenient pop rivet mount for self-ejecting fastener springs. Use with Nos. 71301, 71311, 71351, 71361, 71352, 71362, 71371, 71376, 71380, 71381, 71382, or 71383. Ten per package.

Quick Fastener Mounting Bracket, .069" thick, accepts 1.375" springs M071554

Quick Fastener Mounting Brackets, 5/16"

Brackets can be welded or fastened to any member of the car to provide a convenient pop rivet mount for self-ejecting fastener springs.

Quick Fastener Mounting Bracket, Flat, Steel.

10 per package. Use with 1" springs M071550

Quick Fastener Mounting Bracket, Flat, Steel.

10 per package. Use with 1" or 1.375" springs M071551

Quick Fastener Mounting Bracket, 90° angle, Steel.

10 per package M071552

Quick Fastener Mounting Bracket, 45° angle, use with 1" springs. 10 per package M071553

Quick Fastener Mounting Bracket, 90° Angle, Steel Extra Strong. Two per pack, .100" thick M071555

Quick Fastener Mounting Bracket, 90° Angle, Aluminium Extra Strong. Two per pack, .100" thick M071556

Quick Fastener Wrench

This tool fits slot-head 1/4-turn fasteners far better than a screwdriver, reducing the possibility of damaged fasteners and body panels. Manufactured of zinc plated spring steel with three different sized radii to match the slots in various 1/4-turn fasteners. Includes non-slip, plastic hand grip. **M071600**

Quick Fastener Wrench With Easy-Grip Handle

Removing and installing 1/4-turn fasteners just got quicker. Features an easy grip handle and redesigned steel shank plated with black zinc for durability. Unlike a screwdriver, the blade is contoured to fit inside the 1/4-turn fastener without stripping the slot.

Heavy Duty Quick Fastener Wrench M071606

**Billet Dzus Fastener Tool**

Multi-function Dzus tool. Dual head for both size fasteners. Billet black aluminium construction **AF98-2012**

Quick Release Pins

These "T" handled quick release pins offer the racer the ultimate in quick release fastening. Supplied in all popular sizes. 2 per package

1/4" Quick Release Pins x 1" long M090380

1/4" Quick Release Pins x 1-1/2" long M090390

1/4" Quick Release Pins x 2" long M090395

5/16" Quick Release Pins x 1" long M090400

5/16" Quick Release Pins x 2" long M090402

5/16" Quick Release Pins x 3" long M090404

3/8" Quick Release Pins x 1" long M090410

3/8" Quick Release Pins x 2" long M090420

3/8" Quick Release Pins x 3" long M090430

1/2" Quick Release Pins x 2-1/2" long M090440

**Cleco Fasteners**

Quick and easy to use, spring-loaded Cleco fasteners are inserted into drilled rivet holes to temporarily hold panels in place during fit up. Cleco pliers are required for installation. Complete kit includes pliers and quantity of 10 each of 3/32", 1/8", and 3/16" diameter Clecos.

3/32" Clecos, 10 Pack PWC72-013

1/8" Clecos, 10 Pack PWC72-015

3/16" Clecos, 10 Pack PWC72-019

Complete Kit with Pliers PWC72-008

Cleco Pliers Only PWC72-011

FASTENERS & WASHERS**1939-1953 Flathead V8 Head Nut & Stud Kit**

Performance engine builders know that head studs are superior to bolts, and this is especially the case on Flathead Ford and Mercury V8s. Flathead decks are thin and their threads are easily stripped. By installing studs, you avoid damaging the threads in the block through repeated use. The combination of the studs' fine outer threads and hardened washers also prevents galling and ensures accurate torque readings, particularly on aluminium heads.

RP91015310-39 Head Nut/Stud Kit, 1939-48

RP910-15310L Head Nut/Stud Kit, 1949-53

Chrome Bolt Head Covers

Chrome plated zinc die cast acorn style bolt head covers for Ford flathead engines. Sold individually (1 per pack).

Chrome Bolt Head Covers
UP110021-50

Flathead Ford Headbolt Acorn

Dress Up

UP10021 - Chrome zinc 11/16" x 7/8" acorn nut cover.

Chrome Acorn Nuts

Thread Size	Part No.	Thread Size	Part No.
1/4" UNC (1/4-20)	GW21546	1/2" UNC (1/2-13)	GW21554
1/4" UNF (1/4-28)	GW21547	1/2" UNF (1/2-20)	GW21555
5/16" UNC (5/16-18)	GW21548	9/16" UNC (9/16-12)	GW21556
5/16" UNF (5/16-24)	GW21549	9/16" UNF (9/16-18)	GW21557
3/8" UNC (3/8-16)	GW21550	5/8" UNC (5/8-11)	GW21558
3/8" UNF (3/8-24)	GW21551	5/8" UNF (5/8-18)	GW21559
7/16" UNC (7/16-20)	GW21552	3/4" UNC (3/4-10)	GW21560
7/16" UNF (7/16-20)	GW21553	3/4" UNF (3/4-10)	GW21561

Header Bolts - Hex Head

Designed for quick, easy installation of headers and heat-treated for extra strength. The special washer faced, smaller-than-standard hex head is ideal for tight spaces. These bolts are Grade 5 with a 7/16 hex head and a protective black finish.

3/8"-16 x 1" (12/set) MG917



Intake Manifold Bolts

These Grade 5 hex head and socket head intake bolts are brite zinc plated for protection and appearance. Kits include hardened flat washers for uniform torque and to prevent galling on aluminium intake manifolds.

Chevrolet

265-400 Small Block, (12 bolts & washers)

3/8"-16 x 1" Hex Head MG955

Chrysler

273-440 wedge, A, B, & RB engines, (12 bolts & washers)

3/8"-16 x 1" Hex Head MG955

American Motors

290-343-360-390-401, (12 bolts & washers)

3/8"-16 x 1" Hex Head MG955



Carburettor Studs

These bright zinc plated studs help prevent stripped out threads in your aluminium intake manifold. They hold the gasket in place and guide the carburetor on too. Available in four lengths, the studs are threaded 5/16"-18 at one end and 5/16"-24 at the opposite end. Each package contains four studs, nuts and washers.

Standard, 1-3/8" length MG59

Medium, 1-1/2" length MG60

Long, 2" length MG61

Ex. long, 2-1/2" length MG62

3-5/16" Carbadpter Stud Kit Universal RPCR0977

2" Carb Adpter Install Kit Universal RPCR0999

1-3/8" Carb adpter Stud Kit Universal RPCR2046

2" Carb Adpter stud Kit Universal RPCR2047



Oil Pan & Timing Cover Bolts

The special smaller-than-standard hex head is ideal for tight spaces. Because of the hex flange head design, it will not fall back into the socket wrench, allowing for easier installation. Special underhead serrations prevent loosening and the wide flange head distributes uniform clamping pressure for an Ultra gasket seal. Bolts are zinc plated, Grade 5.

Oil Pan Bolt Kit, Chevy Small Block MG6085

Oil Pan Bolt Kits Chevy Big Block & Pontiac V8 MG6086

Timing Cover Bolts Chevy Small and Big Block MG6090



Oil Pan Bolt Kits

SB Chev Oil Pan Sump Bolt Kit RPCR0006

BB Chev Oil Pan Sump Bolt Kit RPCR0007

SB Ford Wind & 351C Bolt Set Oil Pan Sump RPCR0008

Chrysler & FE Ford Bolt Set Oil Pan Sump RPCR0009

MR GASKET OIL

PAN BOLT SET

The special Self Locking oil pan bolts, use a smaller-than-standard hex head is ideal for tight spaces.

Because of the hex flange head design, it will not fall back into the socket wrench, allowing for easier installation.

Special under head serrations prevent loosening and the wide flange head distributes uniform clamping pressure for an Ultra gasket seal. Bolts are zinc plated, Grade 5. 5/16"-18 x 3/4", 6 pieces, 1/4"-20 x 1/2", 18 pieces.

Description

SB Ford 289-302-351 Windsor & 302-351 Cleveland

AMC 290-343-360-390-401

Part No.

MG6087

MG6087

MR GASKET INTAKE

MANIFOLD BOLTS

These special Grade 8 intake manifold bolts feature a 12-point smaller-than-standard head and flange, and include special extra thick flat washers for optimum clamping pressures. They're ideal for use where space is minimal, typical on larger runner race manifolds. These bolts and washers are bright zinc plated for protection and good looks.

• Features 12-point Smaller-than-standard Bolt Head

• Thick Flat Washers Distribute Optimum Clamp Load

• Ideal Use Where Space Is Minimal On Race Manifolds

• Bolts & Washers Zinc Plated For Protection

Description

SB Chev & 90° V6 Chev

SB & BB Chrysler 273-360, 361-440 (Not Hemi)

Part No.

MG6091

MG6091



Flywheel And Pressure Plate Bolts

Engineered and manufactured for reliability, these alloy steel drive train fasteners are heat treated to Grade 8 specifications for extra strength. Kits are complete with lock washers (where needed) and are black plated to help resist rust and corrosion.

Pressure Plate Bolts

AMC, (Borg-Beck/Diaphragm style), 3/8"-16 x 1" MG910

Chrysler, (Borg-Beck/Diaphragm style), 3/8"-16 x 1" MG910

GM, (Borg-Beck/Diaphragm style), 3/8"-16 x 1" MG910

Ford, (all Long-style), 5/16"-18 x 1" MG911

Flywheel Bolts

Chevrolet 7/16"-20 x 1" MG912

Ford 7/16"-20 x 1" MG912



NOTE: Includes 1/2" square drive

Chev Harmonic Balancer Bolt

Part No

AF37-0010

Colour

Black

Description

SBC / BBC Balancer Retaining Bolt

Harmonic Balancer

Bolt & Washer Kits

Made from Grade 8 alloy material and heat-treated for superior strength, these harmonic balancer bolts feature a high hex head to prevent socket slippage while rotating the engine when degreasing a cam or adjusting the valves. An extra thick, parallel ground washer is provided to allow for a more accurate, uniform torque. Durable zinc dichromate, gold tone finish, complete with split lock washer to prevent loosening caused by vibration.

Chevrolet 283-400 Small Block, 7/16"-20 x 2-1/4" MG945

Chevrolet 396-454 Big Block, 1/2"-20 x 1-1/2" MG946

Chrome Intake Manifold Bolt Kits

Individually chrome plated, not mass drum plated, to achieve the finest appearance. These Allen head style bolts have smooth-side heads for maximum shine instead of the common knurled appearance.

Chev Small Block PR66351

Chev Big Block PR66352

Screw-In Rocker Stud Sets

Proform screw in rocker studs are supplied in sets of 16.

3/8" Studs, Chev Small Block and Ford Windsor PR66870C

7/16" Studs, Chev Small and Big Block PR66871C



Flexplate Bolts

These Grade 8 flexplate to crankshaft bolts are a must for all high performance applications. Sold in sets of 6.

Chev 7/16"-20 x 11/16" MG6710

Ford 7/16"-20 x 13/16" MG6711



Cylinder Head Bolts

Mr. Gasket cylinder head bolts compensate for thread length lost when using head bolt washers. These head bolts are made from high-quality Grade 8 alloy steel.

Chevrolet 265-400 Small Block, (17 bolts/for one head) MG940

Chevrolet 396-454 Big Block, (16 bolts/for one head) MG941

Head Bolt Washers

These heat-treated washers reduce the chances of damaging cylinder head bosses and ensure equal torque readings. .120" thick.

7/16" ID, 34 pieces per kit MG87

1/2" ID, 20 pieces per kit MG87A

Head Bolt Bushings

with Integral Washers

For Ford 289-302 Windsor engines. Allows the use of stock 7/16" head bolts or studs on Edelbrock and other 351 Windsor style heads with 1/2" holes. Head Bolt Bushings for 289-302 Windsor ED9680



Sure-Lock Rocker Arm Nuts

Designed to keep the rocker arms positively locked for precise and critical valve train adjustments.

Manufactured from quality grade steel, then heat-treated for extra strength and plated with a durable finish.

Kits include 16 rocker arm nuts with socket head set screws and one hex key wrench.

Shank OD	Stud Size	Part No.
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For Stock Rocker Arms

Chevrolet 283-400 Small Block gold tone finish .603" 3/8" MG920

Chevrolet 396-454 Big Block, bright zinc finish .670" 7/16" MG921

Ford 289-302-351, gold tone finish .603" 3/8" MG920

For Aluminium Rocker Arms

Chevrolet 283-400 Small Block, gold tone finish .540" 3/8" MG923

Chevrolet 396-454 Big Block, black finish .544" 7/16" MG924

Ford 289-302-351W, gold tone finish .540" 3/8" MG923



Dowell Pins

SB Chev Head Dowel Pins PI839004

BB Chev Head Dowel Pins PI839005

Ford Windsor Head Dowel Pins PI839003

Ford 429-460 Head Dowel Pins PI839002

Pipe Plugs

These allen key type pipe plugs can be used to plug pressure/temp gauge ports, fuel pumps, regulators or anything that uses an NPT female thread.

3/8"NPT with Hex Socket PIPP-554

1/4"NPT with Hex Socket PIPP-567

1/2"NPT with Hex Socket PIPP-568

1/8"NPT with Hex Socket PIPP-638

Starter Motor Bolts

Starter motor bolts for Chev Big and Small block. Check length before ordering.

1-7/8" Under Head Length PIPG-600

4-11/16" Under Head Length PIPG-601

4-7/16" Under Head Length PIPG-603

4-5/16" Under Head Length PIPG-622

1-41/64" Under Head Length PIPG-625

Oil Pan Bolt Sets

Ford Cleveland & Windsor

Oil Pan Bolt Set PI859019

Holden 253-308

Oil Pan Bolt Set PI859019



Crank Keys

Short Keyway Suit SB Chev

Narrow Keyway Suit 351W

PI839009

PI839011



Rear Seal Adapters

Converts one-piece rear main seal on 1986 and newer Small Block Chevy blocks to the old style, two-piece rear seal when installing the old style crankshaft in the newer style blocks. Available for use with both new style oil pan (1986 and newer blocks with one-piece rear seal), and old style oil pan (pre-1980 blocks with driver-side dipstick). Manufactured from billet aluminium. Includes fasteners.

Rear Seal Adapter, Small Block Chevy, use with new style oil pan

MO38315

Rear Seal Adapter, Small Block Chevy, use with old style oil pan

MO38415



Extra Long

Bellhousing Dowel Pins

MO37934 - Bellhousing Dowel Pins, .007 offset, 1.328 long
MO37936 - Bellhousing Dowel Pins, .014 offset, 1.328 long
MO37938 - Bellhousing Dowel Pins, .021 offset, 1.328 long

Offset Cylinder Head Dowels

Offset cylinder head dowels reposition the cylinder heads upwards on the block (toward the lifter valley), moving valves away from cylinder wall for improved intake flow 1 package contains 4 alloy steel dowels.

Big Block Chevy and Big Block Chrysler .030" Offset

MO37900

Small Block Chevy and Small Block Chrysler .015" Offset

MO37920



Lakewood Ford Bellhousing Dowels

Ford Bellhousing Dowel Pin .500"OD X 1.500" L **L15945**
 Ford Bellhousing Dowel Pin .500"OD - Offset 7° **L15950**

Extra Long Bellhousing Dowel Pins

Provides an easy method of properly aligning the transmission input shaft to the crankshaft pilot bearing. Extra long to simplify the task of installing a bellhousing on the engine block. 2 per package. Fits virtually all GM V8 and V6 blocks

Bellhousing Dowel Pins, Extra Long

MO37932

Intake Manifold Bolt Kits

3/8" diameter, 12-point-headed intake manifold bolts simplify the job of installing and removing many of today's aftermarket intake manifolds designed with extremely tight fastener clearances. Kits are manufactured of Grade 8 steel with gold iridite finish and come complete with close-tolerance washers.

SB Chev, 3/8"-16 x 1-1/8", 12 to a Set

MO38400

BB Chev with Dual Plane Single 4-bbl Manifold 3/8"-16 x 1-1/4", 16 to a Set

MO38410

SB Chrysler with Single Plane Manifold 3/8"-16 x 1-1/8", 12 to a Set

MO38400



Oil Pan Stud Kits

These stud kits make pan installation easy and prolong gasket life. Lock nuts feature attached washers with serrated faces to provide a positive grip on the pan rail. Studs are made of heat treated Grade 8 steel with black oxide finish. Nuts are cadmium and zinc-plated.

Small Block & 90° V6 Chev and Olds V8, Set of 18

MO38350

Big Block Chevy and Pontiac V8, Set of 22

MO38360

Timing Cover Bolts

1/4"-20 hex head timing cover bolts manufactured of cadmium plated Grade 8 steel. Integral serrated washer face insures positive locking against the timing cover. Packaged 10 to a set

Chev Small Block, Big Block and 90° V6

MO38590

Flywheel/Flex Plate Bolts

Bolts manufactured of Grade 8 steel and heat treated for maximum strength. Black oxide finish for corrosion resistance.

Chev Small Block, Big Block and 90° V6 engines, 7/16"-20 x 3/4"

MO38760

Balancer Bolt

The thicker 3/4" hex head on this 7/16"-20 x 2-1/4" Balancer Bolt provides a larger contact surface for more positive socket engagement. Manufactured of Grade 8 steel with gold iridite finish.

Balancer Bolt, Small Block Chevy

MO38770



Torque Converter Bolts

Specially designed fasteners provide maximum holding strength and eliminate the possibility of shearing.

Turbo 350, 400 Flex Plates without Tapped Holes, 3/8"-24 x 5/8"

MO38764

Firewall Grommets

Black, thermoplastic rubber grommets will fit five different size holes for wires and cables passing through the firewall. They not only insulate, but provide mechanical protection against chafing. Outside dimensions range from 1/2" to 1", the inside from .41" to .89". Supplied as a package of 25; five of each size.

Firewall Grommet

MO39050

Wheel Rim Screws

Manufactured from rugged Grade 8 steel to withstand the extreme loading placed on today's racing tires. Self-tapping screws feature a built-in washer face for maximum holding strength.

Wheel Rim Screws-1/4" dia. x 3/4" long.

35 per package

MO90100

Quick Fastener Washers

One of these tough Teflon washers under each quick fastener will protect your car's finish from otherwise hard-to-prevent scratches. A must for the conscientious car owner. 25 per package. Fits all quick fasteners.

Quick Fastener Washers

MO71610

Tyre Screw Kit

This handy kit was specifically designed to help prevent the tyre from spinning on the rim with low tyre pressure. Each kit contains 35 extra long Grade 8, case-hardened hex head screws and a 3/16" drill bit to complete two wheels. Cadmium plated to prevent rust, it's a must for the serious competitor.

Hex head self-tapping screws, 35 per set

Ford, (all Long-style), 5/16"-18 x 1"

MG4318

MG911

Windscreen Fastener Kit

These secure fit windscreen fastener kits include 100° countersunk #8 flat heads screws and Nyloc nuts. Available in packs of 24 or 100.

Windscreen Fastener Kit

(Qty 24)

PWC42-018

(Qty 100)

PWC42-034

Stainless Steel

Phillip Head

Screw Packs

Polished Stainless Phillip headed sheet metal and wood screws for universal use.

Size

Size	Quantity	Part No.
#6 - 1/2"	100	GWSP-89616
#6 - 5/8"	60	GWSP-89617
#6 - 3/4"	100	GWSP-89618
#6 - 1"	40	GWSP-89620
#8 - 1/2"	40	GWSP-89628
#8 - 5/8"	40	GWSP-89629
#8 - 3/4"	40	GWSP-89630
#8 - 1"	30	GWSP-89632
#10 - 1/2"	10	GWSP-89641
#10 - 5/8"	10	GWSP-89642
#10 - 3/4"	10	GWSP-89643
#10 - 1"	10	GWSP-89645

Stainless Head Light

Bar Mounting Bolts

Special made mounting bolt with polished head. Also available as a kit with nut & washer.

UPA6229 1928-32 SS Mounting Bolt Only

VIB-13119-SS 1932 Pass & 32-34 Pickup SS Bolt Kit

Chrome 12-Point Nuts

Thread Size	Part No.	Thread Size	Part No.
1/4" UNF (1/4-28)	GW29547	1/4" UNF (1/4-28)	GW29547
5/16" UNF (5/16-24)	GW29549	5/16" UNF (5/16-24)	GW29549
3/8" UNF (3/8-24)	GW29551	3/8" UNF (3/8-24)	GW29551
7/16" UNF (7/16-24)	GW29553	7/16" UNF (7/16-24)	GW29553
1/2" UNF (1/2-20)	GW29555	1/2" UNF (1/2-20)	GW29555

Ringbrothers

1965-1970 FORD MUSTANG

Front Fender Bolt Kit

Billet aluminium front fender bolt kit with unique custom washer design to set your car apart. Available in standard billet finish or black. Kit includes all 12 bolts you need to securely fasten the front fenders while providing a unique visual impact to your car.

Description

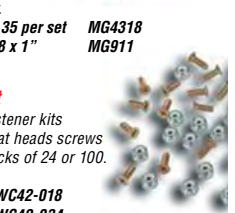
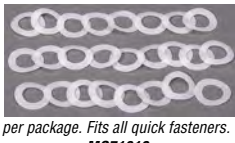
Front Fender Bolt Kit - Silver

Front Fender Bolt Kit - Black

Part No.

RING50650-5010N

RING50650-5010B



1965-1970 FORD MUSTANG Shock Tower Bolt Kit

Billet aluminium shock tower bolt kit with unique custom washer design to set your car apart. Available in standard billet finish or black. Contains all 16 bolts needed for a secure fit.

Description

Shock Tower Bolt Kit - Silver

Shock Tower Bolt Kit - Black

Part No.

RING50650-5051N

RING50650-5051B

RAD Rides Pro Bolts

Developed by Rad Rides by Troy, these stainless fender washers were designed to avoid paint distortion during assembly and add style to your engine compartment.

Product Features:

• Stainless hardware Included

• Solid In Pairs

BS66110 5/16-18 x 1 (3/4 Washer)

BS66120 3/8-16 x 1 (7/8 Washer)

BS66130 1/4-20 x 1 (11/16 Washer)

BS66115 5/16-18 x 1 (1" Washer)

BSBLK66115 5/16-18 x 1 (1" Washer) Black Finish



Alum. Rivets 1/8 in. Dia (100)

Special dual groove creates a large bulb to retain the spring. Rivets measure 1/8" in diameter and fit all sizes of Dzuz

PWC73-532

Chrome Long Water Pump Bolt Kits

Chrome plated kit for water pumps

Extended Chevy Small Block

GW10-56467-H



Intake Manifold Bolt Kits

Nothing looks worse than a set of dirty old bolts on a brand new manifold. Treat your engine to a facelift with these highly polished or chrome manifold bolts. Supplied with washers.

Application	Emblem	Chrome Part No	Pol. Stainless Part No.
Chev Small Block	Bowtie	GW10-56469-H	GW10-56469-HSP
Chev SB Vortec	Bowtie	GW10-56700-H	GW10-56700-HSP
Chev Big Block	Bowtie	GW10-56479-H	GW10-56479-HSP
Ford 289-351W	Ford Oval	GW11-56221-H	GW11-56221-HSP
Ford 302-351C	Ford Oval	GW11-56222-H	GW11-56222-HSP
Mopar Small Block	Mopar	GW23-56302-H	GW23-56302-HSP

Valve Cover Bolt Kits

Don't let your sexy new covers down by installing them with stock bolts. These chrome or polished stainless bolts are designed for aftermarket alloy valve covers but will not fit standard steel covers.

Supplied with washers.

Application	Emblem	Chrome Part No	Pol. Stainless Part No.
Chev Small Block	Bowtie	GW10-56466-H	GW10-56466-HSP
Chev Small Block	Bowtie	GW10-56463-H	GW10-56463-HSP
Chev Big Block	Bowtie	GW10-56486-H	GW10-56486-HSP
Ford 289-351W	Ford Oval	GW11-56227-H	GW11-56227-HSP
Ford 302-351C	Ford Oval	GW11-56228-H	GW11-56228-HSP
Mopar Small Block	Mopar	GW23-56304-H	GW23-56304-HSP

CHEV Outer Head Bolts

This kit is designed to replace all the head bolts that are visible with our show quality bolts. These kits include the outer head bolts only and should be used with a standard head bolt kit (Available in ARP or Mr Gasket)

Application	Emblem	Chrome Part No	Pol. Stainless Part No.
Chev Small Block	Bowtie	GW10-56472-H	GW10-56472-HSP
Chev Aluminium SB	Bowtie	GW10-56480-H	GW10-56480-HSP
Chev Big Block	Bowtie	GW10-56493-H	GW10-56493-HSP

Stainless Steel Interior Screw Kits

Kits include sheet metal screws and/or machine screws. Washers are supplied where applicable.

Application	Polished Stainless Part No.
FORD 1928-29 Coupe Interior	GWJ-286
FORD 1928-29 Tudor Interior	GWJ-287
FORD 1930-31 Coupe Interior	GWJ-308
FORD 1930-31 Tudor Interior	GWJ-309
FORD 1932 3 Window Coupe Interior	GWJ-322
FORD 1932 5 Window Coupe Interior	GWJ-323
FORD 1932 Tudor Interior	GWJ-324
FORD 1933-34 Coupe Interior	GWJ-332
FORD 1935-36 Coupe Interior	GWJ-352

ARP Main Studs Continued
FORD, 4 & 6 Cylinder

2.0L Zetec	AR151-5404
2000cc Pinto	AR151-5401
BA-FG DOHC XR-6 & Turbo	AR9993902

3 FORD, SMALL BLOCK

289-302 W/ Girdle (10 Studs ½" longer)(2 Bolt Main)	AR154-5408
289-302 CID	AR154-5401
289-302 CID, with Windage Tray	AR254-5501
351 CID, Windsor	AR154-5403
351 CID, Windsor, with Windage Tray	AR154-5503
351 CID, SVO with Outer Studs	AR154-5603
351 CID, Cleveland	AR154-5404
SVO 302	AR154-5604
51 Iron Eagle	AR154-5605
FORD Australia 7/16"	AR154-5405
FORD Australia 1/2"	AR154-5406
Coyote 5.0L (Side bolts included)	AR156-5803

HOLDEN

253-308 & 304 EFI V8	AR205-5401	AR205-5501
173-202 Inline 6	AR132-5401	

HONDA/ACURA

Integra B18C1	AR208-5403
B16A & VTEC, 12 pt Nuts	AR208-5402
H22A, H23A, 12 pt Nuts	AR208-5401

MAZDA

1.6L, 1.8L DOHC, 323, MX-5 12 pt	AR218-5401
2.3L DOHC 16V (03-Later)	AR218-5402

MITSUBISHI

2.0L, 4-Cylinder, 16-Valve, 4G63	AR207-5401
3.0L, 6G72 6 Cylinder 1993 & up	AR207-5801
2.0L (4B11) DOHC (2008 & later)	AR207-5403

NISSAN

L20 series, 4-Cylinder	AR202-5401
L24, L26, L28 Series, 6-Cylinder	AR202-5406
2.0L SR20DET & VG30	AR202-5402
2.6L (RB26DETT) GT-R Inline 6 ARP2000	AR202-5403
RB25DET, RB26DETT, RB30ET	AR9995214
RB30E, Non Turbo	AR9995215

PONTIAC

3800 V6 S/Charged 99-later (hex)	AR193-5401
400-455 CID	AR194-5401
	AR194-5601

SUBARU

EJ20, EJ25 Case Bolt Kit	AR260-5401
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TOYOTA

2.0L 3SGTE	AR203-5404
1.6L 4AG, 4AGE 16 valve 2.0L(3SFE)	AR203-5403
2JZGTE Supra, Lexus, Soarer (93-98)	AR203-5405
Supra 7MGTE, Supra w/ Bolts for #3 Cap	AR203-5402



Holden V8 Main Studs

These 2 bolt main stud kits for Holden V8 engines also suit the inner bolts on the Milodon splayed 4-bolt main caps.

Description	Part No.
Holden V8 253-308	MI81145
Holden V8 253-308 with Windage Tray	MI81146



Main Bolts

Application	High Perf	Pro Series
CHEVROLET, SMALL BLOCK		
2-bolt main, large journal	AR134-5001	
2-bolt main, small journal	AR134-5002	
4-bolt main, large journal	AR134-5202	
4-bolt main, large journal, 12 pt		AR234-5201
CHEVROLET, BIG BLOCK		
2-bolt main	AR135-5002	
4-bolt main	AR135-5201	
CHRYSLER, BIG BLOCK		
2-bolt main, Mopar, all V8 (except Hemi)	AR140-5001	
FORD, SMALL BLOCK		
289-302 Windsor 2-bolt main	AR154-5001	
302 Dart SHP	AR154-5205	
351 Dart SHP	AR154-5206	
351C, 351M, 400M, 2-bolt main	AR154-5004	
351 Cleveland 4-bolt main	AR154-5204	
FORD, BIG BLOCK		
390-428 cid FE series	AR155-5201	
429-460 cid	AR155-5202	
HOLDEN		
253-308 V8	AR205-5001	
MGB		
2 main bolt kit		AR206-5001
5 main bolt kit		AR206-5002
SUBARU		
SUBARU BRZ 2.0L FA20 (Crankcase Thru Bolt Kit), 2.0L 2.2L & 2.5L SOHC/DOHC EJ Series	AR260-5001	
Crank case thru bolt kit		AR260-5401
TOYOTA		
4UGSE 2.0L (Crankcase Thru Bolt Kit),		AR203-5002

ARP Head Stud Kits Continued

CHEVROLET, V6

4.3L 90°	AR233-4001	
CHRYSLER SMALL BLOCK		
273-318-340-360 Wedge, Mopar "A" Engine	AR144-4001	
318-340-360 Wedge with W-2 or Econo Heads	AR144-4002	AR144-4202
318-340-360 Wedge with Edelbrock Performer RPM	AR144-4005	
318-360 Magnum	AR144-4006	
5.7L & 6.1L Hemi		AR244-4300
CHRYSLER BIG BLOCK		
Mopar B, RB and 413-426 Wedge, Factory or Edelbrock RPM Heads	AR145-4006	
Mopar B, RB and 413-426 Wedge, with B1 Heads	AR145-4007	
331-354-392 Factory HEMI & Edelbrock RPM Heads	AR145-4001	
426 Factory Hemi 7 426-472-528 Hemi Crate Motor 7/16"	AR145-4003	
426 Factory Hemi (modified 1/2")	AR145-4002	
KB Hemi, Inner		AR245-4306
KB Hemi, Standard Deck, 1/2"		AR245-4305
KB Hemi, Standard Deck, 9/16"		AR245-4310
FORD 4 & 6 CYLINDER		
BA-FG DOHC XR-6 & Turbo, Custom Age 625+		AR9993904
BA-FG DOHC XR-6 & Turbo Custom Age 625+		AR9993901-CA



FORD, MODULAR

Coyote 5.0L (2011-2012) M12, ARP2000	AR256-4702
Coyote 5.0L (2013-2016) M11, ARP2000	AR256-4301

FORD SMALL BLOCK

289-302 5.0L with Factory Heads, 7/16"	AR154-4001	AR154-4201
289-302 5.0L with 351W Head, 7/16"-14 Cylinder Block Thread M-6049-J302, SVO High Port & M-6049-L302,	AR154-4005	
AFR 185, Edelbrock Aluminium, GT-40 Style with Insert "T" Washer	AR154-4002	AR154-4202
302 Boss		AR154-4003
351W with Factory Heads, SVO High Port and GT-40 Style, Edelbrock		AR154-4204
351 Cleveland, 400M	AR154-4004	AR154-4204
351 Windsor with Factory Heads, M-6049-J302, SVO High Port and M-6049-L302 GT-40 Style, Edelbrock Aluminium	AR154-4003	AR-154-4203
and Iron Dart with 1/2-13 Cylinder Block Threads.		AR254-4307
351 SVO High Port and Improved SVO High Port		AR254-4309
351 SVO Yates Design		AR254-4310
351 SVO Yates 1994 Design	AR254-4110	

FORD BIG BLOCK

350-400-428-455 CID with D Port Heads (1967 & later)	AR190-4002	AR190-4202
390-428 CID FE Series, also Edelbrock	AR155-4001	AR155-4201
429-460 & 429CJ SVO Alum also Edelbrock	AR155-4003	AR155-4203
460 CID with Trick Flow "Pro Stock" Heads		AR255-4305
Ford BOSS & World Man O'War Block with CHI Heads		AR9994351

DIESEL

Ford 7.3L Powerstroke '93-'02	AR250-4201
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FORD 4 & 6 CYLINDER

2.0L SOHC Escort / Pinto	AR151-4201	
2.0L DOHC Cosworth Sierra/Escort M12		AR251-4702
4.0L (XR6) inline 6 ARP2000 M12		AR252-4302
4.0L (XR6) inline 6 ARP2000 M14 to 1/2" dia stud conversion		AR252-4301
BA-FG DOHC XR-6 & Turbo		AR9993901

FORD, MODULAR

4.6-5.4L, 2, 3 & 4 Valve	AR156-4101	AR156-4301
4.6-5.4L, 2, 3 & 4 Valve ARP2000	AR256-4001	AR256-4201
4.6-5.4L, 3 Valve ARP2000	AR256-4002	AR256-4202

HOLDEN

Holden 6-Cyl 149-202 Red, Blue, Black		AR9994401
Commodore V6 Ecotec VS-VX	AR193-4001	
3.8L V6 VN-VR Commodore (Pre- Ecotec)	AR205-4002	
253-308 & 304 EFI V8	AR205-4001	AR205-4601
V8 GROUP A Countersunk		AR205-4602
253-308 1/2" Studs		AR234-4201
LS-1, LS-2, GENIII V8	AR234-4110	AR234-4316
LS-1 with all Studs same length		AR234-4317

HONDA

VTEC B18C1, 11mm, GSR		AR208-4303
B16A		AR208-4601
B20B, w/B16A Head		AR208-4306
Civic D16Y	AR208-4305	
F20 S2000		AR208-4702
Honda D16Z - Only, 10mm	AR208-4301	
Honda H22A4, VTEC		AR208-4304
H23A		AR208-4307

MAZDA

1.6, 1.8L DOHC BP 323, MX-5	AR218-4701	
2.3L DOHC (2003)	AR218-4702	
MINI		
Mini Cooper S	AR201-4301	
MITSUBISHI		
2.0L, 4-Cylinder, 16 Valve, 12mm, 4G63 DOHC (1993 & earlier) M12	AR207-4201	AR207-4701
2.0L, 4-Cylinder, 16 Valve, 11mm, 4G63 1994 to present	AR207-4203	
2.6L, 4-Cylinder (G54B)	AR207-4202	
2.0L (4G63) DOHC (1994-07) M11, Custom Age 625+	AR207-4302	
2.0L (4B11) DOHC (2008 & later) ARP2000	AR207-4206	

NISSAN

A-14 Engines	AR202-4203	
L20 Series, 4-Cylinder	AR202-4201	
L24, L26, L28, Series, 6-Cylinder	AR202-4206	
GTR, RB26DETT, ARP2000	AR202-4207	
SR20DET, 180/200SX, M11		AR102-4701
VQ30, VQ35		AR202-4701
SR20 DET, GTiR only 12mm, RN14, M12	AR202-4303	
CA16DE, CA16DET, CA18DE, CA18DET		AR202-4702
2.0L RB20 (RB20DE/DET), RB25 (RB25DE/DET)	AR202-4301	
2.5L (RB25DE/DET) inline 6 ARP2000 M11	AR202-4309	
RB20, RB20DET, RB25, RB25DET	AR9994208	
RB Series DOHC RB20, RB25, RB30 Custom Age 625+	AR9994209-CA	
2.6L (RB26DETT) GT-R inline 6 Custom Age 625+	AR202-4208	
RB30, RB30ET	AR9994215	
RB30, RB30ET 1/2" Diameter Upgrade	AR9994216	
RB30, RB30ET Custom Age 625+	AR9994215-CA	
RB30, RB30ET 1/2" Diameter Upgrade Custom Age 625+	AR9994216-CA	
FJ20DET - ARP2000 Material	AR9994220	
FJ20DET - 8740 Material		AR9994221
3.8L (VR38DETT) DOHC V6, Custom Age 625+		AR202-4305

PONTIAC

3800 S/Charged V6 (L67 Regal, SC Monte Carlo, Impala) (1999 & Later)	AR193-4001	
400-455 CID with Edelbrock Heads (mfg. after 3.02)		AR190-4305

ROVER

K Series		AR206-4209
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SUBARU

SUBARU BRZ 2.0L (FA20) ARP2000, EJ Series 2.0L, 2.2L, 2.5L, DOHC EJ Series Phase 2 (1999 & Later) SOHC EJ Series DOHC, Custom Age 625+	AR260-4301	AR260-4701 AR260-4702 AR260-4704
TOYOTA TOYOTA A86 (4U-GSE) 2.0L (ARP2000) 1.6L (4AGE)20V DOHC 1.6L 4AG, 4AGE 16 Valve DOHC 2.0L 3SGTE DOHC 2.8L (5MGE) & 3.0L (7MGE/GTE) Inline 6 (1981-92) Supra 3.0L 2JZ-GTE 1/2" Diameter Upgrade 3.0L 2JZ, 2JZ-GTE (93-98) Supra, Lexus, Soarer 3.0L 2JZ, 2JZ-GTE (93-98) Supra, Lexus, Soarer, Custom Age 625+	AR203-4305 AR203-4304 AR203-4203 AR203-4204 AR203-4202 AR9994206 AR203-4205 AR203-4301	AR203-4701
VOLKSWAGEN Golf 1.8L & 2.0L, 16 Valve Golf/Jetta		AR204-4702

ARP Head Bolts

Application	High Performance Hex	12 Point	Pro Series 12 Point	12-Pt. U/C	Stainless Hex	12 Point
CHEVROLET, SMALL BLOCK 23" Cast Iron OEM, most Edelbrock, Brodix, Trick Flow 12-Rolover Brodix, 18" Brodix 18" Standard Port 18" Hi Port Boviet with Brodix 12 - Weld Tech, Dart II, WP Sportsman II, Brodix Sportsman LS1, LS2 & LS6 Gen III 4.8, 5.3 and 6.0L LS1 & LS6 w/ all same length Studs, 2004, Pro Series	AR134-3601 AR134-3602	AR134-3701 AR234-3702	AR234-3701 AR234-3707 AR234-3708 AR234-3703 AR134-3609 AR134-3610		AR434-3601	AR434-3701
CHEVROLET, BIG BLOCK 396 - 454 Cast iron OEM Mark IV Block with Edelbrock Heads Mark V 502 Heads Late Bowtie Alloy, World, Merlin, Iron Dart, Pro-1, Pro Top Line	AR135-3601 AR135-3610	AR135-3701 AR135-3710	AR235-3701 AR235-3706 AR235-3703	AR235-3711	AR435-3601	AR435-3701
CHRYSLER, SMALL BLOCK 318-340-360 Wedge/ Edelbrock RPM Head 273-360, "A" Engine Wedge 318-340-360 Wedge with W2 & W2 Econo Heads	AR144-3603 AR144-3602 AR144-3601					
CHRYSLER, BIG BLOCK 383-440 B and RB Wedge with Edelbrock 60929 426 Factory Hemi & Mopar 426-528 Hemi Crate 7/16"	AR145-3606 AR145-3901					
FORD, SMALL BLOCK 289-302 Standard, Edelbrock Head 60259, 60379 302 Boss 302 With 351 Windsor Heads, 1/2" - 7/16" Stepped Bolt 351 Windsor, Edelbrock Head 60259, 60379 302-351 Cleveland, 351-400M 302 with 351W Heads 1/2"- 7/16" in/Washer, 7/16" Bolts	AR154-3601 AR154-3602 AR154-3603 AR154-3604 AR154-3605	AR154-3701	AR254-3702 AR254-3708 AR254-3704			
FORD, BIG BLOCK 390-428 FE Series, Edelbrock Head 60069, 60079	AR155-3601					
HOLDEN 253-308 V8 308 Group A - Countersunk	AR205-3601 AR205-3702	AR205-3701				
MINI Mini Cooper			AR206-3601			

Pro Series Cap Screw Bolts for Aftermarket Conrods

Application	Material	UHL	ThreadDia.	WrenchDia.	Set Qty	CompleteSet	2 Pack
Ford 427, Replacement for alloy rods w/washer	8740	1.800	7/16	7/16	16	AR200-6001	AR200-6021
Venolia, BRC, alloy rod with washer	8740	1.800	7/16	7/16	16	AR200-6002	AR200-6022
Manley Elgin replacement	8740	1.800	7/16	7/16	16	AR200-6003	AR200-6023
Aluminium rods with washers, under cut	8740	2.000	7/16	7/16	16	AR200-6004	AR200-6024
Manley replacement rods	8740	1.600	7/16	7/16	16	AR200-6006	AR200-6026
Carrillo CARR bolt, with washers	ARP2000	1.800	7/16	1/2	16	AR200-6202	AR200-6222
Carrillo H-bolt, without washers	L19	1.700	7/16	1/2	16	AR200-6203	AR200-6223
Lentz replacement without washers	ARP2000	1.725	7/16	1/2	16	AR200-6205	AR200-6225
Venolia, Brooks, KB with washer	ARP2000	2.000	7/16	1/2	16	AR200-6206	AR200-6226
General replacement, steel rods	ARP2000	1.600	3/8	7/16	8	AR200-6209	AR200-6219
General replacement, steel rods	ARP2000	1.500	5/16	3/8	8	AR200-6210	AR200-6220
Venolia, Brooks, KB, BRC with washer	L19	2.000	7/16	1/2	16	AR200-6506	AR200-6526
Carrillo, Lentz, Ferrea without washer	ARP3.5	1.750	7/16	1/2	16	AR300-6601	AR300-6621
General Replacement, Steel rods	ARP2000	1.500	3/8	7/16	8	AR200-6207	AR200-6227
General Replacement, Steel rods	ARP2000	1.750	3/8	7/16	8	AR200-6208	AR200-6228



Rocker Arm Stud Kits

Application	B	C	D	E	F	High Perf.	Pro Series
3/8" Typical Small Block Application	1.750	.700	.800	3/8-24	7/16-14	AR134-7101	AR234-7201
3/8" with Roller Rockers	1.895	.710	1.000	3/8-24	7/16-14	AR134-7104	
7/16" Typical Small Block Application	1.770	.700	.670	7/16-20	7/16-14	AR134-7103	AR234-7202
Aluminium Heads, Intake Studs only, 8 Pcs.	2.000	.820	.700	7/16-20	7/16-14		AR235-7204
Dart Aluminium, 16 Pieces	2.000	1.3, .820	.700	7/16-20	7/16-14		AR235-7205
Aluminium Heads, Exhaust Studs only, 8 Pcs.	2.000	1.650	.700	7/16-20	7/16-14		AR235-7203
Mark V	1.900	.750	.750	7/16-20	3/8-16	AR135-7102	
With Roller Rockers and Stud Girdle	2.100	.750	.800	7/16-20	7/16-14		AR334-7203
With Roller Rockers and Stud Girdle	2.000	.750	.800	7/16-20	7/16-14		AR334-7204
7/16" Typical Small Block Application	1.900	.750	.850	7/16-20	7/16-14		AR200-7202
7/16" Typical Big Block Application	1.750	.800	.850	7/16-20	7/16-14	AR135-7101	AR235-7201
With Roller Rockers and Stud Girdle	1.900	.850	.850	7/16-20	7/16-14		AR234-7206
Chevrolet Big Block (Aluminium Heads)	2.350	.850	.850	7/16-20	7/16-14	AR135-7202	
With Roller Rockers and Girdles	1.900	.750	1.000	7/16-20	7/16-14	AR100-7101	AR200-7201
Typical Ford Small Block	1.900	.750	1.000	7/16-20	7/16-14	AR100-7101	AR200-7201
Dart Aluminium Heads, 16 Pieces	2.000	1.3, .820	1.000	7/16-20	7/16-14		AR235-7202
Aluminium Heads, Exhaust Studs only, 8 Pieces	2.000	1.650	1.000	7/16-20	7/16-14		AR235-7206
SVO 351 cid, with Roller Rockers and Girdle	3.000	.950	2.100	7/16-20	7/16-14		AR254-7201
Chevrolet Late Model Vortec	1.750	.600	.850	3/8-24	M8 x 1.25	AR134-7201	
Chevrolet Big Block 496 CID (8100 Series)	1.750	.750	.600	7/16-20	M10 x 1.50	AR135-7201	

Individual Head & Main Studs

These studs are made from ARP's tough 8740 material and are perfect for use as head studs, main studs or for any application that requires high strength studs. They have UNC coarse threads on the bottom and UNF fine threads on the top for use with ARP 12-point nuts.

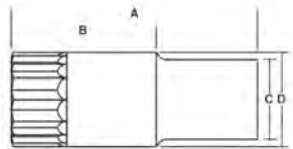
Thread Diam.	Overall Length	Bottom Length	Top Length	Part Number
3/8"	1.670"	0.500"	1.000"	ARAJ1.670-5G
3/8"	1.825"	0.500"	1.000"	ARAJ1.825-5GB
3/8"	2.000"	0.500"	1.000"	ARAJ2.000-5G
7/16"	2.090"	0.688"	1.000"	ARAP2.090-1SB
7/16"	2.235"	0.688"	1.000"	ARAP2.235-1SB
7/16"	2.500"	0.688"	1.000"	ARAP2.500-1SB
7/16"	2.500"	0.875"	1.000"	ARAP2.500-1LB
7/16"	2.750"	0.875"	1.000"	ARAP2.750-1LB
7/16"	3.000"	0.875"	1.000"	ARAP3.000-1LB
7/16"	3.500"	0.875"	1.000"	ARAP3.500-1LB
7/16"	4.000"	0.875"	1.000"	ARAP4.000-1LB
7/16"	4.500"	0.875"	1.000"	ARAP4.500-1LB
7/16"	5.000"	0.875"	1.000"	ARAP5.000-1LB
7/16"	5.500"	0.875"	1.000"	ARAP5.500-1LB
7/16"	6.120"	0.875"	1.000"	ARAP6.120-1LB
1/2"	3.000"	1.250"	1.250"	ARAR3.000-1LB
1/2"	3.620"	1.250"	1.250"	ARAR3.620-1LB
1/2"	4.060"	1.250"	1.250"	ARAR4.060-1LB
1/2"	4.400"	1.250"	1.250"	ARAR4.400-1LB
1/2"	5.000"	1.250"	1.250"	ARAR5.000-1LB
1/2"	5.400"	1.250"	1.250"	ARAR5.400-1LB
1/2"	6.120"	1.250"	1.250"	ARAR6.120-1LB



ARP Perma-Loc

- Exclusive 12-Point Head • Patented design
- Heat-treated Premium Grade A 8740 Chrome Moly Steel
- 190,000 psi tensile strength
- Precision machined threads • Doesn't require special tools
- Locking Set Screw ground flush with Rocker Arm Stud

Application	Length (A)	Thread Size	Body Dia (D)	16pc-Pack
Alloy Rocker	1.200	3/8-24	.550	AR300-8243
Alloy Rocker	1.200	3/8-24	.600	AR300-8244
Alloy Rocker	1.200	7/16-20	.550	AR300-8245
Alloy Rocker	1.200	7/16-20	.600	AR300-8246



ARP Perma Lock Suit Stud Girdle

	Length (A)	Thread Size	Body Length
Stud Girdle	2.050	7/16-20	1.200
Stud Girdle	2.615	7/16-20	1.485
BB with Girdle	2.050/2.615	7/16-20	1.200/1.485

Continued

	Shank (C)	Body Dia (D)	16pc-Pack
Stud Girdle	.600	.750	AR300-8247
Stud Girdle	.600	.750	AR300-8248
BB with Girdle	.600	.750	AR300-8249

Motor Mount Bolt Kits

(Add AR to Front of Part No.)


Application	Black Oxide Hex	12-Point Hex	Stainless 300 Hex	12-Point Hex
Chevy, Mount to Block	130-3102	130-3101	430-3102	430-3101
Chevy, Mount to Frame	130-3105		430-3105	
Chevy, LS1 & LS2	134-3102	134-3101	434-3102	434-3101



Oil Pump Bolts & Studs

	Black Oxide Hex	12-Point Hex
CHEVROLET, V8 Small Block, Stud Kit Small & Big Block, 3.125", High Volume, Stud Kit	AR230-7001 AR230-7003	AR230-7002 AR230-7004
FORD 3/8" & 5/16" 4 piece Bolt Kit (Same Kit in Stainless 300) Oil Pump to Pickup, Stud Kit	AR150-6902 AR450-6902 AR154-7005	AR150-6901 AR450-6901

ARP Replacement Conrod Bolts

Application	Hi-Performance 8740 Material	HP Wave 8740 Material	
AMC			
290-343-360 CID 11/32"	AR114-6001		
BMC/TRIUMPH/ROVER			
A-Series, 3/8"	AR206-6001		
A & B Series, 11/32"	AR206-6002		
B-Series, Cap Screw, 3/8" 1964-68	AR206-6003		
BMW / MINI Cooper			
Mini Cooper	AR206-6008		
BUICK			
215 CID V8, Aluminum	AR124-6001		
CHEVROLET, SMALL BLOCK			
265-327 CID & Inline 6 (S/J) 11/32"	AR134-6001	AR134-6401	
305-307-350 CID (L/J) 3/8"	AR134-6003	AR134-6403	
350 cid PM Rod 96 LT1/LT4	AR134-6005		
383 str W/350 Rod (extra head clearance)	AR134-6027		
400 CID	AR134-6002		
V6, 4.3L 90°	AR133-6001		
LS1 & LS6 Gen III	AR134-6006		
CHEVROLET, BIG BLOCK			
396-427 CID 3/8"	AR135-6002	AR135-6402	
409 CID	AR134-6003	AR134-6403	
454 & 502 CID, 7/16"	AR135-6001	AR135-6401	
CHRYSLER			
318-340-344-360 CID Weg&Mag	AR144-6001		
383-440 Wedge, 354-392 Hemi	AR145-6002		
FORD, SMALL BLOCK			
289-302 Standard 5/16"	AR154-6002	AR154-6402	
302/351 Cleveland	AR154-6003	AR154-6403	
351-400M	AR154-6001		
Boss 302 & 351W	AR150-6004	AR150-6404	
4.6L / 5.4L Modular V8	AR256-6001		
FORD, BIG BLOCK			
390-428 CID FE, 13/32" Bolt	AR155-6002		
428 Cobra Jet	AR155-6001		
429-460 CID	AR155-6003		
Boss 429-460 CID	AR150-6004	AR150-6404	
FORD 4 CYLINDER			
Pinto, Escort, Cortina 2.0L OHC	AR151-6001		
Pinto 2300cc Inline 4	AR151-6002		
HOLDEN			
304 EFI V8 & L34 308 3/8"	AR135-6002	AR205-6001	
253-308 V8 11/32"	AR134-6001	AR205-6002	
6 Cyl. Blue, Black & Starfire	AR205-6003	AR205-6002	
HONDA/ACURA			
1.2L, 1.6L, 1.8L 8mm	AR208-6001		
MAZDA			
1.6L & 1.8L DOHC Miata M9	AR118-6401		
MITSUBISHI			
4G63, pre 1994, 9mm	AR107-6001		
4G63, 1994-present, 8mm	AR107-6002		
2.6L 4G54	AR107-6003		
3.0L V6, 3.5 V6, 6G74	AR107-6004		
2.0L (4B11) DOHC (2008 & later)	ARP2000		
AR207-6002			

NISSAN

A Series (A12-A12A-A13-A14AA15)	AR102-6002
L16 1600cc	AR102-6001
L20 Series, 4-Cylinder Z22	AR202-6001
L24 (late), L26, L28, 9mm	AR202-6003
SR20	AR202-6005
2.0L RB30E & ET - 2 sets required	AR202-6005
3.0L VG30E & VG30ET	AR202-6003
3.0L VG30DET, DETT	AR202-6004
3.8L (VR38DETT)	
DOHC V6 Custom Age 625+	AR202-6101
PEUGEOT	
306 & 205	AR117-6101
PONTIAC	
455 CID Super Duty, 7/16"	AR190-6003
TOYOTA	
1.6L4AGE, 4ALC, 9mm	AR203-6001
1.6L 2TC 2TG, 1.8L 3TC,	AR203-6003
2.4L 22R & 2.0L 3SGTE	AR203-6002
3.0L Supra, 7MGTE	AR203-6004
86 4U-GSE Engine	AR203-6302
Toyota 86, 4U-GSE Engine	AR203-6302
SUBARU	
1.8L (EJ18) & 2.2L (EJ22) SOHC,	
2.5L (EJ25) DOHC Non Turbo &	
2.0L (EJ20) DOHC Turbo	AR260-6301
BRZ FA20 Engine	AR260-6303
Subaru BRZ, FA20 Engine	AR260-6303




STAINLESS STEEL ACCESSORY STUDS

1 Diameter & Thread Pitch	2 OAL mm (")	3 Thread Length	4 Thread Length	5 Nose Length	6 Min Grip	7 Grip Dia	8 Broach	9 Wrench Size	10 Collar Dia	4-Pack	8-Pack	10-Pack	16-Pack
M8 1.25 x 1.25	32 (1.250)	12.7 (0.500)	17.8 (0.700)	5.1 (0.200)	32.3 (1.300)	8.0 (0.313)	3	10	13.6 (0.535)	AR400-8001	AR400-8011	AR400-8021	AR400-8031
M8 1.25 x 1.25	38 (1.500)	14.0 (0.550)	19.0 (0.750)	5.1 (0.200)	5.1 (0.200)	8.0 (0.313)	3	10	13.6 (0.535)	AR400-8002	AR400-8012	AR400-8022	AR400-8032
M8 1.25 x 1.25	45 (1.750)	15.2 (0.600)	25.7 (1.010)	5.1 (0.200)	3.6 (0.140)	8.0 (0.313)	3	10	13.6 (0.535)	AR400-8003	AR400-8013	AR400-8023	AR400-8033
M8 1.25 x 1.25	51 (2.000)	15.2 (0.600)	26.4 (1.040)	5.1 (0.200)	9.1 (0.360)	8.0 (0.313)	3	10	13.6 (0.535)	AR400-8004	AR400-8014	AR400-8024	AR400-8034
M8 1.25 x 1.25	57 (2.250)	15.2 (0.600)	26.4 (1.040)	5.1 (0.200)	15.5 (0.610)	8.0 (0.313)	3	10	13.6 (0.535)	AR400-8005	AR400-8015	AR400-8025	AR400-8032
M10 1.25 x 1.25	48 (1.900)	17.8 (0.700)	19.1 (0.750)	N/A	11.4 (0.450)	10.0 (0.392)	4	12	17.8 (0.700)	AR400-8006	AR400-8016	AR400-8026	AR400-8036
M10 1.25 x 1.25	55 (2.150)	17.8 (0.700)	25.4 (1.000)	6.4 (0.250)	11.4 (0.450)	10.0 (0.392)	4	12	17.8 (0.700)	AR400-8007	AR400-8017	AR400-8027	AR400-8037
M10 1.25 x 1.50	48 (1.900)	17.8 (0.700)	19.1 (0.750)	N/A	11.4 (0.450)	10.0 (0.392)	4	12	17.8 (0.700)	AR400-8008	AR400-8018	AR400-8028	AR400-8038
M10 1.25 x 1.50	55 (2.150)	17.8 (0.700)	25.4 (1.000)	6.4 (0.250)	11.4 (0.450)	10.0 (0.392)	4	12	17.8 (0.700)	AR400-8009	AR400-8019	AR400-8029	AR400-8039

ARP Pro Replacement Conrod Bolts



BMW	
3.0L (S50 EURO) Inline 6	
M10x45mm UHL	AR201-6103
2.3L(S14) M11x 41mm UHL	AR201-6104
BUICK	
90 Deg V6 Cap Screw 1.700" UHL	AR123-6002
CHEVROLET, SMALL BLOCK	
305-307-350 CID (L/J) 11/32"	AR234-6401
LS1 & LS6 Gen III	AR234-6301
FORD	
4.6L & 5.4L Modular	AR256-6301
2.0L DOHC Cosworth Sierra/Escort	AR251-6301
HONDA/ACURA	
1.6L & 1.8L, 9mm	AR208-6401
2L & 2.2L S2000	AR208-6002
2L K20A	AR208-6003

Header Bolts & Studs (Add AR to Front of Part No.)

Application		Stud OAL		STUDS				BOLTS			
NOTE: Studs come with Flanged Lock Nut. Bolts come with Washers.		Qty.	Size	BOLT UHL	Black Oxide	Oxide	Stainless 300	Black Oxide	Oxide	Stainless 300	
				Hex	12-Point	Hex	12-Point	Hex	12-Point	Hex	12-Point
CHEVROLET, SMALL BLOCK											
3/8" dia. Bolt, 3/8" Wrench	12	3/8	.750					100-1101	100-1201	400-1101	400-1201
3/8" dia. Bolt,											
Drilled 3/8" Wrench	12	3/8	.750								400-1203
3/8" dia. Stud	12	3/8	1.670	100-1412	100-1402	400-1412	400-1402				
3/8" dia. Stud, 3/8" Wrench	12	3/8	1.000					100-1111	100-1211	400-1111	400-1211
Gen III/LS Series Small Block	12	M8	1.750				434-1301				
CHEVROLET, BIG BLOCK											
3/8" dia Stud -	16	3/8	1.670"		100-1403		400-1403				
3/8" dia. Bolt, 3/8" Wrench	16	3/8	.750					100-1102	100-1202	400-1102	400-1202
3/8" dia. Bolt, Drilled	16	3/8	.750							400-1104	400-1204
3/8" dia. Bolt, 3/8" Wrench	16	3/8	1.000					100-1112	100-1212	400-1112	400-1212
HOLDEN											
253-304-308 (Carby)											
3/8" dia. Bolt, 3/8" Wrench	12	3/8	.750					100-1101	100-1201	400-1101	400-1201
304 (EFI)											
3/8" dia. Bolt, 3/8" Wrench	16	3/8	.750					100-1102	100-1202	400-1102	400-1202
CHRYSLER											
5/16" dia. Bolt	14	5/16	.750					144-1102	144-1202	444-1102	444-1202
KB Hemi, Stud w/prov for Blower Brackets, Mopar 340-360 CID	16	3/8	1.670/ 2.000	245-1311	245-1301	445-1311	445-1301				
FORD											
3/8" Bolt	16	3/8	.750					100-1102	100-1202	400-1102	400-1202
3/8" Stud	16	3/8	1.670	100-1414	100-1404	400-1414	400-1404				
UNIVERSAL											
Stud Kit	16	3/8-5/16	1.500	100-1401	100-1411						
Bolt Kit, 5/16" Wrench	16	3/8	.750				100-1108	100-1208	400-1108	400-1208	
Bolt Kit, 5/16" Wrench	12	3/8	1.000				100-1109	100-1209	400-1109	400-1209	
Bolt Kit, 5/16" Wrench	16	3/8	1.000				100-1110	100-1210	400-1110	400-1210	
Bolt Kit, 5/16" Wrench	12	3/8					100-1107	100-1207	400-1107	400-1207	
BUICK											
3.8L V6	12	3/8	1.670			420-1412	420-1402				
350-455 CID	14	3/8	1.670			420-1411	420-1401				

Valve Cover Bolts & Studs (Add AR to front of part No)

Application		Stud OAL		STUDS				BOLTS			
NOTE: Studs come with flanged lock nut. Bolts come with washers.		Qty.	Size	BOLT UHL	Black Oxide	Stainless 300	Black Oxide	Stainless 300	Black Oxide	Stainless 300	
					Hex	12-Point	Hex	12-Point	Hex	12-Point	
CHRYSLER											
KB Hemi	20	1/4-20	2.450			245-7601					
CAST Aluminium COVERS											
Bolt kit	8	1/4-20	.812						100-7507	100-7503	
Bolt kit	14	1/4-20	.812						100-7504	100-7508	
Chevrolet SB2	16	1/4-20	1.800				434-7609				
Stud kit	8	1/4-20	1.500	200-7603	200-7613	400-7603	400-7613				
Stud kit	12	1/4-20	1.500	200-7610	200-7620	400-7606	400-7616				
Stud kit	14	1/4-20	1.500	200-7604	200-7614	400-7604	400-7614				
Stud kit	16	1/4-20	1.500	200-7605	200-7615	400-7605	400-7615				
Stud kit, Dart, Brodix, B&B	8	1/4-20	3.500	200-7606	200-7616						
Stud kit, Dart, Brodix, B&B	14	1/4-20	3.500	200-7607	200-7617						
Stud kit, Dart, Brodix, B&B	16	1/4-20	3.500	200-7608	200-7618						
Stud kit, BB Chevy	14	1/4-20	1.400/ 4.500		200-7619						
Bolt kit, Brodix hd. S/B	4	1/4-20	4.000					100-7514			
Bolt kit, Brodix hd. S/B	4	1/4-20	4.250					100-7515			
Bolt kit, Brodix hd. S/B	4	1/4-20	4.500					100-7516			
Bolt kit brodix stainless										400-7514	
Bolt kit brodix stainless										400-7516	
STAMPED STEEL COVERS											
350 Chevy, cntr blt'd vlv cvr	8	1/4-20	3.250					100-7509	100-7510	400-7509	
Bolt kit	8	1/4-20	.515					100-7505	100-7501	400-7505	
Bolt kit, 1/4-20, 14 pieces	14	1/4-20	.515					100-7506	100-7502	400-7506	
Stud kit	8	1/4-20	1.170	200-7601	200-7611	400-7601	400-7611				
Stud kit	14	1/4-20	1.170	200-7602	200-7612	400-7602	400-7612				



BELLOUSING BOLT & STUD KITS

Application	Thread Size	Stud OAL Bolt UHL	Hex	Black Oxide 12-Point	Hex	Stainless 12-Point
CHEVROLET - BELLHOUSING TO ENGINE BLOCK BOLT KITS						
V6 & V8	3/8-16	1.375	AR129-0901	AR129-0902	AR429-0901	AR429-0902
Gen III/LS Series small block	M10 x 1.5	1.375	AR134-0901	AR134-0902	AR434-0901	AR434-0902
CHRYSLER/DODGE - BELLHOUSING TO ENGINE BLOCK BOLT KITS						
273-318-340-360 Wedge	3/8-16	1.375	AR144-0901	AR144-0902	AR444-0901	AR444-0902
	7/16-14	1.500/1.750				
383-400-413-426-440 Wedge	3/8-16	1.375				
	7/16-14	2.000/2.250	AR145-0901	AR145-0902	AR445-0903	AR445-0902
FORD - BELLHOUSING TO ENGINE BLOCK BOLT KITS						
289-302-351W small block - Automatic Transmission	7/16-14	1.500	AR154-0901	AR154-0902	AR454-0901	AR454-0902
289-302-351W small block - Manual Transmission	7/16-14	1.500/2.250	AR154-0903	AR154-0904	AR454-0903	AR454-0904
TOP FUEL - BELLHOUSING TO ENGINE BLOCK STUD KITS						
Chevy, Chrysler KB Hemi	3/8	2.000		AR245-0901		AR445-0901
Top fuel motor plate, std.	7/16	2.150		AR245-0202		
Top fuel motor plate, w/ 1/4" spacer	7/16	2.400	AR245-0201			
UNIVERSAL - BELLHOUSING TO MANUAL TRANS STUD KITS						
7/16-14	7/16-14	2.750	AR100-0903	AR100-0904	AR400-0903	AR400-0904
1/2-13	1/2-13	2.750	AR100-0901	AR100-0902	AR400-0901	AR400-0902

Oil Pan Bolt & Stud Kits (Add AR to Front of Part No.)

Application	STUDS				BOLTS			
	Black Oxide		Stainless 300		Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point	Hex	12-Point	Hex	12-Point
CHEVROLET, SMALL BLOCK								
265-400 CID	234-1901	234-1902	434-1901		234-1802	234-1801	434-1802	434-1801
CHEVROLET LT1 6.2L (2013-On)					134-1805	134-1806		
GenIII/LS Series Small Block					134-6901	134-6902	434-6901	434-6902
CHEVROLET, BIG BLOCK								
396-454 CID	235-1901	235-1902	435-1901	435-1902	235-1802	235-1801	435-1802	435-1801
HOLDEN								
253-304-308	254-1901	254-1902	454-1901	454-1903	105-1802	105-1801	405-1802	405-1801
CHRYSLER, SMALL BLOCK								
318-360 Wedge & Magnum	200-1901	200-1902	400-1901	400-1902	200-1802	200-1801	400-1802	400-1801
CHRYSLER, BIG BLOCK								
KB Hemi, 1.300" UHL	245-1901	245-1903						
KB Hemi, 1.700" UHL	245-1902	245-1904	445-1902	445-1904				
FORD, SMALL AND BIG BLOCK								
302-351C, 289W & 302-351W Early Model	254-1901	254-1902	454-1901	454-1903	254-1802	254-1801	454-1802	454-1801
302-351W (Late Model w/Side Rails)	254-1903	254-1904	454-1902	454-1904				
390-428 FE Series					255-1802	255-1801	455-1802	455-1801

Air Cleaner Stud Kits

Includes your choice of a black oxide finished chrome moly or stainless steel stud with an appropriate nut.

Application	Stainless 300
5/16 x 3.200" OAL	AR400-0303
1/4 x 3.200" OAL	AR400-0306
1/4 x 2.225" OAL	AR400-0304

Fuel Pump Bolt Kits (Add AR to Front of Part No.)

Application	Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point
CHEVROLET	130-1602	160-1601	430-1602	430-1601
PONTIAC	190-1602	190-1601	490-1602	490-1601

Starter Bolt Kits

Application	UHL	Part No.
CHEVROLET		
All Standard, 12 pt	3.700	AR430-3501
All Standard, Hex	3.700	AR430-3502
All with High Torque Starter, 12 pt	3.700	AR430-3503
All with High Torque Starter, Hex	3.700	AR430-3504
All with Long and Short, Hex	1.880 & 4.450	AR430-3505
All with Long and Short, 10mm, Hex	1.775 & 4.470	AR430-3506
All, 2 ea. Long, 3/8" bolt, Hex	4.450	AR430-3507
CHEV LS SERIES		
All with Long and Short, 10mm, Hex	1.775 & 4.470	AR430-3506
All with Long and Short, 10mm, 12-Point	1.775 & 4.470	AR430-3510

Accessory Stud Kits

Accessory stud kits for universal applications. Made from Stainless 300 material. Kits include 8 each of studs, 12-point nuts and washers. Perfect for intake and exhaust manifolds and a host of other uses.

Thread Size	Length	Part No.
M8 x 1.25	32mm (1.250")	AR400-8011
M8 x 1.25	38mm (1.500")	AR400-8012
M8 x 1.25	45mm (1.750")	AR400-8013
M8 x 1.25	51mm (2.000")	AR400-8014
M8 x 1.25	57mm (2.250")	AR400-8015

Coil Bracket Bolts

Application	Black Oxide	
	Hex	12-Point
Chev Small & Big Block	AR130-2302	AR130-2301
Chev/Holden LS Series	AR134-2302	AR134-2301
Ford Windsor	AR150-2302	AR150-2301
Stainless 300		
Chev Small & Big Block	AR430-2302	AR430-2301
Chev/Holden LS Series	AR434-2302	AR434-2301
Ford Windsor	AR450-2302	AR450-2301

Thread Cleaning Chasers

Designed with correct thread pitch and diameter to clean dirty blind or thru holes. Strictly cleaning taps-not designed to cut thread.

Size	Part No.
1/4-20	AR911-0001
5/16-18	AR911-0002
3/8-16	AR911-0003
7/16-14	AR911-0004
1/2-13	AR911-0005

Metric Combo Pack 4 pc 1.50 & 1.75 pitch

Spark Plug Indexer

the ARP indexing tool takes the guess-work out of installing spark plugs where the combustion chamber and high dome piston clearances is critical. Anodized for protection and quick recognition. For use with tapered gasket 14mm plugs.

Spark Plug Indexer ARP920-0001

Intake System Manifold Bolt/Stud Kits

Application	Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point
CHEVROLET				
Small Block Vortec, fits most aftermarket Alum. Intakes	134-2002	134-2103	434-2002	434-2102
Small Block, 265-400 CID, Factory OEM	134-2001	134-2101	434-2001	434-2101
305-350 Tuned Port	134-2004	134-2104	434-2004	434-2104
LS1, LS2, LS6 4.8L-RL4, 5.3L-LM7, 6.0L-LQ4			430-2001	430-2101
LS1-LS2-LS6	130-2001	130-2101		
GenIII/LS Series S/B Valley Cover Bolts	134-8001	134-8002	434-8001	434-8002
Big Block, 396-454 CID, U.H.L. 1.250"	135-2001	135-2101	435-2001	435-2101
Big Block, 502, U.H.L. 1.500"	135-2002		435-2002	435-2102
HOLDEN				
253-308 (Pre Pollution)	155-2005			455-2101
Holden V8 253-304-308, Pre-VN	105-2001	105-2101	405-2001	405-2101
304 (EFI) (X3 Packs Required)	623-2000			613-2000
CHRYSLER				
Small Block, 273-440 Wedge, uses 3/8" Socket	144-2001	144-2101	444-2001	444-2101
FORD				
260-289-302, 351W, uses 3/8" Socket	154-2001	154-2101	454-2001	454-2101
302-351C with Edelbrock RPM Air Gap intake	154-2006	154-2106	454-2006	454-2106
351 Windsor with Edelbrock RPM Air Gap intake	154-2005	154-2105	454-2005	454-2105
351 Cleveland, 351M, 400B	154-2004	154-2104	454-2004	454-2104
351W, uses 3/8 Wrenching	154-2002	154-2102	454-2003	454-2103
Big Block, 390-428 CID, FE Series	155-2002	155-2102	455-2002	455-2102
Big Block, 429-460 CID	155-2005	155-2105	455-2001	455-2101

Carb Stud Kits

Application	Qty.	Size	O.A.L.	Black Oxide	Stainless 300
Standard	4	5/16	1.700	200-2401	400-2401
1/2" Spacer	4	5/16	2.225	200-2403	400-2403
1" Spacer	4	5/16	2.700	200-2402	400-2402
2" Spacer	4	5/16	3.700	200-2404	300-2404
3" Spacer	4	5/16	4.700	200-2405	
1-1/4" Moroso Spacer	4	5/16	3.200	200-2408	400-2408
2" Moroso Spacer	8	5/16	1.250 & 1.700	200-2409	
Dominator with 1/2" or 1" Spacer	4	5/16	3.200	200-2412	400-2412
Dominator Carb Stud, no Spacer	4	5/16	2.225	200-2414	400-2414
Dominator Carb Stud, w/ Spacer	4	5/16	4.400	200-2415	

Seal Plate & Accessory Cam Drive

• Drive: forged ARP2000, 220,000 psi alloy chrome moly steel with corrosion-resistant oxide finish.
• Concentricity: .001 T.I.R., between shaft and hex, 1" and 1.5" length
• Threads: form rolled 9/16" x .625" on cam end, 3/8" hex on drive
• Seal Plate: CNC machined 7075-T4 aluminium with Viton seal
Application 1.0" 1.5"
All 9/16-18 x .625 AR934-0005 AR934-0006

SEAL PLATES

Application	Diameter	Part No.
Small Block GM, 2.100 O.D. Block	2.100	AR934-0007
Dart, Aluminium Block	2.380	AR934-0008

Oil Pump Primer Kit

Those first moments an engine runs prior to building oil pressure are when damage can easily occur. ARP's Oil Pump Primer Kit lets you spin the oil pump with a drill motor and bring up the oil pressure prior to starting the engine. This prevents any unnecessary wear or damage to rotating, reciprocating and valve train components. ARP's rugged primer shaft is rated at 170,000 psi to ensure extended service life of this valuable tool and features a special billet aluminium sleeve that prevents it from wobbling.

Chev Small & Big Block Engines AR130-8802
Ford 289-302 Windsor 1/4" Hex Drive AR150-8801
Ford 302-351C, 351W, 429-460, 5/16" Hex Drive AR150-8802

Front Cover, Water Pump & Alternator Kits (Add AR to Front of Part No.)

Application	Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point
CHEVROLET				
All V8	200-1401	200-1411	400-1401	
V6, 90°	333-1401			
With Jesel Belt Drive or Gear Drive	334-1401			
CHRYSLER				
KB Hemi	245-1511	245-1501	445-1511	445-1501
BOLTS				
CHEVROLET				
All V8, Timing Cover Bolt Kit	200-1502	200-1501	400-1502	400-1501
All V8, Water Pump Bolt Kit	130-3202	130-3201	430-3202	430-3201
All V8, Alternator Bracket Bolt Kit	130-3302	130-3301	430-3302	430-3301
GenIII/LS S/B T/Cover	134-1501	134-1502	434-1501	434-1502
GenIII/LS W/Pump T/Housing	134-3201	134-3202	434-3201	434-3202
GenIII/LS Rear Motor Cover	134-1503	134-1504	434-1503	434-1504
FORD				
289-302, Cast-Iron, Timing Cover & Water Pump	154-1502	154-1501	454-1502	454-1501
289-302, Aluminium, Timing Cover & Water Pump	154-1504	154-1503	454-1504	454-1503
Windsor, 302-351 Cleveland water pump Bolts	154-3206	154-3205	454-3206	454-3205
Alternator Bracket Bolt Kit	150-3302	150-3301	450-3302	450-3301

Carburetor Float Bowl Kits

Application	Pieces	Part No.
2-Barrel, Hex	4	AR400-0312
Dual Metreing Blocks, Hex	4	AR400-0310
Single Metreing Blocks, Hex	4	AR400-0311
S/S Carburettor Float Bowl Kit Hex Head, Carter AFB & Edelbrock,		AR400-0313

**Break-Away Blower Studs**

Application	Diameter	OAL	Part No.
Aluminium Blower Stud Kit	7/16	2.880	AR100-0601
SSI Blower Studs	7/16	2.500	AR100-0602

Distributor Stud Kits

Application	Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point
CHEVY	130-1702	130-1701	430-1702	430-1701
FORD	150-1702	150-1701	455-1702	450-1701
PONTIAC	190-1702	190-1701	490-1702	490-1701

**Engine & Accessory Fastener Kits**

Everything you need to attach components and accessories from a long block on up is packaged in one economical, convenient kit! The stainless steel is polished to achieve a brilliant luster, and provides a distinctive, maintenance-free environment. Each kit has a dozen different type fasteners, all neatly organized and labeled in protective vacuum-wrapped packages. Both materials are nominally rated at 170,000 psi tensile strength and come in both hex and 12-point heads.

Please note that these kits are designed for carbureted engines. Newer EFI applications may require the purchase of additional fasteners.

- Each Kit Contains 12 Groups of Fasteners Including: Intake Manifold Bolts - Valve Cover Bolts - Thermostat Housing Bolts - Alternator Bracket Bolts - Distributor Bracket Bolts - Motor Mount Bolts - Oil Pan Bolts - Coil Bracket Bolts - Header Bolts - Front Cover Bolts - Water Pump Bolts
- Fuel Pump Bolts
- Black Oxide Finish 8740 Chrome Moly Steel or Stainless Polished Steel
- Stronger Than Any Hardware Grades • Choice Of Hex or 12-Point Heads

Application (Add AR to Front of Part No.)	Black Oxide		Stainless 300	
	Hex	12-Point	Hex	12-Point
CHEVROLET				
350-400 CID, Small Block	534-9801	534-9701	534-9601	534-9501
305-350 Vortec with Headers	534-9804	534-9704	534-9604	534-9504
Gen III/LS Series Engines	534-9805	534-9705	534-9605	534-9505
396-454 CID, Big Block	535-9801	535-9701	535-9601	535-9501
CHRYSLER				
340-360 CID, "A" Small Block	544-9801	544-9701	544-9601	544-9501
383-460 CID, "B" and "RB" Big Block	545-9801	545-9701	545-9601	545-9501
FORD				
289-302 CID, Small Block	554-9801	554-9701	554-9601	554-9501
351C, Small Block	554-9804	554-9704	554-9604	554-9504
351W, Small Block	554-9803	554-9703	554-9603	554-9503
360-390-428 CID, FE Series, Big Block	555-9802	555-9702	555-9602	555-9502
429-460 CID, 385 Series, Big Block	555-9801	555-9701	555-9601	555-9501
Boss 302, Small Block	554-9802	554-9702	554-9602	554-9502

BLOWER STUD KITS

Blower stud kits are machined from aerospace-quality 6061-T6 aluminium and are black or silver anodized. In the event of a severe backfire, these studs will break and allow separation of manifold and blower. This protects engine and blower from unnecessary damage. Kit comes complete with anodized aluminium studs, 12-point, quality steel nuts and hardened steel washers.



Part No	Colour / Description
AF37-0601	Silver studs and nuts, 2.88" total length
AF37-0601BLK	Black studs and nuts, 2.88" total length
AF37-0602	Silver studs and nuts, 2.5" total length
AF37-0602BLK	Black studs and nuts, 2.5" total length
AF37-0603BLK	Black studs and nuts, 2.9" total length

**Thermostat Housing Bolts**

Application	UHL	Black Oxide		Stainless 300	
		Hex	12-Point	Hex	12-Point
CHEVY (3 PC)	1.00/2.00	130-7402	130-7401	430-7402	430-7401
FORD FE	2.250	155-7402	155-7401	455-7402	455-7401
FORD 351W	0.875	150-7402	150-7401	450-7402	450-7401
CHEV LS1 & LS2 20mm		134-7402	134-7401	434-7402	434-7401

**Auto Trans Pan Bolt Kits**

Application	12-Point
CHEVROLET GM Turbo 350-400	AR430-0401

**Bellhousing Stud Kits**

Application	Dia.	Length	Pro Series	Stainless
Chevy, Chrysler KB Hemi	3/8	2.000	AR245-0901	AR445-0901
Top fuel motor plate, std.	7/16	2.140	AR245-0201	
Top fuel motor plate, w/ 1/4" spacer	7/16	2.400	AR245-0202	

**Pump & Lower Pulley Bolts**

Application	Thread	UHL	Socket Size	High Perf.	Stainless
LOWER PULLEY					
CHEVROLET					
SB & BB, 12 pt, 3-pc.	3/8-24	.750	3/8		AR430-6801
SB & BB, 12 pt, 3-pc.	3/8-24	2.125	1/2	AR334-6801	
WATER PUMP					
PULLEY, 12 PT	5/16-24	.750	3/8		AR430-6802

**Oil Pump Driveshaft Kits**

Application	Part No.	Part No.
CHEVROLET		
Big Block	AR135-7901	AR154-7906
Small Block, Tall	AR134-7901	AR154-7904
Big Block Tall, +400	AR135-7902	AR154-7901
		AR154-7905
		AR154-7902
		AR154-7903

Flexplate Bolt Kits

Application	UHL	Thread Size	High Perf.	Pro Series
CHEVROLET				
CHEVROLET LT1 6.2L (2013-On)	.760"	M11 x 1.5		AR234-2902
Internal Balance, 3/4 Socket, 2pc Rear Seal	.680	7/16-20	AR100-2901	AR200-2902
External Balance, 5/8 Socket, 1pc Rear Seal	.725	7/16-20		AR200-2906
Gen III/LS S/B	.880	M11x1.5		AR244-2901
Gen III/IV LS Series small block with 700R4/ Turbo 350-400 adapter plate	1.075	M11 x 1.5	AR244-2902	
CHRYSLER				
440	.500	7/16-20		AR200-2903
Hemi, 8 Bolt	.500	1/2-20		AR200-2905
FORD				
4.6 & 5.4L Modular, V8	.800	M10 x 1.0		AR254-2901
Internal Balance, 3/4 Socket 289-460 V8	.680	7/16-20	AR100-2901	AR200-2902
NISSAN				
2.5L (RB25) & 2.6L (RB26) INLINE 6	.700	M12 x 1.25	AR102-2901	
SUBARU BRZ FA20 / TOYOTA FRS 4U-GSE / TOYOTA GT-86 4U-GSE				
Subaru FA20		M10-1.0 X 23.5	AR260-290	
Toyota 4UGSE		M10-1.0 X 23.5	AR260-2901	

ARP Thread Sealer

Ensure your nuts and bolts never shake loose.

- Teflon based w/rust & corrosion inhibitors
- Effective range: -34° to 287°C
- Sealant range: 10,000 psi
- Delivers a flexible leak-proof seal in aluminium, steel, stainless steel and plastic
- Designed for use with bolts

Thread Sealer (50ml) AR100-9904

**Cam Bolt Kits**

Application	Socket Size	Diameter/ Thread Size	UHL	High Perf. 170,000 psi	Pro Series 200,000 psi
BUICK					
All V6	3/8	5/16-18	.560	AR123-1001	
CHEVROLET					
Chevy with Oversize Head for use with Cam Button	7/16	5/16-18	.750		AR300-1001
Small and Big Block	1/2	5/16-18	.750	AR134-1001	AR234-1001
LS1 & LS6 Gen III 4.8, 5.3 and 6.0L Cam Retainer Bolt Kit	10mm	M8 x 1.25	20mm	AR134-1002	
Gen III/LS Series-Cam Sprocket Kit	10mm	M8 x 1.25	25mm	AR134-1003	
CHRYSLER, V8					
383-440 W & 426 Hemi 3-Bolt	5/8	3/8-16	.750	AR144-1001	
383-440 W & 426 Hemi red/Head, ext/length 3-Bolt Pattern 9/16	3/8-16	.750		AR244-1001	
TOP FUEL					
Hemi (220,000 psi)	3/8	3/8-24	1.380		AR244-1002
FORD, SMALL BLOCK					
351 SVO Cam Retention Plate Bolts 4.6L, V8 Cam Sprocket Bolt,	7/16	1/4-20	.750		AR250-1001
1 per Cam required	18mm	M12 x 1.5	1.800		AR256-1001
260-289-302-351W	5/8	3/8-16	1.460	AR154-1001	AR254-1001
'69 to present 302-351W	5/8	3/8-16	1.580	AR155-1001	AR255-1001
'70 to present 351C-351M,					
'71 to present 351C, 351-400M	5/8	3/8-16	1.970	AR154-1002	AR254-1002
FORD, BIG BLOCK					
429-460 CID	5/8	3/8-16	1.580	AR155-1001	AR255-1001
All FE Engines; 390-406-427-428	5/8	7/16-14	1.750	AR155-1002	AR255-1002
FORD, 4 & 6 CYLINDER					
Zetec 2.0L	18mm	M10 x 1.5	1.600		AR251-1002
Mitsubishi					
Mitsubishi 4G63 DOHC	14mm	M2 x 1.25,	1.180	AR107-1002	

Pressure Plate Bolt Kits

Application	Thread	High Perf.	Pro Series
CHEVROLET			
9/16" Head Size	3/8-16	AR130-2201	AR230-2202
LS1 & LS6 Gen III 4.8, 5.3 and 6.0L	M10 x 1.50	AR134-2201	
Gen 3 & 4 LS Series small block (12" clutch) .625 O.D.	M10 x 1.50	AR134-2203	
FORD			
1/2" Head Size	5/16-18	AR150-2201	AR250-2201
with Tilton Flywheel and 3 disk AP Clutch, Hex	5/16-24		AR350-2202
NISSAN			
2.0L(SR20DE) 4-cyl, 2.5L(RB25) & 2.6L(RB26) Inline 6 (9 pcs)	M8 x 1.25	AR102-2201	
HONDA			
SOHC	M8 x 1.25	AR108-2201	
DOHC	M8 x 12.5	AR108-2202	
PONTIAC			
All	3/8-16	AR190-2201	AR290-2201

**Torque Converter Bolts**

Application	UHL	Thread Size	High Perf.
CHRYSLER			
Torqueflite 727 & 904 w/ Aftermarket Converter	.500	7/16-20	AR240-7302
All 727 & 904 w/ Prod/Converter	.450	5/16-24	AR240-7301
GM			
Turbo 350, 400, 2004R, 10" Dia. Converter	1.250	7/16-20	AR230-7303
Turbo 350, 11" Diameter Converter	.750	3/8-24	AR230-7301
Turbo 400, 10" Diameter Converter with Tabs	.725	7/16-20	AR230-7302
200 & 700 4L60 & 4L80, 3-piece, Car	.590	M10 x 1.5	AR230-7304
200 & 700 4L60 & 4L80, 6-piece, Truck	.590	M10 x 1.5	AR230-7305



Flywheel Bolt Kits

Application	UHL	Thread Size	High Perf.	Pro Series
BMC				
A-Series, 1600cc	.900	3/8-24		AR206-2802
CHEVROLET				
Flywheel Bolt Kit (6 pieces)	1.000	7/16-20	AR100-2801	AR200-2802
1 piece, Rear Seal, '87-up	1.000	7/16-20		AR200-2807
CHEVROLET LT1 6.2L (2013-On)	1.125"	M11 x 1.5,		AR234-2801
LS1 & LS6 Gen III 4.8, 5.3 and 6.0L	.800	M11 x 1.5		AR330-2802
V8 w/Tilton Flywheel, uses 1/2" Socket	.875	7/16-20		AR330-2801
HOLDEN				
253-304-308	1.000	7/16-20	AR100-2801	AR200-2802
CHRYSLER				
SL6, 3.9L V6 273-440 V8 w/6 Bolt Crank	.875	7/16-20		AR240-2801
383-440 V8 & Hemi w/8 Bolt Crank	.875	1/2-20		AR245-2801
FORD				
Flywheel Bolt Kit (6 pieces)	1.000	7/16-20	AR100-2801	AR200-2802
2.0L Zetec	.900	M11 x 1.0		AR251-2801
351 Flywheel, uses 3/4" Socket	.925	7/16-20		AR350-2802
Pinto, 2000cc Stock	1.150	M10 x 1.0		AR151-2801
V8 w/ Tilton Flywheel, uses 1/2" Socket	.950	7/16-20		AR350-2801
1.8 & 2.0L Duratec	.990	M12 x 1.0		AR251-2802
4.6 & 5.4L Modular, V8	1.000	M10 x 1.0		AR254-2801
HONDA				
D-Series, SOHC, 1.5 & 1.6L	.990	M12 x 1.0		AR208-2801
B-Series, DOHC, 1.6, 1.7, 1.8, 2.0L	.990	M12 x 1.0		AR208-2802
PONTIAC				
6 pieces	.750	1/2-20		AR290-2802
TOP FUEL				
Top Fuel, 8740	1.000	1/2-20		AR200-2804
Top Fuel, L19, 260,000 psi, w/ Washers	1.000	1/2-20		AR200-2805
TOYOTA				
Toyota 20/22R (6 pieces)	1.040	M11 x 1.25		AR203-2803
Toyota 3SGTE (8 pieces)	1.000	M12 x 1.25		AR203-2801
Toyota 4AG (8 pieces)	1.050	M10 x 1.25		AR203-2802
NISSAN				
2.0L (SR20DE/DET0 4-cyl)	.925	M10 x 1.0		AR102-2803
SUBARU BRZ FA20 / TOYOTA FRS 4U-GSE / TOYOTA GT-86 4U-GSE				
Subaru FA20		M10-1.0 X 23.5		AR260-2801
Toyota 4UGSE		M10-1.0 X 23.5		AR260-2801

Harmonic Balancer Bolt Kits

Application	Socket Size	Diameter/ Thread Size	UHL	Part No.
CHEVROLET Small Block				
Small Block	5/8	7/16-20	2.470	AR134-2501
Small Block	13/16	7/16-20	2.470	AR234-2501
Small Block	1-1/16	7/16-20	2.470	AR234-2502
LS1 & LS6 Gen III				
4.8, 5.3 and 6.0L	1-1/16	M16 x 2.0	4.325	AR234-2503
CHEVROLET Big Block				
Big Block	5/8	1/2-20	1.550	AR135-2501
Big Block	13/16	1/2-20	1.550	AR235-2501
Big Block	1-1/16	1/2-20	1.550	AR235-2502
HOLDEN				
Holden 253-304-308 5/8"	5/8		1.800	AR154-2501
CHRYSLER				
318-440 Wedge with Thick Damper & Viper V10	1-1/16	3/4-16	2.200	AR240-2501
KB Hemi	1-1/16	3/4-16	1.420	AR245-2501
FORD				
All (except 351C)	5/8	5/8-18	2.050	AR150-2501
351C	5/8	5/8-18	1.800	AR154-2501
4.6L, V8, 12 pt	18mm	M12 x 1.50	1.800	AR156-2501
Duratech	19mm	M14 x 1.25	1.735	AR251-2501
BA-BF 4.0L 6Cyl	19mm	M14 x 1.5	1.735"	AR251-2501
HONDA				
B16/18	19mm	M14 x 1.25	1.350	AR208-2501
MITSUBISHI				
4G63	19mm	M14 x 1.50	1.525	AR207-2501
NISSAN				
Nissan RB26 6cyl,	27mm	M18 x 1.50,	3.500"	AR102-2501

Square Drive Balancer Bolts

Application	Part No.	
BUICK	120-2502	
CHEVY		
Small Block	134-2503	FORD 351C
Big Block	135-2503	All except 351C
CHRYSLER	145-2503	OLDSDMOBILE
		PONTIAC
		190-2502

Fuel Pump Pushrod Kit

Application	Diameter	OAL	Part No.
Chevy Small Block	1/2	5.750"	AR134-8701
Chevy Big Block	1/2	5.750"	AR135-8701

Alternator Stud Kits

Description	OAL	Coarse Thread Length	Fine Thread Length	Part No.
7/16 Stud	5.000	1.000	1.000	AR300-0501
7/16 Stud	5.250	1.000	1.000	AR300-0502

Ring Gear Bolt Kits

Application	UHL	Thread	Part No.
FORD			
9", 5/8 Socket Size	.940	7/16-20	AR250-3002
8.8", 9", 3/4 Socket Size	.750	7/16-20	AR250-3003
Ring Gear Bolt Kit	1.060	7/16-20	AR350-3004
GM 10 and 12-Bolt	.800	3/8-24	AR230-3001
CHRYSLER			
7 1/4" and 8 3/4" (1972 & earlier)	.835	3/8-24 LH	AR240-3001
OTHERS			
Strange, Top Fuel differential	1.200	7/16-20	AR250-3001

Carrier Fasteners

Application	UHL	Thread	Part No.
FORD			
8", Carrier Bearing Stud Kit	2.600	7/16-14, 7/16-20	AR250-3008
8 and 9", Pinion Support Bolt Kit	1.000	3/8-16	AR250-3007
9", Carrier Bearing Stud Kit	3.250	1/2-13, 1/2-20	AR250-3004
9", Carrier Bearing Stud Kit, H Case	3.400	1/2-13, 1/2-20	AR250-3012
9", Housing Stud, 10 Pieces	1.645	3/8-24	AR250-3005
9", 12 Pt, SS, Pinion Support Stud Kit	2.000	3/8-16, 3/8-24	AR250-3010
9", Hex, SS, Pinion Support Stud Kit	2.000	3/8-16, 3/8-24	AR250-3011
9", 12 Pt, Blk, Pinion Support Stud Kit	2.000	3/8-16, 3/8-24	AR250-3020
9", Hex, Blk, Pinion Support Stud Kit	2.000	3/8-16, 3/8-24	AR250-3021

Sprint Car Drive Pins

Application	UHL	Part No.
Front, 2.450" OAL	1/2-20	AR200-2601
Rear, 3.275" OAL	1/2-20	AR200-2602

Speed Nuts - Oval Track / Sprint Wheel Nuts

Thread	Size	Part Number
Description		
Speed Nuts (10-Pack)	5/8-18	AR300-7801

Brake Hat Bolt Kits

Application	UHL	Part No.
5/16-18, 32 pieces	.850	AR300-0802
5/16-24, 32 pieces	.880	AR300-0801
1/4-28, 48 pieces	.750	AR300-0803

Wheel Studs

Moroso Wheel Studs are manufactured from high-grade SAE 8740 steel to withstand shear loads of 190,000 psi and are designed expressly for use with thick-hub racing wheels for both drag and oval track racing. All Moroso Press-In Type Wheel Studs now feature a quick start dog end for easier starting of wheel nuts. Packed in sets of five. Not for use with wheel spacers.

Thread	Knurl Diam.	Length	Part No.
7/16"-20	0.480"	2-7/8"	MO46150
7/16"-20	0.560"	2-7/8"	MO46160
1/2"-20	0.615"	3"	MO46180
1/2"-20	0.685"	3"	MO46190

Speed Studs - Oval Track / Sprint Wheel Studs

Thread	Knurl Diameter	Thread Length	UHL	Knurl Length	Part Number
5/8-18	.660	1.900	2.750	.675	AR300-7705
5/8-18	.660	2.400	3.250	1.200	AR300-7707
5/8-18	.660	2.550	3.400	1.350	AR300-7708

Competition Wheel Studs

Extra long press in studs for competition use. Made from Grade 8 steel and plated for long life rust resistance. MG4310G fits Chevrolet and MG4311 fits Ford and Chrysler. NHRA Approved.

Thread	Length	Knurl Dia.	Drill Hole	Part No.
7/16"-20	2-5/8"	.480"	.469"	MG4310
1/2"-20	2-7/8"	.665"	.641"	MG4311

Wheel Studs

Application	A Knurl Dia.	L1 UHL	L2 Knurl L	L3 Nose L	Thread Size	Part No.
CHRYSLER						
Chrysler, Rear	.680	3.125	.400	.400	1/2-20	AR100-7705
DODGE						
Neon, Front	.585	2.450	.256	.360	M12x1.5	AR100-7721
FORD						
Ford, Rear Disc Brakes/Chrysler Front	.625	3.500	.400	.437	1/2-20	AR100-7703
Ford, Front Disc Brakes, Early	.618	3.050	.800	.250	1/2-20	AR100-7707
Mustang, M14, 0.500" over stock length	.625	2.935	.400	.435	M14 x 1.50	AR100-7732
Mustang, M14, 1.000" over stock length	.625	3.435	.400	.435	M14 x 1.50	AR100-7733
GM						
Late Drum Brake, Late GM	.486	3.165	.420	.308	7/16-20	AR100-7701
Late Disc Brake and Early Drum Brake, Late GM	.580	3.200	.300	.305	7/16-20	AR100-7702
Late Camaro, Firebird, Corvette, Late GM	.509	2.500	.315	None	M12 x 1.5	AR100-7708
Late Camaro, Firebird, Corvette, Late GM	.509	3.250	.315	None	M12 x 1.5	AR100-7713
HONDA						
'80-'00, 5 Pack	.485	2.850	.275	.350	M12 x 1.5	AR100-7712
MAZDA						
Mazda, Front and Rear (1990-93) & Front (1994-05) 4 Pack	.507	2.750	.335	.350	M12 x 1.5	AR100-7719
Mazda, Rear (1994-05) 4 Pack	.579	2.750	.300	.350	M12 x 1.5	AR100-7720
MITSUBISHI						
Lancer EVO VIII	.565	3.000	.270	.350	M12 x 1.5	AR100-7717
SUBARU						
WRX	.565	3.000	.270	.350	M12 x 1.25	AR100-7716
BRZ & WRX (stock replacement)	.565	1.750	.270	None	M12 x 1.25	AR100-7727
BRZ & WRX (extended length with nose)	.565	1.950	.270	.200	M12 x 1.25	AR100-7728
BRZ & WRX (extended length with nose)	.565	2.535	.270	.200	M12 x 1.25	AR100-7729
BRZ & WRX (extended length with nose)	.565	3.000	.270	.350	M12 x 1.25	AR100-7716
OTHERS						
Aftermarket Axles, 12 pt Style Head	None	3.470	None	.500	1/2-20	AR100-7704
Speedway Eng, Pro 4 Disc	.568	2.970	.710	.437	1/2-20	AR100-7706

Universal Stainless & Black Oxide, Hex & 12 Point, 5 Pack Bolt Sets

STANDARD THREAD 1/4" BOLTS, 5/16" WRENCHING, STANDARD THREAD

Thread	UHL	Wrench	Black Oxide Hex	12 Point	Stainless Hex	12 Point
1/4-20	0.515	5/16	AR650-0515	AR640-0515	AR621-0515	AR611-0515
1/4-20	0.750	5/16	AR650-0750	AR640-0750	AR621-0750	AR611-0750
1/4-20	1.000	5/16	AR650-1000	AR640-1000	AR621-1000	AR611-1000
1/4-20	1.250	5/16	AR650-1250	AR640-1250	AR621-1250	AR611-1250
1/4-20	1.500	5/16	AR650-1500	AR640-1500	AR621-1500	AR611-1500
1/4-20	1.750	5/16	AR650-1750	AR640-1750	AR621-1750	AR611-1750
1/4-20	2.000	5/16	AR650-2000	AR640-2000	AR621-2000	AR611-2000
1/4-20	2.250	5/16	AR650-2250	AR640-2250	AR621-2250	AR611-2250
1/4-20	2.500	5/16	AR650-2500	AR640-2500	AR621-2500	AR611-2500
1/4-20	2.750	5/16	AR650-3000	AR640-3000	AR621-3000	AR611-3000
1/4-20	3.250	5/16	AR650-3250	AR640-3250	AR621-3250	AR611-3250
1/4-20	3.500	5/16	AR650-3500	AR640-3500	AR621-3500	AR611-3500
1/4-20	3.750	5/16	AR650-3750	AR640-3750	AR621-3750	AR611-3750
1/4-20	4.000	5/16	AR650-4000	AR640-4000	AR621-4000	AR611-4000
1/4-20	4.250	5/16	AR650-4250	AR640-4250	AR621-4250	AR611-4250
1/4-20	4.500	5/16	AR650-4500	AR640-4500	AR621-4500	AR611-4500
1/4-20	4.750	5/16	AR650-4750	AR640-4750	AR621-4750	AR611-4750

FINE THREAD 1/4" BOLTS, 5/16" WRENCHING, Black Oxide

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
1/4-28	0.515	5/16	750-0515	740-0515	721-0515	711-0515
1/4-28	0.750	5/16	750-0750	740-0750	721-0750	711-0750
1/4-28	1.000	5/16	750-1000	740-1000	721-1000	711-1000
1/4-28	1.250	5/16	750-1250	740-1250	721-1250	711-1250
1/4-28	1.500	5/16	750-1500	740-1500	721-1500	711-1500
1/4-28	1.750	5/16	750-1750	740-1750	721-1750	711-1750
1/4-28	2.000	5/16	750-2000	740-2000	721-2000	711-2000
1/4-28	2.250	5/16	750-2250	740-2250	721-2250	711-2250
1/4-28	2.500	5/16	750-2500	740-2500	721-2500	711-2500
1/4-28	2.750	5/16	750-2750	740-2750	721-2750	711-2750
1/4-28	3.000	5/16	750-3000	740-3000	721-3000	711-3000
1/4-28	3.250	5/16	750-3250	740-3250	721-3250	711-3250
1/4-28	3.500	5/16	750-3500	740-3500	721-3500	711-3500
1/4-28	3.750	5/16	750-3750	740-3750	721-3750	711-3750
1/4-28	4.000	5/16	750-4000	740-4000	721-4000	711-4000
1/4-28	4.250	5/16	750-4250	740-4250	721-4250	711-4250
1/4-28	4.500	5/16	750-4500	740-4500	721-4500	711-4500

STANDARD THREAD 5/16" BOLTS , 3/8" WRENCHING, STANDARD THREAD

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
5/16-18	0.560	3/8	AR651-0560	AR641-0560	AR622-0560	AR612-0560
5/16-18	0.750	3/8	AR651-0750	AR641-0750	AR622-0750	AR612-0750
5/16-18	1.000	3/8	AR651-1000	AR641-1000	AR622-1000	AR612-1000
5/16-18	1.250	3/8	AR651-1250	AR641-1250	AR622-1250	AR612-1250
5/16-18	1.500	3/8	AR651-1500	AR641-1500	AR622-1500	AR612-1500
5/16-18	1.750	3/8	AR651-1750	AR641-1750	AR622-1750	AR612-1750
5/16-18	2.000	3/8	AR651-2000	AR641-2000	AR622-2000	AR612-2000
5/16-18	2.250	3/8	AR651-2250	AR641-2250	AR622-2250	AR612-2250
5/16-18	2.500	3/8	AR651-2500	AR641-2500	AR622-2500	AR612-2500
5/16-18	2.750	3/8	AR651-2750	AR641-2750	AR622-2750	AR612-2750
5/16-18	3.000	3/8	AR651-3000	AR641-3000	AR622-3000	AR612-3000
5/16-18	3.250	3/8	AR651-3250	AR641-3250	AR622-3250	AR612-3250
5/16-18	3.500	3/8	AR651-3500	AR641-3500	AR622-3500	AR612-3500
5/16-18	3.750	3/8	AR651-3750	AR641-3750	AR622-3750	AR612-3750
5/16-18	4.000	3/8	AR651-4000	AR641-4000	AR622-4000	AR612-4000
5/16-18	4.250	3/8	AR651-4250	AR641-4250	AR622-4250	AR612-4250
5/16-18	4.500	3/8	AR651-4500	AR641-4500	AR622-4500	AR612-4500
5/16-18	4.750	3/8	AR651-4750	AR641-4750	AR622-4750	AR612-4750
5/16-18	5.000	3/8	AR651-5000	AR641-5000	AR622-5000	AR612-5000

FINE THREAD 5/16" BOLTS, 3/8" WRENCHING, FINE THREAD

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
5/16-28	0.560	3/8	751-0560	741-0560	722-0560	712-0560
5/16-28	0.750	3/8	751-0750	741-0750	722-0750	712-0750
5/16-28	1.000	3/8	751-1000	741-1000	722-1000	712-1000
5/16-28	1.250	3/8	751-1250	741-1250	722-1250	712-1250
5/16-28	1.500	3/8	751-1500	741-1500	722-1500	712-1500
5/16-28	1.750	3/8	751-1750	741-1750	722-1750	712-1750
5/16-28	2.000	3/8	751-2000	741-2000	722-2000	712-2000
5/16-28	2.250	3/8	751-2250	741-2250	722-2250	712-2250
5/16-28	2.500	3/8	751-2500	741-2500	722-2500	712-2500
5/16-28	2.750	3/8	751-2750	741-2750	722-2750	712-2750
5/16-28	3.000	3/8	751-3000	741-3000	722-3000	712-3000
5/16-28	3.250	3/8	751-3250	741-3250	722-3250	712-3250
5/16-28	3.500	3/8	751-3500	741-3500	722-3500	712-3500
5/16-28	3.750	3/8	751-3750	741-3750	722-3750	712-3750
5/16-28	4.000	3/8	751-4000	741-4000	722-4000	712-4000
5/16-28	4.250	3/8	751-4250	741-4250	722-4250	712-4250
5/16-28	4.500	3/8	751-4500	741-4500	722-4500	712-4500
5/16-28	4.750	3/8	751-4750	741-4750	722-4750	712-4750
5/16-28	5.000	3/8	751-5000	741-5000	722-5000	712-5000

STANDARD THREAD 3/8" BOLTS , 3/8" WRENCHING, STANDARD THREAD

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
3/8-16	0.500	3/8	AR652-0500	AR642-0500	AR623-0500	AR613-0500
3/8-16	0.750	3/8	AR652-0750	AR642-0750	AR623-0750	AR613-0750
3/8-16	1.000	3/8	AR652-1000	AR642-1000	AR623-1000	AR613-1000
3/8-16	1.250	3/8	AR652-1250	AR642-1250	AR623-1250	AR613-1250
3/8-16	1.500	3/8	AR652-1500	AR642-1500	AR623-1500	AR613-1500
3/8-16	1.750	3/8	AR652-1750	AR642-1750	AR623-1750	AR613-1750
3/8-16	2.000	3/8	AR652-2000	AR642-2000	AR623-2000	AR613-2000
3/8-16	2.250	3/8	AR652-2250	AR642-2250	AR623-2250	AR613-2250
3/8-16	2.500	3/8	AR652-2500	AR642-2500	AR623-2500	AR613-2500
3/8-16	2.750	3/8	AR652-2750	AR642-2750	AR623-2750	AR613-2750
3/8-16	3.000	3/8	AR652-3000	AR642-3000	AR623-3000	AR613-3000
3/8-16	3.250	3/8	AR652-3250	AR642-3250	AR623-3250	AR613-3250
3/8-16	3.500	3/8	AR652-3500	AR642-3500	AR623-3500	AR613-3500
3/8-16	3.750	3/8	AR652-3750	AR642-3750	AR623-3750	AR613-3750
3/8-16	4.000	3/8	AR652-4000	AR642-4000	AR623-4000	AR613-4000
3/8-16	4.250	3/8	AR652-4250	AR642-4250	AR623-4250	AR613-4250
3/8-16	4.500	3/8	AR652-4500	AR642-4500	AR623-4500	AR613-4500
3/8-16	4.750	3/8	AR652-4750	AR642-4750	AR623-4750	AR613-4750
3/8-16	5.000	3/8	AR652-5000	AR642-5000	AR623-5000	AR613-5000

FINE THREAD 3/8" BOLTS, 3/8" WRENCHING, FINE THREAD

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
3/8-24	0.500	3/8	752-0500	742-0500	723-0500	713-0500
3/8-24	0.750	3/8	752-0750	742-0750	723-0750	713-0750
3/8-24	1.000	3/8	752-1000	742-1000	723-1000	713-1000
3/8-24	1.250	3/8	752-1250	742-1250	723-1250	713-1250
3/8-24	1.500	3/8	752-1500	742-1500	723-1500	713-1500
3/8-24	1.750	3/8	752-1750	742-1750	723-1750	713-1750
3/8-24	2.000	3/8	752-2000	742-2000	723-2000	713-2000
3/8-24	2.250	3/8	752-2250	742-2250	723-2250	713-2250
3/8-24	2.500	3/8	752-2500	742-2500	723-2500	713-2500
3/8-24	2.750	3/8	752-2750	742-2750	723-2750	713-2750
3/8-24	3.000	3/8	752-3000	742-3000	723-3000	713-3000
3/8-24	3.250	3/8	752-3250	742-3250	723-3250	713-3250
3/8-24	3.500	3/8	752-3500	742-3500	723-3500	713-3500
3/8-24	3.750	3/8	752-3750	742-3750	723-3750	713-3750
3/8-24	4.000	3/8	752-4000	742-4000	723-4000	713-4000
3/8-24	4.250	3/8	752-4250	742-4250	723-4250	713-4250
3/8-24	4.500	3/8	752-4500	742-4500	723-4500	713-4500
3/8-24	4.750	3/8	752-4750	742-4750	723-4750	713-4750
3/8-24	5.000	3/8	752-5000	742-5000	723-5000	713-5000

FINE THREAD 7/16" BOLTS, 7/16" WRENCHING, FINE THREAD

Thread	UHL	Wrench	Hex	12 Point	Stainless Hex	12 Point
7/16-20	1.000	7/16	753-1000	743-1000	724-1000	714-1000
7/16-20	1.250	7/16	753-1250	743-1250	724-1250	714-1250
7/16-20	1.500	7/16	753-1500	743-1500	724-1500	714-1500
7/16-20	1.750	7/16	753-1750	743-1750	724-1750	714-1750
7/16-20	2.000	7/16	753-2000	743-2000	724-2000	714-2000
7/16-20	2.250	7/16	753-2250	743-2250	724-2250	714-2250
7/16-20	2.500	7/16	753-2500	743-2500	724-2500	714-2500
7/16-20	2.750	7/16	753-2750	743-2750	724-2750	714-2750
7/16-20	3.000	7/16	753-3000	743-3000	724-3000	714-3000
7/16-20	3.250	7/16	753-3250	743-3250	724-3250	714-3250
7/16-20	3.500	7/16	753-3500	743-3500	724-3500	714-3500
7/16-20	3.750	7/16	753-3750	743-3750	724-3750	714-3750
7/16-20	4.000	7/16	753-4000	743-4000	724-4000	714-4000
7/16-20	4.250	7/16	753-4250	743-4250	724-4250	714-4250
7/16-20	4.500	7/16	753-4500	743-4500	724-4500	714-4500
7/16-20	4.750	7/16	753-4750	743-4750	724-4750	714-4750
7/16-20	5.000	7/16	753-5000	743-5000	724-5000	714-5000

FINE THREAD 1/2" BOLTS, 9/16" WRENCHING, FINE THREAD

Thread	Black Oxide			Stainless		
	UHL	Wrench	Hex	12 Point	Hex	12 Point
1/2-20	1.000	9/16	716-1000	726-1000	745-1000	755-1000
1/2-20	1.250	9/16	716-1250	726-1250	745-1250	755-1250
1/2-20	1.500	9/16	716-1500	726-1500	745-1500	755-1500
1/2-20	1.750	9/16	716-1750	726-1750	745-1750	755-1750
1/2-20	2.000	9/16	716-2000	726-2000	745-2000	755-2000
1/2-20	2.250	9/16	716-2250	726-2250	745-2250	755-2250
1/2-20	2.500	9/16	716-2500	726-2500	745-2500	755-2500
1/2-20	2.750	9/16	716-2750	726-2750	745-2750	755-2750
1/2-20	3.000	9/16	716-3000	726-3000	745-3000	755-3000
1/2-20	3.250	9/16	716-3250	726-3250	745-3250	755-3250
1/2-20	3.500	9/16	716-3500	726-3500	745-3500	755-3500
1/2-20	3.750	9/16	716-3750	726-3750	745-3750	755-3750
1/2-20	4.000	9/16	716-4000	726-4000	745-4000	755-4000
1/2-20	4.250	9/16	716-4250	726-4250	745-4250	755-4250
1/2-20	4.500	9/16	716-4500	726-4500	745-4500	755-4500
1/2-20	4.750	9/16	716-4750	726-4750	745-4750	755-4750
1/2-20	5.000	9/16	716-5000	726-5000	745-5000	755-5000
1/2-20	5.250	9/16	716-5250	726-5250	745-5250	755-5250
1/2-20	5.500	9/16	716-5500	726-5500	745-5500	755-5500
1/2-20	5.750	9/16	716-5750	726-5750	745-5750	755-5750
1/2-20	6.000	9/16	716-6000	726-6000	745-6000	755-6000

IMPERIAL 12-POINT NUTS

Diameter	Thread Size Threads/inch	Head Height Inch	Collar	Socket O.D.	12-Point 8740 Black Oxide Finish		12-Point ARP Polished Stainless Steel		10 PC-Pack
					2 PC-Pack	10 PC-Pack	1 PC Bulk	2 PC-Pack	
1/4	20	0.300	0.433	5/16	301-8320	301-8340	401-8300	401-8320	401-8340
1/4	28	0.300	0.433	5/16	300-8320	300-8330	400-8300	400-8320	400-8330
5/16	18	0.348	0.526	3/8	301-8323	301-8343	401-8303	401-8323	401-8343
5/16	24	0.348	0.526	3/8	300-8321	300-8331	400-8301	400-8321	400-8331
11/32	24	0.388	0.644	7/16	300-8383	300-8393			
3/8	16	0.390	0.625	7/16	301-8321	301-8341	401-8301	401-8321	401-8341
3/8	24	0.390	0.625	7/16	300-8322	300-8332	400-8302	400-8322	400-8332
3/8	24	0.420	0.700	1/2	300-8381	300-8391			
3/8	24	0.390	0.645	1/2	300-8382	300-8392			
7/16	14	0.433	0.700	1/2	301-8326	301-8346	401-8306	401-8326	401-8346
7/16	20	0.432	0.700	1/2	300-8323	300-8333	400-8303	400-8323	400-8333
7/16	20	0.362	0.600	1/2	300-8385	300-8395			
7/16	20	0.475	0.800	1/2	301-8336	301-8356			
7/16	20	0.504	0.823	9/16	300-8384	300-8394			
7/16	20	0.504	0.823	5/8	301-8334	301-8354			
1/2	13	0.510	0.823	9/16	301-8322	301-8342	401-8302	401-8322	401-8342
1/2	20	0.510	0.823	9/16	300-8324	300-8334	400-8304	400-8324	400-8334
1/2	20	0.530	0.873	5/8	300-8326	300-8336			
1/2	20	0.640	0.875	11/16	301-8333	301-8353			
9/16	12	0.620	0.965	11/16	301-8327	301-8347			
9/16	18	0.620	0.965	11/16	300-8325	300-8335	400-8305	400-8325	400-8335
5/8	18	0.700	1.225	13/16	300-8329	300-8339			



Nyloc Nuts Stainless

Thread Size	Hex (5 Pack)
1/4-20	AR400-8661
1/4-28	AR400-8761
5/16-18	AR400-8662
5/16-24	AR400-8762
3/8-16	AR400-8664
3/8-24	AR400-8764
7/16-14	AR400-8666
7/16-20	AR400-8766
1/2-13	AR400-8667
1/2-20	AR400-8767

METRIC 12-POINT NUTS

Diameter	Thread Size	Head Height	Collar	Socket	12-Point 8740 Black Oxide Finish		12-Point ARP Polished Stainless Steel		10 PC-Pack
					2 PC-Pack	10 PC-Pack	1 PC Bulk	2 PC-Pack	
M6	1.00	6.1 (0.241)	10.5 (0.413)	8	300-8380	300-8390	400-8370	400-8380	400-8390
M7	1.00	7.0 (0.275)	12.0 (0.472)	9	300-8356	300-8366	400-8346	400-8356	400-8366
M8	1.00	8.1 (0.320)	15.9 (0.625)	10	300-8350	300-8360	400-8340	400-8350	400-8360
M8	1.25	8.1 (0.320)	13.6 (0.535)	10	300-8311	300-8312	400-8310	400-8311	400-8312
M9	1.00	9.5 (0.375)	15.6 (0.615)	11	300-8351	300-8361	400-8341	400-8351	400-8361
M9	1.00	8.4 (0.330)	18.2 (0.720)	13	301-8328	301-8348			
M9	1.25	8.0 (0.316)	15.6 (0.615)	11	300-8352	300-8362			
M10	1.00	10.2 (0.400)	17.8 (0.700)	12	301-8331	301-8351	401-8311	401-8331	401-8351
M10	1.00	10.2 (0.400)	14.0 (0.550)	12	301-8339	301-8359			
M10	1.25	10.2 (0.400)	15.9 (0.625)	12	300-8353	300-8363			
M10	1.25	10.2 (0.400)	17.8 (0.700)	12	300-8354	300-8364	400-8344	400-8354	400-8364
M10	1.25	8.1 (0.320)	15.0 (0.590)	12	301-8330	301-8350			
M10	1.25	11.4 (0.450)	20.7 (0.815)	16	301-8332	301-8352			
M10	1.25	9.5 (0.375)	20.6 (0.810)	16	301-8335	301-8355			
M10	1.50	10.2 (0.400)	17.8 (0.700)	12	300-8355	300-8365	400-8345	400-8355	400-8365
M11	1.25	11.0 (0.432)	17.8 (0.700)	13	301-8381	301-8401	401-8361	401-8381	401-8401
M11	1.25	13.0 (0.501)	20.9 (0.823)	14	301-8382	301-8402	401-8362	401-8382	401-8402
M12	1.00	12.8 (0.504)	19.1 (0.750)	14	300-8367	300-8387	400-8347	400-8367	400-8387
M12	1.25	12.8 (0.504)	20.9 (0.823)	14	300-8327	300-8337	400-8307	400-8327	400-8337
M12	1.25	12.8 (0.504)	19.1 (0.750)	14	300-8328	300-8338	400-8308	400-8328	400-8338
M12	1.25	13.5 (0.530)	22.2 (0.873)	16	301-8338	301-8358			
M12	1.25	10.8 (0.425)	23.5 (0.925)	16	301-8329	301-8349			
M12	1.25	9.5 (0.375)	20.7 (0.815)	16	301-8380	301-8400			
M12	1.50			14			401-8363	401-8383	401-8403
M12	1.75	12.8 (0.504)	20.9 (0.823)	14	300-8386	300-8396	400-8376	400-8386	400-8396

Stainless Steel 12-Point Nuts

Thread Size	Socket	12-Point (1 nut)
1/4-28 (Thread), 5/16" (Socket)		AR400-8300
5/16-24 (Thread), 3/8" (Socket)		AR400-8301
3/8-24 (Thread), 7/16" (Socket)		AR400-8302
7/16-20 (Thread), 1/2" (Socket)		AR400-8303

Hexnuts

Thread Size	Socket Size	Hex 2-PC Bulk	Hex 10-PC Bulk	Hex SS 1-PC Bulk
1/4-28 (2)	7/16			
5/16-18 (2)	1/2	301-8324	301-8344	401-8304
5/16-24	3/8	200-8644	200-8674	400-8614
5/16-24	1/2	200-8622	200-8632	
11/32-24	1/2	200-8623	200-8633	
3/8-16 (2)	9/16	200-8724	200-8734	400-8704
3/8-24	9/16	200-8624	200-8634	400-8604
7/16-14 (2)	5/8	301-8325	301-8345	401-8305
7/16-20	5/8	200-8625	200-8635	400-8605
7/16-20	11/16		200-8626	200-8636
1/2-20	3/4	200-8627	200-8637	400-8607
9/16-18	7/8	200-8628	200-8638	

Serrated Flange Nuts

Thread Size	Socket Size	Hex (10 Pack)
1/4-28	7/16	AR200-8639
5/16-24	1/2	AR200-8630
3/8-24	9/16	AR200-8650

Special Purpose Washers

A true high performance washer from ARP, available in a variety of sizes and thickness, and with or without I.D. (inside diameter) chamfers. All are constructed from premium chrome moly and are parallel-ground, hardened, and finished in black oxide. Our 3/8" I.D. washers, for example, come in four different sizes (O.D.) and different thicknesses. Special connecting rod washers are available, as are some of the more popular metric sizes. All of the washers are available individually, with most of them also offered in handy 2-piece and 10-piece packages. Build up an inventory of these premium quality washers so you won't get caught short when the need arises.



PREMIUM CHROME MOLY, BLACK OXIDE

Application	Inside Dia.	Outside Dia.	Thickness	1 PC. Bulk
Washer, NO I.D. Chamfer	3/8	5/8	.120"	AR200-8504-1
Washer, with I.D. Chamfer	3/8	5/8	.062"	AR200-8505-1
Washer, NO I.D. Chamfer	3/8	.675	.120"	AR200-8506-1
Washer, NO I.D. Chamfer	3/8	3/4	.120"	AR200-8507-1
Washer, with I.D. Chamfer	3/8	3/4	.120"	AR200-8517-1
Washer, Radiused O.D., NO I.D. Chamfer	3/8	7/8	.150"	AR200-8508-1
Washer, with Chamfer	5/16	.550	.120"	AR200-8594-1
Washer, with Chamfer	5/16	.675	.120"	AR200-8575-1
Washer, with Chamfer	5/16	13/16	.120"	AR200-8577-1
Washer, with I.D. Chamfer	7/16	13/16	.120"	AR200-8509-1
Washer, NO I.D. Chamfer	7/16	13/16	.120"	AR200-8510-1
Washer, with I.D. Chamfer, Stainless	7/16	13/16	.120"	AR400-8509-1
Connecting Rod Washer, with I.D. Chamfer	7/16	.675	.062"	AR200-8501-1
Connecting Rod Washer, with I.D. Chamfer	7/16	3/4	.073"	AR200-8502-1
Washer, NO I.D. Chamfer	7/16	3/4	.120"	AR200-8511-1
Washer, with I.D. Chamfer	7/16	3/4	.120"	AR200-8518-1
Washer, with Chamfer	3/4	1.750	.302"	AR200-8714-1
Washer, NO Chamfer	5/8	1.300	.120"	AR200-8753-1
Washer, NO Chamfer	5/8	1.600	.305	AR200-8754-1
Washer, with I.D. Chamfer	7/16	7/8	.120"	AR200-8512-1
Washer with I.D. Chamfer	1/2	7/8	.120"	AR200-8513-1
Washer, NO I.D. Chamfer	1/2	7/8	.120"	AR200-8514-1
Washer, NO I.D. Chamfer	9/16	1	.120"	AR200-8515-1

SPECIAL PURPOSE WASHERS 10PACK I/D

O/D	Thickness	
5/16	.675	AR200-8586
3/8	.34	AR200-8687
7/16	13/16	AR200-8530
1/2	7/8	AR200-8533
10mm	.850	AR200-8592
12mm	.34	AR200-8536

STAINLESS STEEL

Application	7/16	13/16	.120"	AR400-8509-1
Washer, with Chamfer	7/16	13/16	.120"	AR400-8539

IMPERIAL WASHERS

Inside Diameter	Outside Diameter	Thickness	Chamfer	Other Details	1 PC-Bulk	2 PC-Pack	10 PC-Pack
inch	inch		inch				
5/16	0.550	0.095		Black Oxide		200-8578	200-8584
5/16	0.550	0.095	Yes	Black Oxide		200-8579	200-8585
5/16	5/8	0.625	0.120	Yes	ARP Stainless	400-8540	400-8550
5/16	0.675	0.120		Black Oxide		200-8580	200-8586
5/16	0.675	0.120	Yes	Black Oxide		200-8581	200-8587
5/16	13/16	0.812	0.120		Black Oxide	200-8582	200-8588
5/16	13/16	0.812	0.120	Yes	Black Oxide	200-8583	200-8589
3/8	5/8	0.625	0.120		Black Oxide	200-8544	200-8554
3/8	5/8	0.625	0.120	Yes	Black Oxide	200-8612	200-8613
3/8	5/8	0.625	0.062	Yes	Black Oxide	200-8675	200-8685
3/8	0.675	0.120		Black Oxide		200-8546	200-8556
3/8	0.715	0.120		ARP Stainless		400-8504	400-8508
3/8	3/4	0.750	0.120		Black Oxide	200-8677	200-8687
3/8	3/4	0.750	0.120	Yes	ARP Stainless	400-8527	400-8537
3/8	3/4	0.750	0.120	Yes	Black Oxide	200-8547	200-8557
3/8	7/8	0.875	0.150	radiused O.D.		200-8678	200-8688
3/8	1.200	0.120	Yes	Black Oxide		200-8733	200-8763
7/16	0.660	0.120	Yes	Black Oxide		200-8738	200-8768
7/16	0.675	0.062	Yes	rod bolt washer		200-8671	200-8681
7/16	13/16	0.812	0.120	Yes	Black Oxide	200-8529	200-8539
7/16	13/16	0.812	0.120	Yes	ARP Stainless	400-8529	400-8539
7/16	13/16	0.812	0.120		Black Oxide	200-8520	200-8530
7/16	3/4	0.750	0.073	Yes	rod bolt washer	200-8672	200-8682
7/16	3/4	0.750	0.120		Black Oxide	200-8521	200-8531
7/16	3/4	0.750	0.120	Yes	Black Oxide	200-8548	200-8558
7/16	7/8	0.875	0.120		Black Oxide	200-8727	200-8747
7/16	7/8	0.875	0.120	Yes	Black Oxide	200-8522	200-8532
7/16	0.995	0.120		Black Oxide		200-8728	200-8748
7/16	1.300	0.120		Black Oxide		200-8439	200-8449
7/16	2.000	0.275	Yes	Black Oxide	200-8717		
1/2	7/8	0.875	0.120	Yes	Black Oxide	200-8523	200-8533
1/2	7/8	0.875	0.120		Black Oxide	200-8524	200-8534
1/2	1.300	0.120		Black Oxide		200-8722	200-8742
1/2	1.350	0.245	Yes	Black Oxide	200-8703		
1/2	2.000	0.275	Yes	Black Oxide	200-8749		
9/16	1.000	0.120		Black Oxide		200-8525	200-8535
9/16	1.000	0.120	Yes	Black Oxide		200-8739	200-8769
5/8	1.300	0.120		Black Oxide	200-8753		
5/8	1.600	0.275		Black Oxide	200-8754		
5/8	2.000	0.275	Yes	Black Oxide	200-8755		
3/4	1.750	0.275	Yes	Black Oxide	200-8714		
3/4	2.000	0.275	Yes	Black Oxide	200-8715		

METRIC WASHERS

Inside Diameter	Outside Diameter	Thickness	Chamfer	Other Details	1 PC-Bulk	2 PC-Pack	10 PC-Pack
M6	22.6 (0.890)	4.2 (0.165)		Black Oxide	200-8711	200-8741	200-8761
M6	22.6 (0.890)	4.2 (0.165)		ARP Stainless	400-8711		
M6	25.1 (0.990)	1.7 (0.065)		Black Oxide	200-8676	200-8686	200-8696
M8	14.5 (0.575)	1.6 (0.060)		Black Oxide	200-8641	200-8642	200-8643
M9	17.0 (0.670)	3.0 (0.120)		Black Oxide	200-8757	200-8777	200-8797
M9	20.6 (0.812)	3.0 (0.120)		Black Oxide	200-8712	200-8732	200-8762
M9	20.6 (0.812)	3.0 (0.120)	Yes	Black Oxide	200-8729	200-8759	200-8789
M10	15.0 (0.591)	2.0 (0.078)	Yes	Black Oxide	200-8716	200-8736	200-8766
M10	16.0 (0.630)	1.9 (0.075)	Yes	ARP Stainless	400-8503	400-8523	400-8533
M10	19.1 (0.750)	3.0 (0.115)	Yes	Black Oxide	200-8705	200-8725	200-8745
M10	19.1 (0.750)	3.0 (0.120)		Black Oxide	200-8519	200-8679	200-8689
M10	19.1 (0.750)	3.0 (0.120)	Yes	ARP Stainless	400-8519	400-8520	400-8521
M10	19.1 (0.750)	3.0 (0.120)		ARP Stainless	400-8524	400-8534	400-8544
M10	21.6 (0.850)	3.0 (0.115)		Black Oxide	200-8590	200-8591	200-8592
M10	22.0 (0.865)	4.1 (0.160)	Yes	ARP Stainless	400-8502	400-8522	400-8532
M10	22.2 (0.875)	3.2 (0.155)	Yes	Black Oxide	200-8706	200-8726	200-8746
M12	19.1 (0.750)	3.0 (0.120)		Black Oxide	200-8516	200-8526	200-8536
M12	19.1 (0.750)	3.0 (0.120)	Yes	Black Oxide	200-8710	200-8740	200-8760
M12	22.2 (0.875)	2.3 (0.090)	Yes	Black Oxide	200-8428	200-8438	200-8448
M12	22.2 (0.875)	3.0 (0.120)	Yes	Black Oxide	200-8549	200-8550	200-8549
M12	22.2 (0.875)	2.3 (0.090)	Yes	ARP Stainless	400-8428		
M12	22.2 (0.875)	3.0 (0.120)		Black Oxide	200-8500	200-8527	200-8537
M12	25.3 (0.995)	3.0 (0.120)		Black Oxide	200-8752	200-8772	200-8792
M12	37.6 (1.480)	5.1 (0.200)	Yes	Black Oxide	200-8750		
M12	39.4 (1.550)	7.0 (0.275)	Yes	Black Oxide	200-8751		
M14	39.4 (1.560)	7.0 (0.275)	Yes	Black Oxide	200-8756		
M18	73.7 (2.900)	11.4 (0.450)	Yes	Black Oxide	200-8793		

MUFFLERS & ACCESSORIES



QUICK TIME PERFORMANCE AR3 RACE MUFFLER

The AR3 delivers a high quality muffler with a compact design with excellent flow characteristics while helping drivers and tracks support environmental concerns. The AR3 Race Muffler delivers maximum performance in a small, lightweight package. A low profile height combined with a free flowing perforated internal baffle to minimize resonance. 304 stainless steel construction and tig welded throughout for long life.

- Low Profile Design Provides Great Clearances
- Dual Flow Design
- 304 Stainless Steel Construction Inside and Out
- Fully Tig Welded
- Meets Mufflers Requirements At Race Tracks
- High Temperature Sound Absorbing Material
- Available Sizes are 2.5", 3.0", 3.5", and 4.0"

Description	Part No.
2.5" Centre/Centre AR3 Muffler	QTP12250
3.0" Centre/Centre AR3 Muffler	QTP12300
3.5" Centre/Centre AR3 Muffler	QTP12350

Description	Part No.
2.5" Centre/Centre AR3 Muffler	QTP12250
3.0" Centre/Centre AR3 Muffler	QTP12300
3.5" Centre/Centre AR3 Muffler	QTP12350



QTP SCREAMER TWINTRONIC MUFFLER

With the success of our electric cutout we took it to the next level, The Screamer. A dual mode muffler with a single inlet with a dual outlet. One outlet is a straight pipe with a valve at the end on a 360 degree floating flange for total adjustability. When the valve is open you get the loud and free flowing exhaust system. Close the valve and the exhaust gases are diverted through the muffled section to get the quiet mild mannered sound. This is the only system out there that can give you exactly what you want. Other systems that make the power are loud all the time which gets old. Other systems are on the quieter side, which lacks the power. With all the noise restrictions coming out The Screamer is the only system that gets you the power and sound you desire! All systems are stainless steel for clean look and made in the USA.

- Electronic dual mode exhaust system
- Total user control over power & sound
- 304 stainless steel construction
- Quiet to riot with the flip of the switch
- Available in 2.5" and 3" sizes
- Made in the U.S.A.

Kit Contents

- Screamer Muffler
- QTEC Electronic Valve
- Wire Harness
- Dual position momentary switch
- Hardware & Gasket

Description	Part No.
2.500" Screamer Muffler Kit	QTP13250C
3.000" Screamer Muffler Kit	QTP13300C

Description	Part No.
2.500" Screamer Muffler Kit	QTP13250C
3.000" Screamer Muffler Kit	QTP13300C



HOOKER Aero Chamber Mufflers

The all aluminized and stainless steel Aero Chamber is designed to do much more than simply muffle exhaust noise. The Aero Chamber Muffler produces a deep throaty powerful sound that will not change with time. The Hooker Aero Chamber uses a unique step principal, similar to that which is currently popular in racing header design. The aerodynamically designed chambers flow 23% better and produce more horsepower and torque than the most popular high performance brand.

Description	Inlet	Outlet	Part No.
Offset In/Centre Out	2-1/4"	2-1/4"	HK21501
Offset In/Centre Out	2-1/2"	2-1/2"	HK21502
Centre In/Centre Out	2 1/2"	2 1/2"	HK21516
Offset In/Offset Out	2-1/4"	2-1/4"	HK21503
Offset In/Offset Out	2-1/2"	2-1/2"	HK21504
Offset In/Centre Out	3"	3"	HK21505
Centre In/Centre Out	3"	3"	HK21506
Centre In/Centre Out	3-1/2"	3-1/2"	HK21507
Offset In/Offset Out	3"	3"	HK21530



HOOKER Maximum Flow Mufflers

The Hooker Maximum Flow muffler actually flows 99% and produces more horsepower and torque than a 2-1/2" open pipe. The Maximum Flow is constructed of an aluminized steel case with stainless steel internal core and uses a high temperature packing material to absorb excessive noise while allowing a mellow powerful sound. As with all absorption type silencers, the Maximum Flow will be most effective for sound control with lower compression (8.5 to 1 and lower) motors with conservative Camshafts and with applications using catalytic converter(s). The Maximum Flow flows either direction, allowing for easy installation.

Description	Inlet	Outlet	Part No
Offset /Centre	2 1/4"	2 1/4"	HK21601
Offset /Centre	2 1/2"	2 1/2"	HK21602
Offset/Offset	2 1/2"	2 1/2"	HK21604
Offset /Centre	3"	3"	HK21605
Centre/Centre	3"	3"	HK21606
Centre/Centre	4"	4"	HK21609
Centre/Centre	2 1/2"	2 1/2"	HK21614
Offset/Offset	3"	3"	HK21630



HOOKER Stainless Aero Chamber Mufflers

Description	Inlet	Outlet	Part No
Offset In/Centre Out	3"	3"	HK21505-2
Offset In/Offset Out	3"	3"	HK21530-2

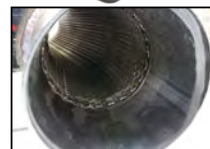


5000 SERIES

MUFFLERS

Aeroflow's 5000 series mufflers are the perfect choice for today's street driven high horsepower muscle cars where both flow for maximum performance and dB reduction are critical. Manufactured from durable 16 gauge TIG welded aluminised steel and coated in a high temp silver finish, Aeroflow's 5000 series mufflers are a chambered design for a consistent sound that won't change over time. When used as part of an appropriate exhaust system they offer a throaty exhaust sound on acceleration and quiet operation at idle and cruising speeds. These mufflers are available in 3 configurations (Center/Center, Offset/Center and Offset/Offset) with inlet/outlet sizes in both 2-1/2" (63.5mm) and 3" (76mm). Compact case dimensions, length 13" / 330mm, width 10" / 255mm and height 4-1/4" (110mm) will fit many applications, perfect for the single system or classic muscle car dual exhaust.

Part No	Description
AF5000-250	63.5mm (2-1/2") offset / offset, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height
AF5000-300	76.2mm (3") offset / offset, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height
AF5001-250	63.5mm (2-1/2") offset / center, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height
AF5001-300	76.2mm (3") offset / center, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height
AF5011-250	63.5mm (2-1/2") center / center, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height
AF5011-300	76.2mm (3") center / center, 330mm (13") length, 254mm (10") width, 108mm (4-1/4") height



STAINLESS STEEL MUFFLERS 5500 SERIES

Aeroflow's 5500 series mufflers are the perfect choice for today's street driven high horsepower turbo cars where both flow for maximum performance and dB reduction are critical. Manufactured from durable 16 gauge TIG welded 304 stainless steel. Aeroflow's 5500 series mufflers are a packed style with perforated tube design that aids performance. These mufflers are available in 3 configurations, Center/Center, Offset/Center and Offset/Offset with inlet/outlet sizes in both 2-1/2" (63.5mm) and 3" (76.2mm).

Compact case dimensions:

Length 13-3/4" 350mm

Width 9-1/2" 241mm

Height 5-5/16 135mm

Will fit many applications, perfect for the single system or dual exhaust.

Part No	Description
AF5500-250	63.5mm (2-1/2") offset / offset
AF5500-300	76.2mm (3") offset / offset
AF5501-250	63.5mm (2-1/2") offset / center
AF5501-300	76.2mm (3") offset / center
AF5511-250	63.5mm (2-1/2")center / center
AF5511-300	76.2mm (3")center / center

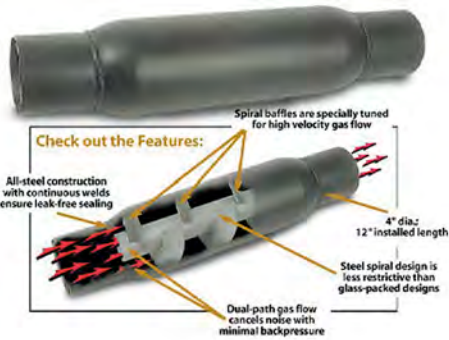


HIGH FLOW POLISHED STAINLESS STEEL

MUFFLERS

- Reduced noise levels with minimal back pressure
- Stainless steel construction makes them durable without compromising the looks

Description	Part No.
Stainless Steel High Flow Muffler, 2.5" Inlet/Outlet	M094054
Stainless Steel High Flow Muffler, 3" Inlet/Outlet	M094055
Stainless Steel High Flow Muffler, 3.5" Inlet/Outlet	M094056



MOROSO SPIRAL FLOW RACING MUFFLERS

Using advanced gas dynamics and sophisticated noise cancellation acoustics, Moroso engineers have developed the finest and most durable Racing Mufflers for your Exhaust System. Specially engineered spiral baffles divide the exhaust flow into two separate paths, significantly reducing noise levels with minimal backpressure.

- Reduced noise levels with minimal backpressure
- These mufflers offer a 5 - 7 db drop over open collectors and the mufflers flow 850 C.F.M

Description

Spiral Flow Racing Muffler, Heavy Duty Steel, 2.5" Inlet/Outlet
Spiral Flow Racing Muffler, Heavy Duty Steel, 3.0" Inlet/Outlet
Spiral Flow Racing Muffler, Heavy Duty Steel, 3.5" Inlet/Outlet

Part No.

MO94050

MO94051

MO94052



SUPER 44™

STREET & STRIP

The Super 44™ is the most aggressive, deepest sounding street and strip muffler Flowmaster has ever made! The Super 44's Maximum performance and Improved flow path will generate more torque and more power than ever before! If you want to really hear your exhaust system inside as well as outside your vehicle the Super 44™ is for you.

Application Recommendations:

- Off Road and Race applications.
 - Aggressive Tone for Early Street/Strip Cars
 - Early Generation Muscle Cars.
 - Late Model Muscle Cars
- Super 44™ Standard 4" Case
4" X 9.75" X 13" - 19" Overall Length



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.25"	FL0942445	2.25"	FL0942446
2.5"	FL0942545	2.5"	FL0942546
3"	FL0943045	3"	FL0943046



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.5"	FL0942547	2.25"	FL0942448
3"	FL0943047	2.5"	FL0942548
		3"	FL0943048



SUPER 40

STREET/STRIP Two Chamber High Performance Mufflers

The Super 40 is our latest development utilizing "Gen II Delta Flow" technology. This gets you the best of both worlds of Sound and Performance. The Super 40 has that "deep powerful" sound of the original 40 series but with all the benefits of performance and low interior resonance from the "Delta Flow technology." The Super 40 5x10-inch case design, modeled after our Top Ten race mufflers, gives you a deeper tone that retains our famous 40 Series sound and feel. Our Super 40 is the most aggressive, deepest sounding street 2-chamber muffler.

Application Recommendations:

- High horsepower street cars . Deep performance tone
- Reduced Interior Resonance. Increased flow path radius
- Vehicles with dual exhaust



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.5"	FL0952545	2.5"	FL0952546
3"	FL0953045	3"	FL0953046
4.5"	FL0954040-10		
	FL0954540-10		

SUPER 40 SERIES Continued...

Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.5"	FL0952547	2.5"	FL0952548
3"	FL0953047	3"	FL0953048

40 SERIES Delta Flow STREET/STRIP

The 40 Series Delta Flow is a milder sounding street and strip muffler that generates a powerful, aggressive sound outside the vehicle, a lower interior resonance while improving your torque and horsepower.

Application Recommendations:

- Late-model Performance Car.
- Reduced Interior Resonance
- Performance Tone.

Vehicles with dual exhaust

40 Series Delta Flow - Single Out
4" X 9.75" X 13" - 19"
Overall Length



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.5"	FL0942542	2.5"	FL0943042
3"		3"	

Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.5"	FL0942543	2.5"	FL0942540
3"	FL0943043	3"	FL0943040

Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.25"	FL0942441	2.5"	FL0942544
2.5"	FL0942541	3"	FL0943044
3"	FL0943041		

40 SERIES STAINLESS STEEL Delta Flow STREET/STRIP

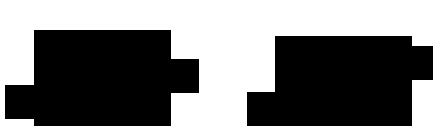
The same characteristics as the 40 Series Delta Flow but built from 409 Stainless steel

40 Series Delta Flow - Single Out
4" X 9.75" X 13" - 19"
Overall Length

Inlet & Outlet	Part#	Inlet & Outlet	Part #
2.50"	FL0842541	2.25"	FL0842443
3.00"	FL0843041	2.50"	FL0842543
		3.00"	FL0843043

SUPER 44™ STAINLESS STEEL STREET & STRIP

Super 44™ Standard 4" Case
4" X 9.75" X 13" - 19" Overall Length



Inlet & Outlet	Part #	Inlet & Outlet	Part #
2.25"	FL0842446	2.25"	FL0842448
2.50"	FL0842546	2.50"	FL0842548
3.00"	FL0843046	3.00"	FL0843048

50 SERIES Delta Flow - Three Chamber Mufflers STREET/STRIP

This is the latest design of the 50 series™ muffler that utilizes Flowmasters patented "Delta Flow" technology along with an Helmholtz Chamber to eliminate most all interior resonance and still have that famous Flowmaster sound outside the vehicle. Constructed of 16 gauge aluminized steel and fully MIG-welded for maximum durability. The Flowmaster 50 Series Delta Flow mufflers is designed to produce a mellow, deep sound in most vehicle and truck applications. It is milder than the 40 Series mufflers on the outside of the vehicle, and is significantly quieter inside the vehicle, yet it still has the right performance sound and feel.

Application Recommendations:

- Street/Strip Vehicles & Sport Trucks. Early/Late model Street Rods
 - Performance Vehicles. Vehicles with dual exhaust
- Case: 17.00 in. x 9.75 in. x 4.00 in.



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.00"	FL0942050	2.00"	FL0942051
2.25"	FL0942450	2.25"	FL0942451
2.5"	FL0942550	2.5"	FL0942551
3"	FL0943050	3"	FL0943051

50 SERIES Delta Flow Continued...

Inlet & Outlet	Part#	Inlet & Outlet	Part#
2.00"	FL0942052	2.00"	FL0942053
2.5"	FL0942552	2.25"	FL0942453
3"	FL0943052	2.5"	FL0942553
		3"	FL0943053

40 SERIES ORIGINAL

Performance Street Muffler
The Original 40 series muffler delivers an aggressive exterior and interior tone. If you're looking for that original Flowmaster sound this is the muffler is for you. Constructed of 16 gauge aluminized steel and fully MIG welded for maximum durability.

Case: 4" H x 9.75" W x 13" L, Over length 19"

Inlet & Outlet
2.50" Offset In/Center Out
3.00" Offset In/Offset Out

Part No.
FL042541
FL043043



60 SERIES Delta Flow - Three Chamber Mufflers

The 60 Series incorporates Flowmasters patented "Delta Flow" technology to produce a nice mellow sound for your sport compact car & Truck. A larger diameter tailpipe will create a deeper tone both inside and outside the vehicle. Constructed of 16 gauge aluminized steel and fully MIG-welded for maximum durability. The 60 Series Performance muffler is designed specifically to bring Flowmaster performance to smaller cars and trucks with small displacement 4 and 6 cylinder engines. All 60 Series mufflers feature Delta Flow technology for increased torque, horsepower and reduced interior resonance.

Application Recommendations:

- HighPerformance Street/Strip applications
- Small Displacement 4 and 6 Cylinder vehicles. Sport Compact



Inlet & Outlet	Part#	Inlet & Outlet	Part#
2"	FL0952060	2"	FL0952062
2.5"	FL0952460	2.5"	FL0952462



SUPER 10 SERIES STREET/STRIP

Super 10 Series 409S stainless steel, single chamber mufflers. Intended for customers who desire the loudest and most aggressive sound they can find. Because these mufflers are so aggressive, they are recommended only for off highway use and not for street driven vehicles. These mufflers utilize the same patented Delta Flow technology that is found in Flowmaster's other Super series mufflers to deliver maximum performance. Constructed of 16 gauge 409S stainless steel and fully MIG welded for maximum durability.

- Super 50 Sound Level
 - 409 Stainless Steel Construction
 - Delta Flow Technology
 - Intended only for off-road or race applications
- Case L 6.5" x H 4" x W 9.5"

Inlet/Outlet	Configuration	Part #
2.5"	Center/Center	FL0842515
2.5"	Offset/Offset	FL0842518
3.0"	Center/Center	FL0843015
3.0"/2.5" Dual	Center/Offset	FL08430152



SUPER 40 SERIES Street Mufflers

The Super 40 features Flowmaster's Delta Flow technology. It's larger case profile provides the best of both worlds of performance and sound. The Super 40 has that deep powerful sound of the Original 40 series but with all the benefits of performance and low interior resonance from the Delta Flow technology. Constructed of 16 gauge aluminized steel and fully MIG welded for maximum durability.

Case: 5" H x 10" W x 13.5" L

Inlet & Outlet	Part#
Dual 2.5"	FL0952545
Same Side 2.5"	FL0952549
Same Side 3"	FL0953049



70 SERIES BIG BLOCK II

High Performance Street, Truck & RV
The 70 series utilizes Flowmaster's patented Delta Flow technology and an enlarged case for improved sound control along with mileage and power gains. Perfect for use on trucks, SUV's, RVs, tow vehicles and high performance street cars where space allows. Constructed of 16 gauge aluminized steel and fully MIG welded for maximum durability.
Case: 5" H x 10" W x 22" L, Over length 28"
Inlet & Outlet **Part No.**
3.00" Offset In/Offset Out **FLO53073**

DBX ROUND MUFFLER

DBX series mufflers - this Laminar Flow internal configuration muffler features the revolutionary HP core design delivering excellent sound control for a wide variety of engine types where vehicle under-chassis space is limited. Utilizing cool shell technology to minimize radiant heat from the muffler body, they are perfect for sport compact imports as well as muscle cars and other performance applications. Constructed with 409S stainless steel internal components and wrapped with a proprietary insulation material and finally a polishable 304 stainless steel casing, these mufflers are as attractive as they are functional delivering a moderate to aggressive tone.

304 Stainless Steel

Part #	inlet/Outlet	Description
FLO12414310	2.25" 6" O.D x 14" Case,	Moderate Sound
FLO12514310	2.50" 6" O.D x 14" Case,	Moderate Sound
FLO13014310	3.00" 6" O.D x 14" Case,	Moderate Sound



UNIVERSAL CATALYTIC CONVERTER

Flowmaster universal catalytic converters are designed to meet federal EPA emissions requirements on a wide variety of applications. These high quality catalytic converters are manufactured in the USA, and feature stainless steel outer shell construction for maximum durability. The internal substrate material and precious metal loading have been carefully engineered for maximum efficiency and to avoid MIL (Malfunction Indicator Lamp) code issues that are common with lower quality converters. Universal catalytic converters require welding and/or fabrication and should be installed by qualified technicians.

Description	Part No.
Ceramic 2.50" Inlet/Outlet, 4" O.D x 10.50" Case	FLO2230125
Ceramic 3.00" Inlet/Outlet, 4" O.D x 10.50" Case	FLO2230130



BALANCE PIPE KIT

Description	Part No.
2.50" H Style Balance Pipe Kit	FLO15920

30 SERIES Delta Force Race Muffler

The 30 Series race mufflers are designed for all racing applications needing to meet the most stringent decibel level requirements at the track. These mufflers have excellent power characteristics with maximum sound reduction qualities.

In/Out	Product #
5"X 12"X 14" Case	
Dia	Part No
4.00"	FLO54030-12
3.50"	FLO53531-12



OUTLAW SERIES Race Mufflers

The Outlaw Series mufflers are specifically designed for racing. The round case allows for installation in limited space applications. The design incorporates sound attenuation rings without the need for packing materials. Suitable for some turbo diesel applications

FLO15430S	3" In/Out, Shorty 7" L x 4" O.D
FLO81543S	3.50 In/Out, 10" Long x 4.50" O.D
FLO815440	4" In/Out, 10" Long x 5" O.D



ALCOHOL SPRINT CAR Race Muffler

40 Series Delta Force,
3.50" In, 3.00" Out
Same Side Offsets
FLO53545-10



FLOWMASTER

2015-16 Ford Mustang GT 5.0L

EXHAUST SYSTEM

Flowmaster's American Thunder Axle-back exhaust system for the 2015-2016 Ford Mustang GT is perfect for the person looking for an aggressive sound level both inside and outside of the car, with all of the performance benefits that you would expect from Flowmaster. This bolt-on DOR (Dual Out Rear) emissions-legal system for cars with the 5.0L engine features a pair of Super 44 Series mufflers and dual mandrel bent 3.00in tailpipes for maximum performance. The system is built out of 409S stainless steel and utilizes 4.00in stainless steel tips. The exhaust system is manufactured in the USA and is covered by Flowmaster's Lifetime Limited Warranty. Designed for an easy fit, this system includes all necessary parts and hardware for installation. Note: This system fits hardtops and convertibles.

GT, Fastback and Convertible Models **FLO817749**

FLOWMASTER 2015-16 FORD

MUSTANG AXLE BACK EXHAUST SYSTEM

Flowmaster's American Thunder® Axle-back exhaust system for the 2015-2017 Ford Mustang is perfect for the person looking for a moderately aggressive sound level outside of the car, while maintaining a mild sound level inside, with all of the performance benefits that you would expect from Flowmaster. This bolt-on DOR (Dual Out Rear) emissions-legal system for cars with the 2.3L EcoBoost or 3.7L V6 engine features 3.00in inlet pipes that flow into a pair of Super 10™ series mufflers for maximum performance. The system is built out of 409S stainless steel and utilizes 4.00in polished Stainless Steel Flowmaster® embossed tips. The exhaust system is manufactured in the USA and is covered by Flowmaster's Lifetime Limited Warranty. Designed for an easy fit, this system includes all necessary parts and hardware for installation. Note: This system fits hardtops and convertibles.

- Stainless Steel Construction
- Dyno Tuned For Maximum Performance
- Chambered Super 10 Muffler Technology

GT, Fastback and Convertible Models

2.3L EcoBoost or 3.7L V6

FLO817748



UNIVERSAL 200 SERIES CATALYTIC CONVERTER

These high quality round catalytic converters are designed to meet Federal USEPA requirements and will work for a wide variety of universal applications. Features include a compact 4.00 inch diameter x 8.00 inch long spun outer casing for ease of fitment in tight spaces along with high flow 200 Cell metallic substrate internals for severe-duty/high temperature uses. These 2.50 inch inlet/outlet converters are for Pre-OBDI applications and can be used for high performance applications and come with a 5-year/50k case warranty and 25k mile emissions warranty for long lasting durability and performance. These converters are Not Legal for Sale or for Use in California and may Not be Legal in States that follow CARB regulations.

- High Flow 200 Cell Metallic Substrate
- Meets All USEPA Requirements
- Stainless Steel Spun Body
- Compact Size and Shape

Description	Part No.
2.50" Inlet/Outlet, 4" O.D x 8" L Case	FLO2000125
3.00" Inlet/Outlet, 4" O.D x 8" L Case	FLO2000130

HUSHPOWER



FLOWMASTER SUPER HP-2 STREET MUFFLER

Flowmaster has taken the laminar core of our classic HP-2 muffler and wrapped it in a new compact square case. The new Super HP-2 Series muffler offers the same great performance benefits and moderate tone that you would expect from our laminar flow mufflers, now in a new sleek styling. These mufflers are available in either a 409S stainless steel case or a polishable 304S stainless steel case and in sizes ranging from 2.00", 2.25" and 2.50". These mufflers are manufactured in the USA and are covered by Flowmaster's Lifetime Limited Warranty.
Body size 4" H x 5" W

409 Stainless Steel

Part #	inlet/Outlet	Length	Sound Level
FLO12012409	2.00"	12" Case,	Aggressive Sound
FLO12018409	2.00"	18" Case,	Moderate Sound
FLO12412409	2.25"	12" Case,	Aggressive Sound
FLO12418409	2.25"	8" Case,	Moderate Sound
FLO12512409	2.50"	12" Case,	Aggressive Sound
FLO12518409	2.50"	18" Case,	Moderate Sound

304 Stainless Steel

Part #	inlet/Outlet	Length	Sound Level
FLO12412304	2.25"	12" Case	Aggressive Sound
FLO12418304	2.25"	18" Case	Moderate Sound
FLO12512304	2.50"	12" Case	Aggressive Sound
FLO12518304	2.50"	18" Case	Moderate Sound



HURST 2015-16 FORD MUSTANG GT 5.0L EXHAUST SYSTEM

Hurst's new Elite Series Cat-back exhaust system for the 2015 - 2016 Mustang GT with the 5.0L V8 is constructed using the highest quality materials and finest craftsmanship available today. Hurst Elite Series systems feature fully mandrel-bent 304s stainless steel tubing that has been custom-designed and exclusively manufactured by industry-leading Flowmaster Inc. to ensure a precise fit every time! The Hurst engineers then added an X-pipe crossover which provides maximum scavenging, sound, and performance, and paired it with a set of fully polished 304s stainless steel Hurst mufflers. The mufflers utilize a high-thermal sound absorption barrier with a large 3.0in straight-through performance core that provides a deep, classic tone reminiscent of Hurst's iconic heritage. The 4.0in mirror-polished stainless steel tips, featuring laser-etched Hurst logos, finish off the system and put the world on notice that you're serious about performance and style. You can take comfort and pride in knowing that every Hurst Elite Series Cat-back exhaust system is hand-fabricated in the USA
HU6350024

PRO Series

Hushpower's newest line of performance PRO Series mufflers deliver ground breaking sound control quiet enough to be used on your street driven vehicle, yet are capable of taming high horsepower race engines without any powerloss. Available in 3.00", 3.50", 4.00" and 5.00" inlet/outlet sizes.

Description

3.00" In/3.00" Out, 6"D X 16"L Case, Stainless
3.00" In/3.00" Out, 6"D X 12"L Case, Stainless
3.50" In/3.50" Out, 6"D X 12"L Case, Stainless
3.50" In/3.50" Out, 6"D X 16"L Case, Stainless
3.50" In/3.50" Out, 6"D X 16"L Case, Stainless

With Turn Down Tip

4.00" In/4.00" Out, 8"D X 20"L Case, Stainless
5.00" In/5.00" Out, 9"D X 20"L Case, Stainless

Part

FL013016100
FL013012100
FL013512100
FL013516101
FL013516101

FL014020100
FL015020100



The world's oldest performance muffler is now available for that "resto-rod" or your 1950's custom. Get the muffler your dad used to impress his friends, and yes, it's still guaranteed not to blow out or leak. Double end cap construction and 3 1/2" hammer tone finished cases assure the original Smithy look.



SMITHY'S Pipes

Part No	Inlet Dia	Core Dia	Length	Case Dia
PATH3010	2"	1-3/4"	22"	3-1/2"
PATH3011	2"	1-3/4"	26"	3-1/2"
PATH3012	2"	1-3/4"	30"	3-1/2"
PATH3013	2-1/4"	2-1/4"	22"	3-1/2"
PATH3014	2-1/4"	2-1/4"	26"	3-1/2"
PATH3015	2-1/4"	2-1/4"	30"	3-1/2"
PATH3016	2-1/2"	2-1/2"	22"	3-1/2"
PATH3017	2-1/2"	2-1/2"	26"	3-1/2"
PATH3018	2-1/2"	2-1/2"	30"	3-1/2"



Shielded Side Pipe

Give your vehicle that custom look with a classic shielded side exhaust system. Large 3" o.d. inlet/outlet pipes and low back pressure six-sided louvered core mufflers guarantee performance and produce a distinctive powerful tone. Complete installation flexibility is built in with the full 360° rotation feature on both inlet and outlet pipes. Includes mounting hardware. See universal side pipe hook-up kit below to complete exhaust system.

Part No.	Inlet	Outlet	Length
PATH1050	2"	3"	50"
PATH1060	2"	3"	60"
PATH1070	2"	3"	70"
PATH1080	2"	3"	80"



Bellflower Tip

The Bellflower design permits custom fabrication of the inlet pipe. These tips are very popular on customized 50's and 60's rods.

Part No	Inlet Dia	Outlet Dia	Length
PATH1530	1-7/8"	2-1/2"	18"
PATH1531	1-7/8"	2-1/2"	24"
PATH1532	1-7/8"	2-1/2"	30"

Fish Tail Tips

Fine Chrome finish with integral clamp fitting.

Part No	Inlet Dia	Length
PATH2950	1-7/8"	8"

STREET ROD Megaphone

Megaphones can be used to give any street rod that custom look. Available in raw or chrome finishes and a wide assortment of inlet and outlet diameters.

Raw Finish

Part No	Inlet Dia	Outlet Dia	Length
PATH7329	1-5/8"	3-1/2"	30"
PATH7327	2"	4"	12"
PATH7323	2"	4"	24"

Chrome Finish

PATH7328	2"	4"	12"
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Stainless Steel Muffler Tips

Highly polished

UPA7042	Plain No Logo
UPA7041	V8 Script
UPA6109	Ford Logo
UPA6278	Oval fits 2" dia Pipes
UPA6279	Oval fits 2-1/2" dia pipes



Sidemounts - 4" Sidetube Slip-In Mufflers

For 4" sidetube sound control, Hooker builds long lasting slip-in mufflers. These Mufflers are easily removed for racing purposes and are available in a performance style glasspack or our quieter all metal reverse flow style for small and big block applications. Sold in pairs.

4" Sidetube Slip-In Mufflers

HK21002HKR

HEADERS & ACCESSORIES

DO NOT RUN CERAMIC COATED HEADERS IN WITH NEW ENGINES



CHEV Shorty Headers

Fits Small Block Chevy 1967-81 Camaro 283 - 400 (not 67-90 with A/C), 1968 - 87 Chevelle 283-400, 1968-79 Chevy II & Nova and 1970-87 Monte Carlo 283-400. Flange thickness-3/8. Tube diameter - 1-5/8" with a 5/16" collector.

Includes collector reducers, gaskets & header bolts.

Ceramic Coated

RPCR9972

CHEV Block Hugger Headers

- Small Block Chev 265-400
- Fits Straight or Angle Plug heads
- Replaces Stock Centre Dump Manifolds
- 1-11/16" Tube Diameter
- Includes Collector Reducers, Gaskets and Bolts

Chrome

RPCR9962

Ceramic Coated

RPCR9964

Black

RPCR9963

FORD

Shorty Headers

- Fits Ford 5.0L 1986-93 Mustang
- 1-5/8" Tube Diameter
- Includes Collector Reducers, Gaskets and Bolts

Chrome

RPCR9996

Ceramic Coated

RPCR9973

Copper Collector Gaskets

Embossed copper flange gaskets for a superior seal and longer life. Supplied as pairs with bolts.

2.50"

RPCR7501

3.00"

RPCR7502

3.50"

RPCR7503



AEROFLOW MERGE COLLECTORS

Aeroflow's 4 into 1 merge collectors are made out of T304 stainless steel that is durable enough to stand up to the elements and combine high flow and high velocity to increase and broaden an engine's torque curve. The hand porting inside the collector ensures unrestricted, smooth exhaust flow to prevent power loss and excessive backpressure.

AF4175-300	44.5mm (1-3/4") primary's into 76mm (3") collector outlet diameter
AF4187-350	47.6mm (1-7/8") primary's into (89mm) 3-1/2" collector outlet diameter
AF4200-350	50.8mm (2") primary's into 89mm (3-1/2") collector outlet diameter
AF4212-400	54mm (2-1/8") primary's into 101.6mm (4") collector outlet diameter
AF4225-400	57.1mm (2-1/4") primary's into 101.6mm (4") collector outlet diameter
AF4250-450	63.5mm (2-1/2") primary's into 114.3mm (4-1/2") collector outlet diameter
AF59-4175	Replacement tab kit

MERGE

COLLECTOR

TAB KIT

Aeroflow's collector tab kits are great as a quick release fastener system for securing your exhaust to the collector, simply weld the tabs to each section, slip together and fasten.

AF59-4175

Merge collector tab kit



2 INTO 1 MERGE COLLECTORS

Aeroflow's 2 into 1 merge collectors are made out of T304 stainless steel that is durable enough to stand up to the elements and combine high flow and high velocity to increase and broaden an engine's torque curve. The hand porting inside the collector ensures unrestricted, smooth exhaust flow to prevent power loss and excessive backpressure.

AF2225-300	57.1mm (2-1/4") primary's into 76mm (3") collector outlet diameter
AF2250-300	63.5mm (2-1/2") primary's into 76mm (3") collector outlet diameter
AF2250-350	63.5mm (2-1/2") primary's into 89mm (3-1/2") collector outlet diameter



So-Cal Ram Horn Exhaust Manifolds

- The power of headers with an "old school" look - Sold in pairs - Provides a tight-fit for steering and clearance issues - 2-1/2" collector uses standard reducers or tight tube extensions - Includes mounting hardware and gaskets - Suits Small Block Chev

S0001-60707



HO-FL53026FLT

Standard & Ceramic Coated MUSCLE CAR Headers

NOTE: HEADERS are for LEFT HAND Drive Cars Only & for Factory Engine Mounts

HO-FL11100FLT	S/B Chev 67-89	1-5/8" x 3"	Painted
HO-FL11112FLT	S/B Chev 55-57	1-5/8" x 3"	Painted
HO-FL11116FLT	S/B Camaro 82-92	305-350 1-1/2"x2.5"	Painted
HO-FL11132FLT	S/B Camaro 67-69	396 - 454 Full Length 1-5/8"x 3"	Painted
HO-FL12100FLT	S/B Ford most	66-73 1-1/2" x 3"	Painted
HO-FL12102FLT	Mustang 64-70	280-302 1-1/2" x 3"	Painted
HO-FL12118FLT	Mustang 70-74	351C 4V 1-3/4" x 3"	Painted
HO-FL13100FLT	Dodge 318-360	1-5/8" x 3"	Painted
HO-FL13130FLT	Dodge 361-440	1-3/4" x 3"	Painted
HO-FL31100FLT	Most S/B Chevy	1-5/8" x 2.5"	Coated
HO-FL31106FLT	Corvette 67-81	283-300 1-5/8" x 3"	Coated
HO-FL31108FLT	Camaro 67-81	283-400 1-1/2" x 2.5"	Coated
HO-FL31112FLT	Chevy 55-57	283-400 1-5/8" x 3"	Coated
HO-FL31132FLT	Camaro 67-69	396-454 1-7/8" x 3.5"	Coated
HO-FL32100FLT	Most Ford S/B	66-73 1-1/2" x 3"	Coated
HO-FL32102FLT	Mustang 64-70	280-302 1-1/2" x 3"	Coated
HO-FL33100FLT	Dodge 318-360	1-5/8" x 3"	Coated
HO-FL33130FLT	Dodge 361-440	1-5/8" x 3"	Coated

FLOWTECH Accessories

HO-FL99263FLT Exhaust gaskets for S/B FORD suit Flowtech

FLOWTECH Exhaust Accessory Brackets

HO-FL10031FLT	Pre-70 chevy vehicles with exhaust Manifold mounted Alternator/Generator
HO-FL10041FLT	Ford Power Steering, Ram Drop Bracket For Power steer equipped Cars



Header Reducer Kits

HO-FL10004FLT	3"	3 Bolt Flange	2.5" Outlet
HO-FL10011FLT	3"	3 Bolt Flange	2-1/8" Outlet
HO-FL10012FLT	2.5"	3 Bolt Flange	2" Outlet
HO-FL10016FLT	3.5"	3 Bolt Flange	2.5" Outlet

Header Reducer Kits with O2 Sensors

HO-FL10105FLT	3 Bolt Flange	2.5" In/Out
HO-FL10110FLT	3 Bolt Flange	3" In/Out



FLOWTECH LS TURBO HEADERS

Flowtech Headers are the perfect combination of quality and value. These "4 to 1" LS Turbo Headers available in 1-3/4" and 1-7/8" tube diameters are an ideal design creating a compact package allowing a variety of configurations (Up and Forward, Down and Forward, or Down and Back) to be used as a universal fit Turbo header.

- CNC Mandrel-bent tubes provide consistent tubing diameters for smooth flow and increases the cylinder scavenging effect and improves engine breathing
- Heavy duty 16-gauge 304SS (Polished Finish Only) and 409SS (Natural, Black Painted, and Ceramic Coated finishes) tubing for increased strength and durability
- 1-3/4" and 1-7/8" tubing diameters available for increased exhaust flow increasing performance and improved throttle response
- 3" collector for maximum strength and exhaust flow
- 7/16" thick header flange for a leak-free seal and maximum strength
- Premium aluminium header gaskets included
- 3" V-Band Flanges and Clamps are included
- Available in a total of four finishes (Natural, Black Painted, Ceramic Coated, and Polished)

Description
LS Turbo Headers Natural Finish 1-3/4"
LS Turbo Headers Natural Finish 1-7/8"

Part No.
HO-FL11535FLT
HO-FL11537FLT

Super Comp Block Huggers

Street Rod/Universal SUPER COMPETITION Headers are great for custom car, truck, or street rod where a specific fit tuned SUPER COMPETITION header is not available. They work great for those tight-fit installations where frame rails are close to the engine block. Stock motor mounts can be used. Because the collector exits parallel with the oil pan rail, maximum ground clearance is allowed. These Headers come complete with gaske header bolts and collector reducers. These Headers come availab' chrome, high heat resistant black paint or Hookers Metallic Ceramic Thermal Barrier Coating.



Small Block Chevy Block Hugger Headers

SBC 262-400, Tube Size 1.625", Collector Size 2.5", Collector Length 4", Port Shape: Round, Black High Temp Paint

Black Coating HK2100
Stainless Steel finish HK2100-2HKR

Super Comp. LS-1 Chevy Block Hugger Header

Street rod owners who have installed a LS-1 or derivative engine and need maximum frame rail clearance with complete access to engine mounts and starter.

Coated Finish HK2313HKR
Stainless Steel Finish HK2314HKR



Super Comp. 392-502 Chevy Block Hugger Headers

Block Hugger Headers will not fit any factory application with side engine mounts including 63-82 Corvette.

Ceramic Coating HK2183HKR
Stainless Steel Finish HK2180-2HKR



Merged Slip-On 12" Collectors

Our Merged Collectors are constructed with the primary tubes joining as they transition into the collector to form a spear eliminating sharp edges and voids to reduce turbulence. This allows more precise management of the sound pressure waves (tuning) and improves aerodynamic flow. These 3 into 1 and 4 into 1 collectors are made from the lightest materials possible. Sold in pairs only

Description
1-3/4" Primary, 3" Collector
1-7/8" Primary, 3-1/2" Collector
2" Primary, 3-1/2" Collector
2-1/8" Primary, 4" Collector
2-1/4" Primary, 4" Collector
2-1/2" Primary, 4.5" Collector
2-1/2" Primary, 5" Collector

Part No.
HK14730
HK14742
HK14752
HK14762
HK14770
HK14703
HK14704



1967-69 CAMARO & FIREBIRD LS Headers

Muscle Rods Heddors from Hedman Husler are designed specifically for the installation of an LS series engine into 1967-69 GM F-Body vehicles. Available in either HTC Ceramic-metallic coated or uncoated. Each set of heddors comes with the required gaskets and bolts.

Style	Primary	Collector	Uncoated
Mid Length	1-3/4"	3"	TDH45060
Long Tube	1-3/4"	3"	TDH45070
Long Tube	1-7/8"	3-1/2"	TDH45090



Super Comp Full Length Headers

- Tuned-length primary tubes for maximum exhaust scavenging and velocity
- Mandrel-bent tubing for smooth exhaust flow
- Light weight & sturdy 18 gauge tubing
- Long transition collector for decreased back pressure
- 5/16" machined flanges for a perfect seal
- Industry's best welds for durability
- Designed for optimal performance
- All necessary hardware included for a complete installation

55-57 Chevy: 265-400.

Full Length Tube 1.75" O.D. x 30", Collector Size 3" O.D., Collector Length 10", Port Shape: Same As Port, For Cars Lowered up to 4", Black High Temp Paint.

Part # HK2112HKR

1955-57 Chevys; LS (all exc. LS7) Engine Swap Headers

Engine Swap Headers for cars with Unisteer rack and pinion steering, Black High Temp Paint

1 3/4" Primary, 3" Collector
Part # HK2293HKR

63-82 Corvette: 396-502.

Full Length Tube 1.875" O.D. x 30", Collector Size 3" O.D., Collector Length 8", Port Shape: Same As Port, Black High Temp Paint

Part # HK2123HKR

63-82 Corvette: 265-400

Full Length Tube, 1.75" O.D. x 25", Collector Size 3" O.D., Collector Length 10", Port Shape: Same As Port, Black High Temp Paint

Part # HK2134HKR

63-82 Corvette: 396-502

Full Length Tube 2.125" O.D. x 30", Collector Size 3.5" O.D., Collector Length 10", Port Shape: Round, Black High Temp Paint

Part # HK2225HKR

84-96 Corvette

350, Full Length Tube 1.75" O.D. x 26", Collector Size 3" O.D., Collector Length 8", Port Shape: Same As Port, Black High Temp Paint

Part # HK2151HKR

67-69 Camaro, 68-75 Nova

396-502, Full Length Tube, 2" O.D. x 33", Collector Size 3.5" O.D., Collector Length 10", Port Shape: Same As Port, Black High Temp Paint

Part # HK2205HKR

67-69 Camaro, 68-74 Nova

265-400, Full Length Tube 1.875" O.D. x 30", Collector Size 3.5" O.D., Collector Length 10", Port Shape: Rectangle, Black High Temp Paint

Part # HK2207HKR

66-74 Challenger/Charger/Coronet/Belvedere/GTX/Road Runner/Satellite/Sebring/Wagons(B & E body), 70-74 Barracuda, 75-77 Sport Fury:

383-440, Full Length Tube 1.75" O.D. x 35", Collector Size 3" O.D., Collector Length 10", Port Shape: Same As Port, Black High Temp Paint

Part # HK5111HKR

66-77 Challenger/Charger/Coronet/Belvedere/GTX/Road Runner/Satellite/Sebring/Wagons(B & E bodies), 70-74 Barracuda, 75-77 Sport Fury, 75-83 Cordoba, 78-82 Magnum XE/St. Regis, 78 Monaco/Polara:

318-360, Full Length Tube 1.75" O.D. x 34", Collector Size 3" O.D., Collector Length

Part # HK5115HKR

64-70 Mustang/Cougar: 260-302W.

Full Length Tube 1.75" x 30", Collector Size 3", Collector Length 10", Port Shape: Same As Port, Black High Temp Paint

Part # HK6111HKR

67-70 Mustang 390-428.

Full Length Tube 1.75" x 33", Collector Size 3", Collector Length 10", Port Shape: Same As Port, Black High Temp Paint

Part # HK6114HKR

67-70 Mustang/Cougar, 66-69 Falcon/Fairlane/Torino/Ranchero/Comet/Cyclone/Montego: 351W.

Full Length Tube 1.625" x 29", Collector Size 3", Collector Length 8", Port Shape: Same As Port, Black High Temp Paint

Part # HK6116HKR

67-70 Mustang/Cougar, 70-71 Falcon/Fairlane/Torino/Ranchero/Cyclone/Montego:

351C Tube Size 1.75" O.D. x 32", Collector Size 3" O.D., Collector Length 8", Port Shape: Same As Port, Black High Temp Paint

Part # HK6913

Super Comp. Ceramic Engine Swap Header

67-69 Camaro/Firebird: LS1

Full Length Tube Size 1.75", Collector Size 3", Port Shape: Same as Port, Painted

Part # HK2288HKR

00-02 Camaro/Firebird: LS1.

Full Length Tube Size 1.875", Collector Size 3", Port Shape: Same as Port, painted

Part # HK2291HKR



SPRINT CAR Style for T-Buckets

Engine	Raw	Coated	Chrome
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CHEVROLET/GMC ENGINES

265-400	PATH8069	PATH8069-1	PATH8070
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Dimentions: Primary 1-5/8", Collector 3-1/2", Port Shape: Round

396-502	PATH8031	PATH8031-1	PATH8032
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Dimentions: Primary 1-7/8", Collector 3-1/2", Port Shape: SAP

FORD ENGINES

289-351W	PATH8469	PATH8469-1	PATH8470
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Dimentions: Primary 1-5/8", Collector 3-1/2", Port Shape: Oval

ROADSTER Headers

Roadster "Fad T" and '32 Hi-Boy headers have set the industry standard for style, quality and performance. Choose between the Classic or the high performance Sprint style for small and big block Chevy and small block Ford engines. Match these headers with our Turnouts and integral mufflers for a complete exhaust system. Roadster headers are available in raw finish, with Patriot's metallic ceramic coating or with show quality chrome.

32 HI-BOY

CHEVROLET/GMC ENGINES

Engine	Raw	Coated	Chrome
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265-400	PATH8071	PATH8071-1	PATH8072
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Dimentions: Primary 1-5/8", Collector 3-1/2", Port Shape: Round

Classic Style for T-BUCKETS



CHEVROLET/GMC ENGINES

265-400	PATH8061	PATH8061-1	PATH8060
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Dimentions: Primary 1-5/8", Collector 3-1/2", Port Shape: Round

FORD ENGINES

289-351W	PATH8467	PATH8467-1	PATH8468
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Dimentions: Primary 1-5/8", Collector 3-1/2", Port Shape: Oval



TIGHT TUCK Headers

Tight Tuck headers are the solution to many problems associated with engine swaps in modern street rods. Tight Tucks fit in the tightest of engine compartments and clear all stock motor mounts. Our applications include headers for small and big block Chevy engines, small block and Flathead Ford engines and small block Mopar engines. Most headers are manufactured from durable 16-gauge tubing and comes complete with gaskets, header bolts and collector reducers. Tight Tuck headers are available in three finishes; raw finish for individual customizing, chrome finish for that show quality shine or with Patriot's very popular metallic ceramic coating.

STREET RODS with CHEVROLET Engines

Engine	Raw	Coated	Stainless Steel
265-400	PATH8052	PATH8052-1	PATH8053
265-400	PATH8027	PATH8027-1	(Tight Tuck)
265-400	PATH8065	(Port SAP)	
LS1-LS6	PATH8014	PATH8014-1	(Port SAP)
Dimensions:	Primary 1-5/8"	Collector 2-1/2"	Port Shape: Round
LS1-LS6	PATH8006	PATH8006-1	
Dimensions:	Primary 1-3/4"	Collector 2-1/2"	Port Shape: Round
396-502	PATH8029	PATH8029-1	PATH8030
Dimensions:	Primary 1-3/4"	Collector 2-1/2"	Port Shape: SAP

STREET RODS with FORD Engines

Engine	Raw	Coated	Chrome
289-351W	PATH8427	PATH8427-1	PATH88428
Dimensions:	Primary 1-5/8"	Collector 2-1/2"	Port Shape: Oval
Flathead	PATH8090	PATH8090-1	
Dimensions:	Primary 1-3/4"	Collector 2-1/2"	Port Shape: Round

STREET RODS with MOPAR Engines

Engine	Raw	Coated
318-360	PATH8205	PATH8205-1
Dimensions:	Primary 1-5/8"	Collector 2-1/2"

STREET RODS with BUICK Nailhead

Engine	Raw
401-425	PATH8500
Dimension:	Primary 1 5/8", Collector 2 1/2", Port Shape: SAP



Shielded Side Tube Turnouts

The classic slotted one-piece shield design gives your rod a great custom look and heat protection when exiting the car. Comes with built-in six sided louvered mufflers that provide excellent sound control without robbing horsepower.

Chrome Finish With Muffler

Part No	Inlet Dia	Outlet Dia	Length
PATH3824	3-1/2"	3-1/2"	26"

LAKESTER Headers

Give your rod a nostalgic look with our Lakester style fully welded header. Fits T-Buckets, Model As, 32-34 Hi-Boys and most other fenderless street rods with small and big block Chevy or Ford small block engines. Classic design allows for hookup to an under chassis exhaust system, but by removing the provided blockoff plates you can easily uncork your headers.



SPRINT CAR Style for T-BUCKETS

Engine	Raw	Coated	Chrome
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CHEVROLET ENGINES

265-400	PATH8040	PATH8040-1	PATH8041
Dimensions:	Primary 1-5/8"	Collector 3-1/2"	Port Shape: Oval

396-502	PATH8042	PATH8041-1	PATH8043
Dimensions:	Primary 1-7/8"	Collector 4"	Port Shape: SAP

FORD ENGINES

289-351W	PATH8431	PATH8431-1	PATH8432
Dimensions:	Primary 1-5/8"	Collector 3-1/2"	Port Shape: Oval

LAKESTER Headers with Turnouts 4-1/4 LONG

SIZE	Raw	Coated
3.5 DIA	PATH1145-1	PATH1145
4 DIA	PATH1146-1	PATH1146

Collector Flange

4" DIA Suit Lakester Cone PATH7267



PATRIOT COLLECTOR

FLANGE KITS

Flange kits include two flanges, gaskets and flange bolts. 3-Bolt, 3-1/2" I.D., 1/4" Thick PATH7261



Side Tube Turnouts

Turnouts are designed primarily for roadster style headers and are available with or without built-in six sided louvered mufflers. Turnouts provide the perfect finishing touch to many custom exhaust applications. Choose from three different finishes to match your need; chrome, metallic ceramic coating or raw.

WITHOUT MUFFLER

Raw	Coated	Chrome
PATH3817	PATH3817-1	PATH3816
Inlet Dia: 3-1/2"	Outlet Dia: 3-1/2"	Length: 20"

PATH3819	PATH3819-1	PATH3820
Inlet Dia: 3-1/2"	Outlet Dia: 3-1/2"	Length: 26"

WITH MUFFLER

Raw	Coated	Chrome
PATH3812	PATH3812-1	PATH3818
Inlet Dia: 3-1/2"	Outlet Dia: 3-1/2"	Length: 20"

PATH3821	PATH3821-1	PATH3822
Inlet Dia: 3-1/2"	Outlet Dia: 3-1/2"	Length: 26"



Low-Line Lake Pipes

The look is back and you can have it with our triple, single and slant style lake pipes. These pipes do not incorporate any silencing materials and are recommended for non-functional use only. Available in three different lengths. The pipe kits come with chromed pipe plugs (except the slant style).

SLANT STYLE

Part No	Inlet Dia	Outlet Dia	Length
PATH1260	2"	2"	60"
PATH1270	2"	2"	70"
PATH1280	2"	2"	80"
PATH1373	1-3/4"	1-3/4"	73"
PATH1381	1-3/4"	1-3/4"	81"
PATH1384	1-3/4"	1-3/4"	84"

SINGLE STYLE

PATH1263	2"	2"	60"
PATH1273	2"	2"	70"
PATH1283	2"	2"	80"

TRIPLE STYLE

PATH1264	2"	2"	60"
PATH1274	2"	2"	70"
PATH1284	2"	2"	80"



LAKESTER Weld-up Kits

Our weld-up header kits work great for street rodders and racers who need to build custom headers when a specific fit header is not available for their car. Check out our Lakester style header kits featuring 16 gauge mild steel tubing and specially designed tapered collector cones.

Chevy

Part No	Engine	Tube Dia	Collector Dia
PATH8001	265-400	1-5/8"	3-1/2"
PATH8002	265-400	1-5/8"	4"
PATH8003	396-502	1-7/8"	3-1/2"

Ford

Part No	Engine	Tube Dia	Collector Dia
PATH8414	289W-351W	1-5/8"	3-1/2"



CHRYSLER/VALIANT

Application	Type	Primary	Outlet	Part No
Valiant AP5-VF Slant 6	Tuned	1-1/2"	2-1/4"	PH2500
Valiant VG-CM Hemi 6	Tuned	1-5/8"	2"	PH2520
Valiant VG-CM Hemi 6 Dual Ex	Tuned	1-5/8"	2"	PH2520D
Valiant VE-CM 273-360 V8	Tri-Y	1-5/8"	2-1/2"	PH2535

FORD 6 Cylinder

Application	Type	Primary	Outlet	Part No
Falcon 250 incl. 2V 6 Cyl.	Tuned	1-1/2"	2"	PH4460
Falcon Crossflow 3.3-4.1L	Tri-Y	1-5/8"	2-1/2"	PH4460
Falcon EA-AU 3.9L & 4.0L	Tri-Y	1-5/8"	2-1/2"	PH4480
Falcon EA-AU 3.9L & 4.0L	Tri-Y	1-5/8"	2-1/2"	PH4499
Falcon BA 4.0L Non Turbo	Tri-Y	1-5/8"	2-1/2"	PH4490
Falcon BA 4.0L Non Turbo	Tri-Y	1-1/2"	2-1/2"	PH4495

FORD V8

Application	Type	Primary	Outlet	Part No
Mustang 1964-69 289-302 Windsor	4 into 1	1-1/2"	3"	PH4010
Falcon XR-XY 289-302 Windsor	Tri-Y	1-1/2"	2"	PH4020
Falcon XR-XY 289-302 Windsor	Tuned	1-5/8"	3"	PH4030
Falcon XR-XY 351 Windsor	Tri-Y	1-5/8"	2-1/4"	PH4035
Falcon XR-XF 302-351 2V Clevo	Tri-Y	1-3/4"	2-1/4"	PH4050
Fairlane XA-ZL 302-351 2V Clevo	Tri-Y	1-3/4"	2-1/4"	PH4050
Falcon XR-XF 302-351 4V Clevo	Tri-Y	1-3/4"	2-1/4"	PH4055
Falcon XR-XF 302-351 2V Clevo	Tuned	1-3/4"	3"	PH4070
Falcon XR-XF 302-351 4V Clevo	Tuned	1-3/4"	3"	PH4075
Falcon XR-XY 302-351 4V Clevo	Tuned	1-7/8"	3-1/2"	PH4095
Falcon XR-XY 302-351 4V Clevo	Tuned	2"	3-1/2"	PH4095-2
Ford XR-XY 302-351 2V Clevo	Tuned	1 7/8"	3 1/2"	PH4090
Falcon XA-XF 302-351 2V Clevo	Tuned	1-7/8"	3-1/2"	PH4080
Falcon XA-XF 302-351 4V Clevo	Tuned	1-7/8"	3-1/2"	PH4085
Falcon XA-XF 429-460 Auto Only	Tri-Y	2"	2-1/4"	PH4099
Falcon EB-EL 5.0L incl XR-8	Tri-Y	1-5/8"	2-1/4"	PH4000
Falcon AU 5.0L incl XR-8 & TE-50	Tri-Y	1-5/8"	2-1/4"	PH4001
Falcon AU 5.0L incl XR-8 & TE-50	Tuned	1-5/8"	2-1/4"	PH4006
Falcon BA 5.4L Quad Cam 3-Valve	Tuned	1-5/8"	2-1/2"	PH4013
Falcon BA 5.4L Quad Cam 4-Valve	Tuned	1-3/4"	2-1/2"	PH4008

FORD V8 Cont...

Falcon BA 5.4L Quad Cam 4-Valve	Tri-Y	1-3/4"	2-1/2"	PH4018
Falcon FG 5.4L 4-Valve XR-8, GT, FPV	Tuned	1-3/4"	2-1/2"	PH4007
Falcon FG 5.4L 4-Valve XR-8, GT, FPV	Tuned	1-7/8"	3"	PH4009
Falcon FG 5.4L 4-Valve XR-8, GT, FPV	Tri-Y	1-3/4"	2-1/2"	PH4019

HOLDEN 6 Cylinder

Application	Type	Primary	Outlet	Part No
EH-HQ 6 Cyl Red Motor	Tri-Y	1-1/2"	2-1/4"	PH5004
EH-WB 6 Cyl Red Motor suit P/Glide	Tri-Y	1-1/2"	2"	PH5014
HJ-HZ 6 Cyl Red Motor	Tri-Y	1-1/2"	2-1/4"	PH5005
Torana LC-LH 6 Cyl Red Motor	Tri-Y	1-1/2"	2-1/4"	PH5004
Torana LX-UC 6 Cyl Red Motor	Tri-Y	1-1/2"	2-1/4"	PH5005
Commodore VB 6 Cyl Red Motor	Tri-Y	1-1/2"	2-1/4"	PH5005
Commodore VC-VK 6 Cyl	Tri-Y	1-1/2"	2-1/4"	PH5008
Commodore VL RB30 Non Turbo	Tri-Y	1-1/2"	2-1/4"	PH5006
Commodore VN-VR V6 Auto	Tri-Y	1-1/2"	2-1/4"	PH5009
Commodore VN-VR V6 Manual	Tri-Y	1-1/2"	2-1/4"	PH5019
Commodore VS Ecotec V6 Auto	Tuned	1-1/2"	2"	PH5039
Commodore VT-VY 3.8L V6	Tuned	1-1/2"	2"	PH5059
Commodore VT-VU 3.8L V6 S/Charged	Tuned	1-1/2"	2"	PH5060
Commodore VZ Alloytec V6	Tuned	1-1/2"	2-1/4"	PH5069

HOLDEN & CHEV V8

Application	Type	Primary	Outlet	Part No
253-308 (Block Hugger)	Tuned	1-5/8"	2-1/4"	PH5565
Chev Small Block (Block Hugger)	Tuned	1-5/8"	3"	PH5560
Corvette 350 V8 1984-96 (Chain Conversion)	Tuned	1-3/4"	3"	PH2300
Corvette 350 V8 1984-96 (Mirror Conv)	Tuned	1-3/4"	3"	PH2301
HK-HG 253-308 V8	Tri-Y	1-5/8"	2"	PH5200
HK-HG Chev Small Block	Tri-Y	1-5/8"	2-1/2"	PH5302
HK-HG 253-308 V8	Tuned	1-5/8"	3"	PH5205
HK-HG Small Block Chevy	Tuned	1-3/4"	2-1/4"	PH5305
HQ-WB 253-308 V8	Tri-Y	1-5/8"	2"	PH5210
HQ-WB 253-308 V8	Tuned	1-5/8"	3"	PH5215
HQ-WB 253-308 V8	Tuned	1-3/4"	3"	PH5225
HQ-WB 253-308 V8 with TH-400	Tuned	1-5/8"	3"	PH5220
HQ-WB 308 with EFI Heads	Tri-Y	1-5/8"	2-1/4"	PH5270
HQ-WB 308 with EFI Heads	Tri-Y	1-3/4"	2-1/4"	PH5275
HQ-WB Chev Small Block	Tuned	1-5/8"	2-1/4"	PH5310
HQ-WB Chev Small Block	Tuned	1-5/8"	3"	PH5315
HQ-WB Chev Small Block	Tri-Y	1-3/4"	3"	PH5320
HQ-WB Chev Small Block	Tuned	1-3/4"	3"	PH5325
HQ-WB Chev Big Block	Tuned	2"	2-1/4"	PH5340
HQ-WB LS1-LS2	Tuned	1-3/4"	3"	PH5342
Torana LH-LX 253-308	Tri-Y	1-5/8"	2"	PH5200
Torana LH-LX 253-308	Tri-Y	1-3/4"	2"	PH5250
Torana LH-LX 308 with EFI Heads	Tri-Y	1-5/8"	2-1/4"	PH5260
Commodore VB-VK 253-308	Tri-Y	1-1/2"	2"	PH5010
Commodore VB-VK 253-308	Tri-Y	1-5/8"	2-1/4"	PH5020
Commodore VB-VK 308 with EFI Heads	Tri-Y	1-5/8"	2-1/4"	PH5600
Commodore VB-VK 308 with EFI Heads	Tri-Y	1-3/4"	2-1/4"	PH5700
Commodore VL 5L V8 Auto	Tri-Y	1-5/8"	2-1/2"	PH5015
Commodore VN-VS 5L V8 Auto	Tri-Y	1-5/8"	2-1/2"	PH5000
Commodore VN-VS 5L V8 Dual Out	Tri-Y	1-3/4"	2-1/4"	PH5002
Commodore VS 5L V8 Manual	Tri-Y	1-5/8"	2-1/2"	PH5000A
Commodore VN-VS 5L V8 Dual Cat	Tri-Y	1-5/8"	2-1/4"	PH5000D
Commodore VN-VS 5L V8 Manual	Tri-Y	1-5/8"	2-1/2"	PH5000M
STATSMAN Cap/Cat VN-VS 5L V8 Auto	Tri-Y	1-5/8"	2-1/2"	PH5000V
Commodore VT 5L V8 (not LS1)	Tri-Y	1-5/8"	2-1/2"	PH5050
Commodore VT-VY 3.8L V6	Tuned	1 3/4"	2 1/2"	PH5061
Commodore VT-VZ LS1-LS2 Monaro	Tri-Y	1-1/2"	2-1/2"	PH5359
Commodore VT-VZ LS1-LS2 Monaro	Tri-Y	1-5/8"	2-1/2"	PH5360
Commodore VT-VZ LS1-LS2 Monaro	Tri-Y	1-3/4"	3"	PH5361
Commodore VT-VZ LS1-LS2 Monaro	Tri-Y	1-7/8"	3-1/2"	PH5362
Commodore VT-VZ LS1-LS2 Monaro	Tri-Y	1-5/8"	3"	PH5367
Cross 8 & Adventra	Tri-Y	1-1/2"	2-1/2"	PH5366
Commodore VE LS2 6.0L- STD Cats	Tuned	1-1/2"	3"	PH5377
Commodore VE LS2 6.0L - Non STD Cats	Tuned	1-5/8"	3"	PH5381
Commodore VE LS2 6.0L LS3 6.2L	4 into 1	1-7/8"	3"	PH5382
Commodore VE LS2 6.0L LS3 6.2L	TRI-Y	1-3/4"	3"	PH5387

**TOYOTA**

All Tri-Y design

Hilux 4 runner Desel 2.2 - 3.0L Man	1-5/8"	2-1/4"	PH2580
Landcruiser 100 Series Petrol	1-5/8"	2-1/2"	PH2650
Landcruiser 75-79 Series 1HZ Desel	1-5/8"	2-1/2"	PH2700

Import & 4 Cylinder

All Tuned design

Application	Primary Outlet	Part No
Hyundai Excel & Accent 1.5L Twin Cam	1-1/2" 2-1/4"	PH6500
Hyundai Lantra & FX Coupe 1.8 & 2.0L	1-5/8" 2-1/4"	PH6560
Mazda Astina SP20 2.0L DOHC	1-1/2" 2-1/4"	PH4340
Mitsubishi Lancer 1.8L 1996-on	1-5/8" 2"	PH9355
Mitsubishi Magna TE-TJ 3.0 & 3.5L	1-1/2" 2-1/2"	PH9370
Nissan S13-S14 Silvia SR20 Non Turbo	-1/2" 2"	PH9030
Nissan SR20, S13-S14 Non Turbo 200SX 1-1/2"	2"	PH9030
Toyota Celica & Corona 1971-79 18R	1-1/2" 2"	PH12540
Toyota Starlet 1.3L 4E-FE Engine	1-3/8" 2"	PH12500

Turbo Dump Pipes

A mandrel bent dump pipe off the turbo is one of the most effective exhaust mods you can make to a turbo engine and will help your engine to build boost faster and make more power. All Pacemaker dump pipes are 3" mandrel bent with flanges at both ends.

Application	Part No.
VL Commodore RB30ET	PHPT5006
Nissan Skyline R32 & R33	PHPT9003
Nissan Silvia, 200SX SR20DET	PHPT9005
Subaru Impreza WRX	PHPT2000

Boat Headers

Application	Part No.
S/B Chevy 4 into 1 Boat headers, Tuned, 44.5mm x 762mm Primaries, 660mm Collectors	PH302
S/B Chevy 4 into 1 Boat headers, Tuned, 51mm x 813mm Primaries, 100mm x 680mm Long Collectors, Double Head Plate	PH302-02

Installation Accessories

Application	Part No.
Engine mount Spacers HK-HT-HG With SB/BB Chev	PHPEMP307
Engine mount Spacers HQ-WB With SB/BB Chev	PHPEMP350
Engine Mount Spacers XA-XF With BB Ford 42-460	PHPEMP460

COMMODORE O2 Accessories

Application	Part No.
O2 Sensor Extension Wires Suit VY LS1 (2 Required)	PHPEX5367Y
O2 Sensor Extension Wires Suit VZ LS1-2 (2 Required)	PHPEX5367Z

EXHAUST HANGERS**DEEDS Engineering Billet Exhaust Hangers**

These hangers provide the exhaust industry with a new, long awaited, option for mounting your exhaust system. The billet construction translates to a solid, tough product while the soft high temp bushing dampens exhaust vibration to your chassis. Stainless steel hardware holds everything together for a high quality package.

Part No	Description
DEHP20001	2" Polished Finish
DEHP22501	2 1/4" Polished Finish
DEHP25001	2 1/2" Polished Finish
DEHP30001	3" Polished Finish

AFCO V-Band Exhurst Clamps

Kits Includes Weld-On V-Band Rings and Stainless Steel V-Band Clamp

AF60-912250S	DYNATECH 2.5" V Band Clamp
AF60-912300S	DYNATECH 3.0" V Band Clamp

**BILLET EXHAUST HANGERS**

The perfect choice to hang your exhaust. Tough billet construction with soft hi-temp bushing to dampen exhaust vibration to your chassis. Available in black or polished.

Part No	ID	Description
AF64-4103	63.5mm (2-1/2")	Polished
AF64-4103BLK	63.5mm (2-1/2")	Black
AF64-4104	76mm (3")	Polished
AF64-4104BLK	76mm (3")	Black
AF64-4106	89mm (3-1/2")	Polished
AF64-4106BLK	89mm (3-1/2")	Black
AF64-4107	101.6mm (4")	Polished
AF64-4107BLK	101.6mm (4")	Black
AF59-4103		Replacement soft hi-temp bushing & alloy insert kit
AF59-4103BLK		Replacement soft hi-temp bushing & black alloy insert kit

STAINLESS STEEL TUBE AND MANDREL BENDS

Aeroflow Performance's new range of 304 stainless steel mandrel bends and exhaust accessories are perfect for intercooler, turbo-charger, supercharger and intake pipes. These pipes will not corrode or rust like coated or painted steel pipes. High quality, contaminant free stainless produces clean weld beads, for a show quality welding job!

NOTE: LEG SIZES ARE APPROXIMATE AND MAY VARY.

Tech Tip: To weld 304 stainless steel, to 304 stainless steel use of a 308 stainless steel filler rod is recommended. When welding mild steel to 304 stainless steel use of a 309 stainless steel filler rod is recommended.

**STRAIGHT STAINLESS STEEL TUBE**

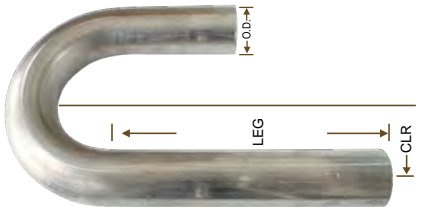
Diameter (O.D.)	Part No	Wall	Length
1-1/2"	31.75mm AF9501-1500	1/16"	1.50mm 1 metre 3.3ft
1-5/8"	41mm AF9501-1625	1/16"	1.50mm 1 metre 3.3ft
1-3/4"	44.5mm AF9501-1750	1/16"	1.50mm 1 metre 3.3ft
1-7/8"	47.5mm AF9501-1875	1/16"	1.50mm 1 metre 3.3ft
2"	51mm AF9501-2000	1/16"	1.50mm 1 metre 3.3ft
2-1/8"	54mm AF9501-2012	1/16"	1.50mm 1 metre 3.3ft
2-1/4"	57mm AF9501-2250	1/16"	1.50mm 1 metre 3.3ft
2-3/8"	60mm AF9501-2380	1/16"	1.50mm 1 metre 3.3ft
2-1/2"	63mm AF9501-2500	1/16"	1.50mm 1 metre 3.3ft
2-3/4"	70mm AF9501-2750	1/16"	1.50mm 1 metre 3.3ft
3"	75mm AF9501-3000	1/16"	1.50mm 1 metre 3.3ft
3-1/2"	88mm AF9501-3500	1/16"	1.50mm 1 metre 3.3ft
4"	102mm AF9501-4000	1/16"	1.50mm 1 metre 3.3ft
5"	127mm AF9501-5000	1/16"	1.50mm 1 metre 3.3ft

**45° STAINLESS STEEL MANDREL BEND**

Diameter (O.D.)	Part No	Wall	Leg
1-5/8"	41mm AF9502-1625	1/16"	1.50mm 6" 150mm
1-3/4"	44mm AF9502-1750	1/16"	1.50mm 6" 150mm
1-7/8"	48mm AF9502-1875	1/16"	1.50mm 6" 150mm
2"	51mm AF9502-2000	1/16"	1.50mm 6" 150mm
2-1/4"	57mm AF9502-2250	1/16"	1.50mm 6" 150mm
2-1/2"	63mm AF9502-2500	1/16"	1.50mm 6" 150mm
3"	75mm AF9502-3000	1/16"	1.50mm 6" 150mm
3-1/2"	88mm AF9502-3500	1/16"	1.50mm 6" 150mm
4"	102mm AF9502-4000	1/16"	1.50mm 6" 150mm
5"	127mm AF9502-5000	1/16"	1.50mm 6" 150mm

**90° STAINLESS STEEL MANDREL BEND**

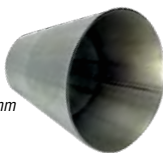
(O.D.)	Part No	Wall	Leg	Diameter
1-5/8"	41mm AF9503-1625	1/16"	1.50mm 6"	150mm
1-3/4"	44mm AF9503-1750	1/16"	1.50mm 6"	150mm
1-7/8"	48mm AF9503-1875	1/16"	1.50mm 6"	150mm
2"	51mm AF9503-2000	1/16"	1.50mm 6"	150mm
2-1/4"	63mm AF9503-2250	1/16"	1.50mm 6"	150mm
2-1/2"	63mm AF9503-2500	1/16"	1.50mm 6"	150mm
3"	75mm AF9503-3000	1/16"	1.50mm 6"	150mm
3-1/2"	88mm AF9503-3500	1/16"	1.50mm 6"	150mm
4"	102mm AF9503-4000	1/16"	1.50mm 6"	150mm
5"	127mm AF9503-5000	1/16"	1.50mm 6"	150mm

**180° STAINLESS STEEL J BEND**

Diameter (O.D.)	Part No	Wall	Leg
1-5/8"	41mm AF9506-1625	1/16"	1.50mm 6"/12" 150/300mm
1-3/4"	44.5mm AF9506-1750	1/16"	1.50mm 6"/12" 150/300mm
1-7/8"	47.5mm AF9506-1875	1/16"	1.50mm 6"/12" 150/300mm
2"	51mm AF9506-2000	1/16"	1.50mm 6"/12" 150/300mm
2-1/8"	54mm AF9506-2012	1/16"	1.50mm 6"/12" 150/300mm
2-1/4"	57mm AF9506-2250	1/16"	1.50mm 6"/12" 150/300mm
2-3/8"	60mm AF9506-2380	1/16"	1.50mm 6"/12" 150/300mm
2-1/2"	63mm AF9506-2500	1/16"	1.50mm 6"/12" 150/300mm
2-3/4"	70mm AF9506-2750	1/16"	1.50mm 6"/12" 150/300mm
3"	75mm AF9506-3000	1/16"	1.50mm 6"/12" 150/300mm
3-1/2"	88mm AF9506-3500	1/16"	1.50mm 6"/12" 150/300mm
4"	102mm AF9506-4000	1/16"	1.50mm 6"/12" 150/300mm

STAINLESS STEEL**TRANSITION CONE**

Part No	AF9588-2550
Radius	2-1/2" / 63mm up to 5" / 127mm
Length	4" / 100mm

**STAINLESS STEEL FLEXIBLE JOINTS**

Diameter (O.D.)	Part No	Length
1-1/2"	38mm AF9500-1500	4" / 100mm
1-5/8"	41mm AF9500-1625	4" / 100mm
1-3/4"	44mm AF9500-1750	4" / 100mm
2"	51mm AF9500-2000	4" / 100mm
2-1/2"	63mm AF9500-2500	4" / 100mm
3"	75mm AF9500-3000	4" / 100mm
3-1/2"	88mm AF9500-3500	4" / 100mm
4"	102mm AF9500-4000	4" / 100mm
4-1/2"	115mm AF9500-4500	4" / 100mm

**STAINLESS STEEL X-PIECE**

Diameter (O.D.)	Part No	Wall
2"	51mm AF9508-2000	1/16" 1.50mm
2-1/4"	55mm AF9508-2250	1/16" 1.50mm
2-1/2"	63mm AF9508-2500	1/16" 1.50mm
3"	75mm AF9508-3000	1/16" 1.50mm
3-1/2"	88mm AF9508-3500	1/16" 1.50mm
4"	102mm AF9508-4000	1/16" 1.50mm

**STAINLESS STEEL Y-PIECE**

Diameter (O.D.)	Part No	Wall
2-1/2"	63mm AF9544-2500	1/16" 1.50mm
3"	75mm AF9544-3000	1/16" 1.50mm
3-1/2"	88mm AF9544-3500	1/16" 1.50mm

**STAINLESS STEEL T-PIECE**

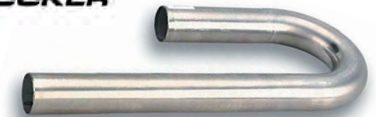
Diameter (O.D.)	Part No	Wall
2-1/2"	63mm AF9577-2500	1/16" 1.50mm
3"	75mm AF9577-3000	1/16" 1.50mm
3-1/2"	88mm AF9577-3500	1/16" 1.50mm

**STAINLESS STEEL DONUT**

Diameter (O.D.)	Part No	Wall	Radius
2"	51mm AF9511-2000	1/16"	1.50mm .075:1
2-1/2"	63mm AF9511-2500	1/16"	1.50mm .075:1
3"	75mm AF9511-3000	1/16"	1.50mm .075:1
3-1/2"	88mm AF9511-3500	1/16"	1.50mm .075:1
4"	102mm AF9511-4000	1/16"	1.50mm .075:1

STAINLESS STEEL HALF DONUT

Diameter (O.D.)	Part No	Wall	Radius
2"	51mm AF9510-2000	1/16"	1.50mm .075:1
2-1/2"	63mm AF9510-2500	1/16"	1.50mm .075:1
3"	75mm AF9510-3000	1/16"	1.50mm .075:1
3-1/2"	88mm AF9510-3500	1/16"	1.50mm .075:1
4"	102mm AF9510-4000	1/16"	1.50mm .075:1

**180 degree Mandrel J-Bends Mild Steel**

Part #:	Gauge	O.D. (in)	Radius (in)	LEG A (in)	LEG B (in)
HK12596	18	2-3/8	3.5	6	15



Super Competition Flange Kit

Hooker offer a complete line of "hard to find" specialty header flanges. Flange kits come with gaskets, bolts and polished stainless steel NHRA contingency header I.D. tags. Super Competition Flange Kit, Mopar Hemi 426 Outer Flange Without Stubs, Primary Tube Size 2.250", Port Shape Square

Part #:	Application	Port Shape	Primary Size Size O.D.(in)
HHK11833HKR	Chevy S/B 18 deg Alloy	Round	2-1/8, 2-1/4



Header Flange Kit

- Aluminium plates simplify the task of matching exhaust ports to large tube, dual flange headers on
 - Small Block Chevy engines
 - Only 3/8" thick to save weight
 - Includes six plates, enough for one engine SB Chevy Header Std Port to Spread Port Exhaust Flange Kit
- MO67650**



CNC STAINLESS STEEL HEADER FLANGES

Custom build your exhaust with high quality Aeroflow components. Aeroflow's CNC header flanges are manufactured from 3/8" (9.5mm) thick 304 Stainless Steel. The Aeroflow header flanges are offered in a variety of sizes to meet your exhaust building needs.

Part No	Description
S/B CHEVY	
AF9551-1000	1-5/8" Round port header flanges suit S/B Chevy
AF9551-1001	1-3/4" Square port header flanges suit S/B Chevy
AF9551-1002	1-7/8" Square port header flanges suit S/B Chevy
AF9551-1010	2" Spread port header flanges to suit S/B Chevy
AF9551-1011	Alloy adapter kit suit large pipes to small bolt pattern
B/B CHEVY	
AF9551-1004	2" Round port header flanges suit B/B Chevy
AF9551-1003	2-1/4" Round port header flanges suit B/B Chevy

LS SERIES CHEVY

AF9551-1005	1-3/4" Round port header flanges suit LS Chevy
AF9551-1006	1-7/8" Round port header flanges suit LS Chevy

FORD CLEVELAND

AF9551-1007	1-3/4" Oval port header flanges suit 302-351C
AF9551-1008	1-7/8" Oval port header flanges suit 302-351C
AF9551-1009	2" Oval port header flanges suit 302-351C

FORD WINDSOR

AF9551-1012	1-3/4" rectangle port header flanges suit 289-351W Brodix
AF9551-1013	1-3/4" square port header flanges suit 289-351W Victor Jr
AF9551-1014	1-7/8" square port header flanges suit 289-351W Victor Jr
AF9551-1015	2" square port header flanges suit 289-351W Victor Jr
AF9551-1016	SBF Aluminium adapter kit suit 50.8mm (2") bolt pattern.



FORD 302-351W- Dart II Hedder Flanges without Stubs

1-3/4" tube diameter
Kit Contents: One pair of Flanges Wide Pattern, Thickness 3/8"
Part# TD10445



TURBINE FLANGES

Aeroflow's machines a variety of exhaust-turbo flanges all manufactured from 3/8" (9.5mm) high quality 304 Stainless Steel.

INLET

AF9551-0001	GT25, GT28, Turbine inlet flange (T28)
AF9551-0002	GT30, GT35, Turbine inlet flange (T3)
AF9551-0003	T04Z, GT42, GT45, Turbine inlet flange (T4)
AF9551-0004	GT42, GT45, GT51 turbine inlet flange (T5)

OUTLET

AF9551-0005	GT25, GT28, turbine outlet flange (T28)
AF9551-0006	GT30, GT35, turbine outlet flange (T3)
AF9551-0007	GT42, GT45, GT51 turbine outlet flange (T4)

2 BOLT FLANGES

Aeroflow 2 bolt exhaust flanges are manufactured with our same technique as our machined header flanges, machined 100% flat for a sure seal! Available in sizes 2-1/2" (63.5mm) and 3" (76mm).

AF9551-0009	2-1/2" (63.5mm) I.D. Stainless steel flanges (2 Pack)
AF9551-0010	3" (76mm) I.D. Stainless steel flanges (2 Pack)

3 BOLT FLANGES

Aeroflow 3 bolt exhaust flanges are manufactured with our same technique as our machined header flanges, machined 100% flat for a sure seal! Available in sizes from 2.5" to 4".

AF9551-0011	2-1/2" (63.5mm) I.D. Stainless steel flanges (2 Pack)
AF9551-0012	3" (76mm) I.D. Stainless steel flanges (2 Pack)
AF9551-0013	3-1/2" (88.9mm) I.D. Stainless steel flanges (2 Pack)
AF9551-0014	4" (101.6mm) I.D. Stainless steel flanges (2 Pack)



PATRIOT COLLECTOR FLANGE KITS

Flange kits include two flanges, gaskets and flange bolts.
3-Bolt, 3-1/2" I.D., 1/4" Thick
PATH7261



MG1203C

MR GASKET EXHAUST COLLECTOR GASKETS

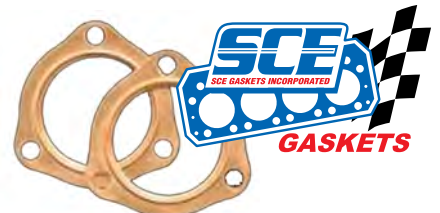
Description	Part No.
2-1/2" 3-Bolt Paper Collector Gasket (Each)	MG76
3" 3-Bolt Paper Collector Gasket (Pair)	MG1204C
3-1/2" 3-Bolt Paper Collector Gasket (Pair)	MG1203C
3-1/2" 3-Bolt Steel Multilayer Shim MLS (Pair)	MG4887G



2 & 3 BOLT COPPER GASKETS

Aeroflow Performance now offer embossed copper 2 and 3 bolt exhaust flange gaskets to suit our CNC stainless flanges and outperform other gaskets because of its sealing beads that conform to the flange sealing surfaces and provide leak free performance.

(2 Pack)	Part No.	Description
AF9558-2500	2-1/2" (63.5mm) I.D.	2 bolt embossed copper gasket
AF9558-3000	3" (76.2mm) I.D.	2 bolt embossed copper gasket
AF9559-2500	2-1/2" (63.5mm) I.D.	3 bolt embossed copper gasket
AF9559-3000	3" (76.2mm) I.D.	3 bolt embossed copper gasket
AF9559-3500	3-1/2" (89mm) I.D.	3 bolt embossed copper gasket



Pro Copper Exhaust Header Gaskets

Pro Copper embossed exhaust header gaskets are the best way to seal a warped or uneven exhaust mating surface. They feature a raised sealing ring to ensure a leak free seal under all conditions.

Application	Part Size	Part No.
Chev SB Stock Rounded Port	1.375" x 1.375"	SCE-4011
Chev SB Stock Square Port	1.400" x 1.400"	SCE-4211
Chev SB Oval Port Headers	1.450" x 1.850"	SCE-4311
Chev LS1 & LS7 Large Port	1.750" Round	SCE-4119
Chev BB Large Round Port	2.050" Round	SCE-4313
Chev BB X-Large Round Port	2.400" Round	SCE-4213
Chrysler 318-360 4-Barrel	1.400" x 1.400"	SCE-4069
Ford 289-302-351 Windsor	1.200" x 1.500"	SCE-4036
Ford 302-351 Cleveland 2V	1.350" x 1.875"	SCE-4052
Ford N351 & Dart Windsor	1.600" x 1.775"	SCE-4236

Pro Copper Exhaust Collector Gaskets

Pro Copper embossed exhaust collector gaskets with raised sealing ring ensure a leak free seal under all conditions.

Application	Part No.
3-Bolt 2.5" Collector Gaskets (Pair)	SCE-4250
3-Bolt 3.0" Collector Gaskets (Pair)	SCE-4300
3-Bolt 3.5" Collector Gaskets (Pair)	SCE-4350



REPLACEMENT V-BAND CLAMP

We now offer the V-Band clamp separately, this clamp has been revised with larger diameter threads and a heavy duty machined nut. The clamp is available separately in all sizes that we offer in the kits, 31.75mm (1-1/4") right through to 127mm (5") V-Bands.

Part No	Description
AF59-1250-01	31.7mm (1-1/4") Replacement Clamp
AF59-1500-01	38.1mm (1-1/2") Replacement Clamp
AF59-1750-01	44.4mm (1-3/4") Replacement Clamp
AF59-2000-01	50.8mm (2") Replacement Clamp
AF59-2500-01	63.5mm (2-1/2") Replacement Clamp
AF59-3000-01	76.2mm (3") Replacement Clamp
AF59-3500-01	88.9mm (3-1/2") Replacement Clamp
AF59-4000-01	101.6mm (4") Replacement Clamp
AF59-5000-01	127mm (5") Replacement Clamp

V-BAND CLAMPS

Aeroflow V-Band kits comprise of mild steel weld flanges and a stainless steel clamp. New self-aligning V design. The weld flanges

have been designed with a male to female connection which not only helps align the bands but also provides multiple sealing surfaces which prevent leaks and warping. Mild steel weld flanges are plated in high lustre weld through coating to help prevent rust and corrosion. Aeroflow V-band clamps utilised a special designed stainless locking nut which does not melt or loosen with the high exhaust temperature like the inferior Nyloc nut.

Part No	ID	Weld Rings	Description
AF92-1250D	1-1/4" (31.7mm)	Aluminium	AF59-1250-1
AF92-1250	1-1/4" (31.7mm)	Steel	AF59-1250-1
AF92-1250SS	1-1/4" (31.7mm)	Stainless Steel	AF59-1250-1
AF92-1500D	1-1/2" (38.1mm)	Aluminium	AF59-1500-1
AF92-1500	1-1/2" (38.1mm)	Steel	AF59-1500-1
AF92-1500SS	1-1/2" (38.1mm)	Stainless Steel	AF59-1500-1
AF92-1750D	1-3/4" (44.4mm)	Aluminium	AF59-1750-1
AF92-1750	1-3/4" (44.4mm)	Steel	AF59-1750-1
AF92-1750SS	1-3/4" (44.4mm)	Stainless Steel	AF59-1750-1
AF92-2000D	2" (50.8mm)	Aluminium	AF59-2000-1
AF92-2000	2" (50.8mm)	Steel	AF59-2000-1
AF92-2000SS	2" (50.8mm)	Stainless Steel	AF59-2000-1
AF92-2500D	2.5" (63.5mm)	Aluminium	AF59-2500-1
AF92-2500	2.5" (63.5mm)	Steel	AF59-2500-1
AF92-2500SS	2.5" (63.5mm)	Stainless Steel	AF59-2500-1
AF92-3000D	3" (76.2mm)	Aluminium	AF59-3000-1
AF92-3000	3" (76.2mm)	Steel	AF59-3000-1
AF92-3000SS	3" (76.2mm)	Stainless Steel	AF59-3000-1
AF92-3500D	3.5" (88.9mm)	Aluminium	AF59-3500-1
AF92-3500	3.5" (88.9mm)	Steel	AF59-3500-1
AF92-3500SS	3.5" (88.9mm)	Stainless Steel	AF59-3500-1
AF92-4000D	4" (101.6mm)	Aluminium	AF59-4000-1
AF92-4000	4" (101.6mm)	Steel	AF59-4000-1
AF92-4000SS	4" (101.6mm)	Stainless Steel	AF59-4000-1
AF92-5000D	5" (127mm)	Aluminium	AF59-5000-1
AF92-5000	5" (127mm)	Steel	AF59-5000-1
AF92-5000SS	5" (127mm)	Stainless Steel	AF59-5000-1

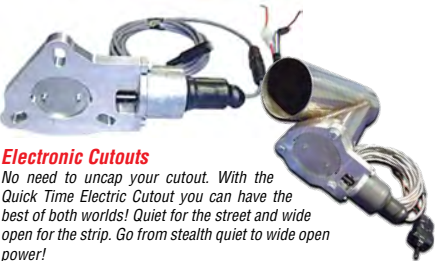


Oval Low Profile Electric Exhaust Cutouts

Low profile electric cutouts are designed for any car or truck that has limited ground clearance. With the Quick Time Electric Cutout you can have the best of both worlds! Quiet for the street and wide open for the strip. You control the volume, you control the power. Open your exhaust with the flip of a switch.

-Fits 2 1/4" to 3" Round Exhaust Pipe. -Low Profile Design
-CNC 6061 Aircraft Aluminium Body -Stainless Steel Butterfly Plate and Shaft -6061 Aircraft Aluminium Motor Plate
-High Torque DC Gear Driven Motor (1 1/2 Ft Lbs TQ)
-Custom Illuminated Toggle Switch or Optional Controller
-Weather Proof Connector w/gold plated contacts

QTPEC33-Single Oval Electric Valve and Oval Connection Pipe
QTPEC66-Dual Oval Electric Valves and Oval Connection Pipes
QTP11338 Oval Turndown

**Electronic Cutouts**

No need to uncup your cutout. With the Quick Time Electric Cutout you can have the best of both worlds! Quiet for the street and wide open for the strip. Go from stealth quiet to wide open power!

Gain over aftermarket exhaust systems. You control the volume, you control the power. Open your exhaust with the flip of a switch. Run it closed, run it all the way open or any position in between. Adjust your back pressure to save gas. Fits any car or truck, from old school muscle to Street rods.

Replacement Electric Motor

QTP-MOTOR Suits all Electric Valves

Electric Cutout Controller

Just when you think our electric cutout is pretty high tech, we bring you The Controller! The Controller is an upgrade from our standard toggle switch. Hit the button and it automatically opens the butterfly for you and stops it at 100%.

QTPEC10200 Exhaust cut-out controller

**Single Electric Valve, Wiring and Toggle Switch -**

QTPEC225 2-1/4" Controller Valve
QTPEC25 2-1/2" Controller Valve
QTPEC30 3" Controller Valve
QTPEC35 3-1/2" Controller Valve
QTPEC40 4" Controller Valve

**Dual Electric Valve, Wiring and Toggle Switch**

Cut out pipe not included.

QTPEC45 2-1/4" Controller Valve
QTPEC50 2-1/2" Controller Valve
QTPEC60 3" Controller Valve
QTPEC60CP 3" Controller Valve & Stainless Steel Cut Out Kit

QTPEC70 3-1/2" Controller Valve
QTPEC80 4" Controller Valve

Universal 2.5" Turn Down

360 degree floating flange so you can angle the turn down in any direction you want. Designed to bolt to any 2.5 inch 3-bolt flange or behind your QTP electric exhaust cutout. Polished stainless steel. 1/4" Thick Flange
QTP11250 2.5" Turn Down

Stainless Steel Cutout Pipes

Stainless Steel Exhaust Cutout.

Uncap your exhaust in seconds. 304

Polished Stainless Steel Tig Welded

Comes with cap, gasket, bolts

and nuts.

2-1/4" S/S Cutout **QTP10225**

2-1/2" S/S Cutout **QTP10250**

3" S/S Cutout **QTP10300**

3-1/2" S/S Cutout **QTP10350**

4" S/S Cutout **QTP10400**

**MR GASKET Exhaust Cut-Outs**

Now you can manually control the flow of your vehicle's exhaust either thru the stock exhaust system or straight out the pipe, with an exhaust cut-out from Mr. Gasket! Made from durable cast iron, the exhaust cut-out will accept 2" O.D. exhaust pipes, though it can be used on other size tubing through the use of adapters/reducers (Not included). Brazing is required. Each cut-out is complete with a control cable and installation instructions.

Exhaust Cut-Out **MG5424**

DIFFERENTIALS & COMPONENTS**HOLDEN COMMODORE SS VE-VF OUTLAW AXLES**

GForce Engineering OUTLAW Axles are a direct replacement for factory half-shafts and are designed for cars making big power. The Outlaw axles are capable of supporting up to 1500 HP. They truly are the king of IRS axles. Machined from proprietary aerospace billet allow, the outlaw axles feature an upgraded 31-spline axle bar and 31-spline billet machined CV joints. The additional splines offer more spline engagement and allow for larger diameter axle bars equaling unparallelled strength. In addition to more spline engagement the billet machined 31-spline CV's provide more travel and increased operating angle than OEM CV joints. They also provide a significant increase in wear characteristics and durability over standard 108mm CV's commonly found in axle upgrades. Outlaw axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of an Outlaw axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 31 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description
Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS

Part No.
GFCSS10107A

**HOLDEN COMMODORE SS VE-VF AXLES**

GForce Engineering Axles are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Outlaw axles as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. These axles are design NOT to break. In addition to increased strength the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. All GForce axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description
Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS

Part No.
GFCSS10106A

**HOLDEN COMMODORE VZ AXLES**

GForce Engineering Axles are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Outlaw axles as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. These axles are design NOT to break. In addition to increased strength the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection

Description
Holden Commodore VZ & Pontiac GTO Axles

Part No.
GFGT010110A

**HOLDEN COMMODORE VZ OUTLAW AXLES**

GForce Engineering OUTLAW Axles are a direct replacement for factory half-shafts and are designed for cars making big power. The Outlaw axles are capable of supporting up to 1500 HP. They truly are the king of IRS axles. Machined from proprietary aerospace billet allow, the outlaw axles feature an upgraded 31-spline axle bar and 31-spline billet machined CV joints. The additional splines offer more spline engagement and allow for larger diameter axle bars equaling unparallelled strength. In addition to more spline engagement the billet machined 31-spline CV's provide more travel and increased operating angle than OEM CV joints. They also provide a significant increase in wear characteristics and durability over standard 108mm CV's commonly found in axle upgrades. Each component of an Outlaw axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 31 Spline Severe-duty CV's
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection

Description
Holden Commodore VZ & Pontiac GTO Outlaw Axles

Part No.
GFGT010111A



HOLDEN COMMODORE SS VE-VF 9" IRS KIT

The GForce Engineering fully-fabricated 9" IRS for the Pontiac G8 and Chevrolet SS is a complete bolt-in independent rear suspension that replaces your drive-line from the transmission back. Includes a fabricated 9" housing that bolts to the stock differential mounting points. It also includes GForce bullet-proof Outlaw axles, 35-spline inner stubs, new outer stubs and the option for your choice of driveshaft's. It's no secret that stock IRS components can be a real weak point in these cars. Once power levels exceed the limitations of the stock diff, upgraded axles may hold up, but they expose the weak points in the differential. This is where the GForce 9" becomes a necessary upgrade. The 9" kit eliminates the flex, noise, "clunking" and weak points of the OEM rear. Plus, you have the confidence knowing you are putting your power through a race-proven, bulletproof rear end, but you get all the benefits and advantages an IRS can provide. In addition, the GForce 9" kit comes standard with 35 spline inner stubs. In fact it is the only 9" IRS on the market with the beefy 35-Spline inner axle stubs. The GForce 9" has been proven to support 2000+ in "real-world" applications. The GForce 9" kit holds IRS records in the 1/4 mile, standing mile and 2-mile in wheel standing IRS vehicles. It's safe to say the misconception that you cannot put power through an IRS and make it live has been officially debunked.

- Fabricated 9" housing (bolts to factory locations)
- Heavy-duty front mount
- Solid aluminium or poly bushings
- 35 Spline Inner and Outer Stubs
- Outlaw 9" axles
- All necessary hardware
- Third member to housing
- Housing and front mount to cradle
- Your choice of third member: Pro-Iron or HD aluminium (Strange)
- Your choice of driveshaft: 3.5" aluminium or 4" aluminium

Description

Holden VE HSV Clubsport & Wagon,
Holden VF Commodore, Pontiac G8 Chevy SS

Part No.

GFFCS10902A



FORD MUSTANG S550 2015-ON AXLES

Completely redesigned from the ground up, the all-new GForce Engineering Axles for the S550 Mustang are unlike any entry-level axle on the market. This axle set uses CNC-machined billet CV internals, one-piece CNC-machined inner and outer stubs and the strongest axle bars available in this configuration. They are a direct replacement for factory half-shafts and are designed for cars with mild bolt-ons to those running superchargers and turbos. These axles are rated to 850HP+. If you think you will approach these power numbers or eventually eclipse them, we encourage you to look at the Ford Performance Outlaw axles we also manufacture as a potential upgrade. Machined from proprietary aerospace billet allow, the 850HP axles feature a 28-spline axle bar and custom built CV joints. The larger diameter axle bars and premium aerospace allow make GForce entry-level axles the strongest available. In addition to the increased strength, the 850HP axles feature anti-wheel hop technology. Originally brought to market by GM several years ago, all GForce axles feature this same technology and offer a significant reduction in wheel hop during hard launches. All GForce axles also include 1-piece CNC machined billet steel inner and outer stubs. Machined from a single piece of billet steel, GForce inner and outer 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the 850HP axles carry an industry best.

- Anti-wheel hop technology
- Direct bolt-in fit and finish
- 28 Spline Severe-duty CV's
- 1-Piece Inner and Outer Stubs
- Aircraft grade certified alloys
- CNC-Machined In House
- Powder coated axles for corrosion protection
- Black e-coat finish on inner and outer stubs to protect against harsh conditions without impeding spline engagement

Description

Mustang S550 (2015-On) 850 HP Axles, Left and Right

Part No.

GFFOR10102A



FORD MUSTANG S550 2015-ON 3.5" ALUMINIUM TAILSHAFT

GForce Engineering aluminium tailshaft's are precision-engineered, one-piece tailshaft's designed for use in high-performance, high-horsepower vehicles. At home on the street, the dragstrip or the track, these tailshaft's are designed and built to hold up to aggressive driving while providing the mild manners you expect from a late-model performance application. GForce Engineering tailshaft's are all aluminium, splined slip-shaft assemblies designed with a tightly fitted splined assembly that lets the shaft plunge in and out but also gives the shaft the ability to spin vibration free and with incredible strength. The splined area comes with a boot to protect it from dust and other road debris. All GForce tailshaft's also come with solid core, heavy-duty U-joints front and rear. Each shaft is high-speed balance checked on some of the best balancing equipment in the industry. Each tailshaft is balanced at 7 - 8,000 rpm to ensure you get a perfectly balanced driveshaft and to eliminate vibration and NVH. Note: These tailshaft's do NOT use a CV joint. No CV means you don't have an extra 5 lbs. sitting on the front of your tailshaft that puts extra stress and loads on the output shaft and seals. It also means you don't have a CV joint that can wear or need serviced. Also gone are the rubber couplers that are found on the OEM driveshaft. These new tailshaft's only weigh an average of 17 lbs. An OEM shaft can weigh 24 lbs. and 28 lbs. That's more than a 7+ pound weight reduction. The 3.5" aluminium tailshaft is rated to 900hp and speeds up to around 160 mph with no issues or vibrations. As they say "smooth as glass" at 160 mph. Each shaft also comes with our billet adapters for the front and rear. Each adapter is machined to positively locate in the stock 3 or 4-finger yoke (flange) for a perfect fit and alignment. Both the front and rear adapters bolt right up to the stock yoke or flange with the supplied hardware for a trouble free installation.

- 3.5" Aluminium Tailshaft
- 6061-T6 Aluminium Driveline Tubing
- Splined Slip-Shaft Design
- Solid Core HD U-Joints Front & Rear
- CNC Machined Billet Adapters Front and Rear
- Bolt-in Installation
- Peak HP and Torque Increase
- Reduced Rotating Mass
- Increased Fuel Economy

Description

Mustang S550 (2015+) 3.5" Aluminium Tailshaft - Automatic
GFFOR10200A

Mustang S550 (2015+) 3.5" Aluminium Tailshaft - Manual
GFFOR10200M



HOLDEN COMMODORE VZ BILLET OUTER STUBS

GForce outer billet stubs are machined from solid billet 4340 material, heat treated to the highest Rockwell hardness available and corrosion treated with a black e-coat finish. These outer billet stubs are fully compatible with all factory components and are truly plug and play. Because we carefully control the machining process and only use premium materials

Description

Holden Commodore VZ & Pontiac GTO
Billet Outer Stubs LH & RH - Standard Offset

Part No.

GFGTO10119A



HOLDEN COMMODORE VZ L1 28 SPLINE INNER AXLES STUBS

INNER AXLES STUBS

GForce Engineering GTO L1 Axles Stubs are a direct replacement for factory half-shafts, and are designed for cars with mild bolt-ons to those running superchargers and turbos. Our level-1 GTO 1-piece CNC machined inner stubs are machined from a single piece of billet steel. GForce inner 1-piece stubs are the strongest stub design period. Each component of a GForce axle is meticulously designed, machined, and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, we hand build each axle assembly and only use premium materials, the level 1 axle stubs carry a Lifetime Warranty. The Lifetime warranty is for the original purchaser of the product, if the product is transferred to another owner then it reverts back to a 2 year warranty from date of original purchase. In addition to the excellent design and manufacturing process we use, we also coat our axles and stubs in an aerospace anti-corrosion coating called black e-coat. Black e-coat is an aircraft anti-corrosion process that dips the parts in a poly based enamel and then the coating is oven baked. This process is not powder coating. It gives a more uniform coating and is much thinner than powder coating and will not flake off.

Description

Holden Commodore VZ & Pontiac GTO
Level 1 28 Spline, 1-piece Inner Axles Stubs

Part No.

GFGTO10116A



HOLDEN COMMODORE VZ L2 28 SPLINE INNER AXLES STUBS

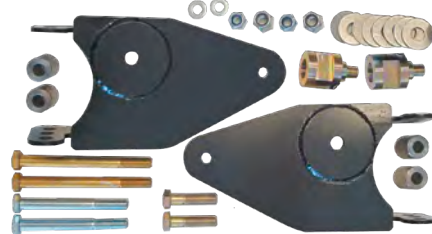
GForce Engineering GTO L2 Axles Stubs are a direct replacement for factory stubs, and are designed for cars making big power. Our level-2 GTO 1-piece CNC machined inner stubs are machined from a single piece of proprietary aerospace billet allow. GForce inner 1-piece stubs are the strongest stub design period. When combined with our Outlaw Axles they are capable of supporting 1500HP. They truly are the king of IRS axles. Each component of a GForce axle is meticulously designed, machined, and assembled in-house, at our Wichita, Kansas based facility. Because we carefully control each process, hand build each axle assembly and only use premium materials, the level 2 axle stubs carry a Lifetime Warranty. The lifetime warranty is for the original purchaser of the product, if the product is transferred to another owner then it reverts back to a 2 year warranty from date of original purchase. In addition to the excellent design and manufacturing process we use, we also coat our axles and stubs in an aerospace anti-corrosion coating called black e-coat. Black e-coat is an aircraft anti-corrosion process that dips the parts in a poly based enamel and then the coating is oven baked. This process is not powder coating. It gives a more uniform coating and is much thinner than powder coating and will not flake off.

Description

Holden Commodore VZ & Pontiac GTO
Level 2 28 Spline, 1-piece Inner Axles Stubs

Part No.

GFGTO10117A



HOLDEN COMMODORE VZ REAR COILOVER BRACKET KIT

Our coil over kit are a simple bolt in, only 2 holes drilled are required. All parts are laser cut and cnc machined then tig welded in a jig for the best quality possible. We make the lower coilover shock adapters out of billet 300m to ensure the strongest shock mount possible. The Gforce rear coil over kit places the coil over under the frame rails giving you more room for bigger tires when doing mini tubs.

Description

Holden Commodore VZ & Pontiac GTO
Rear Coilover Bracket Kit

Part No.

GFGTO10404A



HOLDEN COMMODORE VZ REAR CRADLE BOXES

With our coilover kit, you can lower the back of the car down pretty low but you get negative camber (tires lean in) when you go lower than OEM ride height. We got around this by building new inner control arm mounts with a raised hole location. By swinging the inner control arm mount up it allows you to put the coilovers on the lowest setting and drop the car down about 2 inches and it will sit with close to zero camber. The inner control arm boxes are on the cradle, you simply cut the roof out of the old box and drop ours on then weld on. You also have to drill through the 12mm hole on old cradle box using our new boxes as a template. We recommend using our solid cradle bushings with this mod to make everything more solid because the new inner control arm box is very close to the floor and running stock or even poly cradle bushings may allow the new cradle box to hit the floor on bumps. We got the new box and hole location perfect, on the lowest setting of our coilover kit our shop car (2005 GTO) sits with zero camber.

Description

Holden Commodore VZ & Pontiac GTO
Rear Cradle Boxes

Part No.

GFGTO10504W



DETROIT Locker

The Detroit Locker maximizes traction by delivering 100 percent of the torque to both drive wheels. It is engineered to keep both wheels in a constant drive mode, and has the ability to automatically allow wheel speed differentiation when required. Enthusiasts and professionals use the Detroit Locker in many offroad applications and it is the only differential used in NASCAR.

Application

Ford 9" 28 Spline
Ford 9" 31 Spline
Ford 9" 35 Spline
Ford 8.8" F250 1996-2004 28 Spline Rear
Toyota Landcruiser 8.78" 30 Spline

Part No.

DL187SL13A
DL187SL17B
DL187S160A
DL187C146A
DL225SL124A

DETROIT TRUETRAC

Detroit Truetrac was the first unit available to the aftermarket featuring a fully automatic gear-type limited-slip design (no clutch or friction plates). The helical gear design provides quiet and smooth operation while transferring the most torque to the wheel with the best traction. This product is very universal. It will provide traction in off-road, drag racing and street performance vehicles without affecting the handling for everyday street use.

Application

Ford 9" 28 Spline
Ford 9" 31 Spline With Preload
Ford BA-On XR-6, XR-8 - Suit
Dana M86 3.73 Ratio Down
Holden VY-VZ V8 Crewman -
Suit Dana M86 3.76 Ratio Down
Holden Commodore & Monaro 28 Spline 2004-06
Chrysler 8.75" 30 Spline
Dana 44 30 Spline Rear
Dana 44 30 Spline Front
Dana 60 35 Spline 4.10 Ratio & Down
GM 8-7/8" 12-bolt 30 Spline
Toyota Landcruiser 8" 30 Spline 1969-89

Part No.

DL912A587
DL913A586

DL913A707

DL913A707
DL912A642
DL913A572
DL913A591
DL913A592
DL915A387
DL913A555
DL913A612



Strange Spools

Strange spools are used in a wide variety of race cars to replace heavier and weaker cast-iron differential carriers. Spools permanently lock both axle shafts together so that both rear tires will always turn at the same speed. Many Strange spools allow the use of larger axle splines that tremendously increases axle strength. The lighter and stronger steel spool also improves ring and pinion life by providing a more rigid gear mounting. Strange Pro Race Spools are forged with Strange designed tooling from premium steel. The forgings are machined on all critical surfaces by computer controlled machining centres and are fully heat-treated. Pro Race steel spools have a lifetime replacement policy.

Standard Series Spools

Ford 9" 28-spline (9.80lbs) **STD1515**
Ford 9" 31-spline (9.30lbs) **STD1516**
Ford 9" 35-spline (9.12lbs)* **STD1518**

Lightweight Pro Race Spools

Ford 9" 31-spline (8.50lbs) **STD1553**
Ford 9" 33-spline (8.10lbs) **STD1554**
Ford 9" 35-spline (8.20lbs)* **STD1555**
Ford 9" 40-spline (7.95lbs)* **STD2000**
Ford 9" 40-spline (8.25lbs)** **STD2002**
Lightweight Pro Race Aluminium Spool
Ford 9" 40-spline (4.85lbs)** **STD2004**

* Requires 3.250" Bore Aftermarket Case
** Requires 3.812" Bore Ultra Case

Mini Spools

Mini-spools are designed for oval track applications only. Drag racing applications should use Standard Series or Pro Race Spools. The strength of a quality mini-spool is limited to the cross pin and cast carrier that houses the mini-spool; unlike a full spool that eliminates the aforementioned weaknesses.

Ford 9" 28 Spline **STD1610**
Ford 9" 31 Spline **STD1620**
Ford 9" Cross Pin **STD1615**

STRANGE

35-Spline 9" S-Trac

The strange 9" 35-spline S-Trac is a helical gear Differential that offers smooth and progressive power Transfer. If one tyre begins to slip relative to the other Tire, a separating force is created between the pinion Gears and side gears. This separating force generates an internal frictional force, which slows the spinning wheel and sends power to the wheel with the most traction. The 35-Spline S-Trac's superior design and quality makes it ideal for the most abusive street/track applications. The S-Spline S-Trac is Recommended For full bodied street/track cars that have 1/4 mile E.T's in the low 9 second or slower. Also ideal for road racing & off road.

Description

Strange 9" 35-Spline S-Trac
(Requires 3.250" Bore Case)

Part No.

STN1980



LSD Hemispheres

Manufactured by US Gear, the Trac-Loc LSD can be used as a direct replacement for factory LSD units or to upgrade an open centre to LSD. Trac-Loc LSD units are made in the USA and are totally rebuildable. They feature nodular steel housings, nickel steel side and pinion gears, multi-plate 360 degree steel clutches and a billet half.

Ford 9" 28-Spline Trac Loc LSD with Billet Half

Ford 9" 31-Spline Trac Loc LSD with Billet Half

STN1974

STN1970B



US GEAR

For the selective car enthusiast, US Gear have the right stuff to keep you going day after day and mile after mile! This is the highest quality aftermarket replacement available. Ideal for the weekend warrior, US Gear Strange Pro Street line will handle anything you can throw at it! Made from high quality American materials, this gear set provides the strength and tenacity to compete and win! Perfect for drag racing, US Gear Strange Competition gears offer high strength and light weight with the necessary muscle to tame huge amounts of torque on the starting line. Run after run, they take a beating and come back for more!

When you buy US Gear product, you can expect:

- High quality gears
- Quiet operation
- Consistent installation and setup
- Detailed instruction sheets
- Durability & longevity

FORD 9" STREET GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.00:1	13-39	28	UG07-890300
3.25:1	12-39	28	UG07-890325
3.40:1	10-34	28	UG07-890340
3.50:1	10-35	28	UG07-890350
3.70:1	10-37	28	UG07-890370
3.89:1	9-35	28	UG07-890389
4.00:1	9-36	28	UG07-890400
4.11:1	9-37	28	UG07-890411
4.30:1	10-43	28	UG07-890430
4.57:1	7-32	28	UG07-890457
4.63:1	8-37	28	UG07-890463
4.71:1	7-33	28	UG07-890471
4.86:1	7-34	28	UG07-890486
5.14:1	7-36	28	UG07-890514
5.29:1	7-37	28	UG07-890529
5.43:1	7-38	28	UG07-890543
5.67:1	6-34	28	UG07-890567
5.83:1	6-35	28	UG07-890583
6.50:1	6-39	28	UG07-890650

FORD 9" PRO GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.40:1	10-34	35	UG07-990340
3.50:1	10-35	35	UG07-990350
3.60:1	10-36	35	UG07-990360
3.70:1	10-37	35	UG07-990370
3.89:1	9-35	35	UG07-990389
4.11:1	9-37	35	UG07-990411
4.57:1	7-32	35	UG07-990457
4.71:1	7-33	35	UG07-990471
4.86:1	7-34	35	UG07-990486
5.00:1	7-35	28	UG07-990500
5.14:1	7-36	28	UG07-990514
5.29:1	7-37	28	UG07-990529
5.43:1	7-38	28	UG07-990543
5.67:1	6-34	28	UG07-990567
5.83:1	6-35	28	UG07-990583
6.00:1	6-36	28	UG07-990600
6.20:1	5-31	28	UG07-990620
6.33:1	6-38	28	UG07-990633
6.50:1	6-39	28	UG07-990650

FORD 9.5" PRO GEARS

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.25:1	12-39	35	UG07-995325
3.40:1	10-34	35	UG07-995340
3.50:1	10-35	35	UG07-995350
3.60:1	10-36	35	UG07-995360
3.70:1	10-37	35	UG07-995370
3.89:1	9-35	35	UG07-995389
4.11:1	9-37	35	UG07-995411
4.29:1	7-30	35	UG07-995429
4.57:1	7-32	35	UG07-995457
4.86:1	7-34	35	UG07-995486
5.50:1	7-35	35	UG07-995500
5.14:1	7-36	35	UG07-995514

FORD MUSTANG SUPER 8.8" IRS - 2015-ON

Gear Ratio	Tooth Count	Pinion Spline	Part Number
3.73:1	11-41	30	UG07-888373-15
3.91:1	11-43	30	UG07-888391-15
4.11:1	9-37	30	UG07-888411-15

FORD 9" RING AND PINION INSTALLATION KIT - WITH BEARINGS

US Gear provides all the necessary components you need to install your new ring and pinion gear sets. Our ring and pinion installation kits include the following:

- Timken bearings
- Pinion shims and carrier shims
- Pinion nut and pinion seal
- Cover gasket
- Ring gear bolts
- Gear marking compound and brush

Description

9" Install Kit 2.895" Case Standard Support, 28 Spline
9" Install Kit 3.062" Case Standard Support, 31 Spline
9" Install Kit 3.062" Case Daytona Support, 31 Spline
9" Install Kit 3.250" Case, 35 Spline
9" Install Kit 3.250" Case Daytona Support, 35 Spline
9" Install Kit 2.895" Case Daytona Support, 28 Spline
8.8" IRS Ford Mustang 2015-On

Part No.

UGUS1011
UGUS1012
UGUS1038
UGUS1063
UGUS1066
UGUS1069
UGUS1031RSC#2



FORD 9" RING AND PINION INSTALLATION KIT - NO BEARINGS

US Gear provides all the necessary components you need to install your new ring and pinion gear sets. Our ring and pinion installation kits include the following:

- Pinion shims and carrier shims
- Pinion nut and pinion seal
- Cover gasket
- Ring gear bolts
- Spacers
- Gear marking compound and brush

Description

9" Install Kit With Crush Sleeve
9" Install Kit With 3.250" Case, Large Pinion
9" Install Kit With Solid Spacer
8.8" IRS Ford Mustang 2015-On

Part No.

UGUS2011
UGUS2063
UGUS2069
UGUS2013RSC#2



Complete 9" Centre Sections

Each Strange centre section is meticulously assembled by a set-up department unsurpassed in the rear end market- the same department that fastidiously assembles \$20,000 Top Fuel rear ends. The pride instilled into a Strange set-up is evident with the set-up technician's signature and date engraved into each ring gear. Each assembly is relentlessly scrutinized by our experienced set-up department- including massaging the ring and pinion in order to optimize tooth contact. Complete centre section assemblies are shipped in a protective Transport case.

Performance Street - 28 Spline

Fully assembled centre sections including Strange S-series case, 28-Spline Detroit Truetrac, Forged Black pinion support and S-series yoke. Available with 3.50-6.50 gear ratios.

S-Series Centre with 28-Spline LSD, 3.50:1 **STPRF130-350**

S-Series Centre with 28-Spline LSD, 3.70:1 **STPRF130-370**

S-Series Centre with 28-Spline LSD, 4.11:1 **STPRF130-411**

Performance Street - 31 Spline

Fully assembled centre sections including Strange Pro-Iron case, 31-Spline Detroit Truetrac, Forged Black pinion support and chrome-moly yoke. Available with 3.50-6.50 gear ratios.

Pro-Iron Centre with 31-Spline Truetrac, 3.50:1 **STPRF120T 350**

Pro-Iron Centre with 31-Spline Truetrac, 3.70:1 **STPRF120T 370**

Pro-Iron Centre with 31-Spline Truetrac, 3.89:1 **STPRF120T 389**

Pro-Iron Centre with 31-Spline Truetrac, 4.11:1 **STPRF120T 411**

Performance Street - 35 Spline

Fully assembled centre sections including Strange Pro-Iron case, 35-Spline Strange S-trac, Forged Black pinion support and chrome-moly yoke. Available with 3.50-6.50 gear ratios.

Pro-Iron Centre with 35-Spline Strac, 3.50:1 **STPRF120T35 350**

Pro-Iron Centre with 35-Spline Strac, 3.70:1 **STPRF120T35 370**

Pro-Iron Centre with 35-Spline Strac, 3.89:1 **STPRF120T35 389**

Pro-Iron Centre with 35-Spline Strac, 4.11:1 **STPRF120T35 411**

Drag Racing Applications

Fully assembled centre sections including Strange Pro-Iron or lightweight aluminium carrier, lightweight 31 or 35 spline spool, forged aluminium pinion support and chrome-moly yoke. Available with 3.50-6.50 standard or small stem PRO gear sets.

Pro-Iron Centre with 3.50-6.50 STD Gear Set **STPRF105**

Pro-Iron Centre with 4.86-6.50 PRO Gear Set **STPRF115**

Aluminium Centre with 3.50-6.50 STD Gear Set **STPRF55**

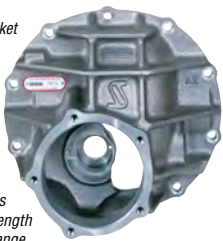
Aluminium Centre with 4.86-6.50 PRO Gear Set **STPRF165**

FORD 9" Pro Iron Case

Has your stock 9" case or aftermarket "big cap" case with 5/8" cap bolts failed? The Strange 9" nodular iron case is the solution- hopefully before the failure costs you a lot of money. Strange nodular cases are machined from D-4512 nodular iron which is 8% stronger than the nodular which is found in OEM cases. The material strength is only a small portion of the total strength increase a Strange case offers. Strange nodular cases are virtually indestructible; therefore, the iron case is recommended for any vehicle which accepts a 9" housing and a 9" gear set. For additional strength the case features:

- Chrome-moly bearing caps & steel adjuster nuts
- Reinforced pinion pilot bearing
- Bearing bores, reinforcing ribs and bolt holes are all cast with additional material
- Ribs were carefully designed to further enhance rigidity
- Spot faced stud holes prevent lubricant leaks and damaged mounting surfaces.

Strange 9" Nodular 3.0625" Bore Case STN1905
Strange 9" Nodular 3.250" Bore Case STN1906



STRANGE BILLET 9" CASE PACKAGES

The Strange Billet Case and billet pinion support offer an unmatched strength to weight combination to withstand the most brutal Drag Racing applications. The case is manufactured from 7075-T73 aerospace aluminum that offers superior strength and is highly resistant to stress corrosion. The .650" thick mounting flange coupled with the raised cross rib design provides a solid structure to maintain proper alignment of the ring and pinion. Unique wrap around style main caps enhance strength and stiffness. The tail bearing area has massive wall sections to firmly retain the oversized tail bearing that can withstand greater loads, and is secured by a custom steel retainer plate. A large oil scavenging channel directs additional lubrication to the billet pinion support. The billet case will accept 9", 9 1/2", and 10" development gear sets.

Package Includes:

- 3.812" Bore Billet Aluminum Case • Tapered or Ball Bearing Pinion Support • Timken Front and Rear Pinion Bearings
- Rear Bearing Spacer • One Piece Solid Preload Spacer
- Pinion Depth Shim Kit • ARP Support Bolts and O-ring
- Pinion Seal and Flanged Nut • Oversize Tail Bearing with Retainer Plate and Screws • Timken Side Bearings and Races
- ARP 7/16" & 1/2" Ring Gear Bolts

PACKAGE FOR Description

- 9" & 9.5" Gears, Tapered Pinion Bearings
- 10" Gears, Tapered Pinion Bearings
- 9" & 9.5" Gears, Ball Pinion Bearings
- 10" Gears, Ball Pinion Bearings

Part Number
STP5381LT
STP5381LT-10
STP5381LB
STP5381LB-10

STRANGE Pro HD Complete Aluminium Centre Section

Strange PRO HD Aluminium Fully Assembled centre Sections. For Drag Racing & Performance street. Wide range of options from Gear sets, Strange,Motive (Italian) & Richmond & Various Ratios For your application, 1350 Chrome Moly Yoke & Couplers, Centre Sections From Spools To Lockers & Pinion Load Bolt. **Call ROCKET today for your Strange Pro HD Aluminium Centre Section Application.**



STRANGE Ultra Case

The heavy duty aluminium 9"Ultra Case is engineered to provide better lubrication to the pinion bearings and easily accept 9.00" or stronger 9.50" gear sets. The Ultra Case incorporates a uniquely designed pinion support that coalesces with the case to provide superior ring and pinion life. Four chrome-moly studs are encapsulated by billet caps, allowing for shorter and stronger studs. The tail bearing is larger than factory, which can withstand greater rpm speeds and is secured by a special retainer plate. Strange also offers a lightweight Ultra Case, featuring a taper/ball bearing pinion support. This unique 3.812" bore case incorporates a billet aluminium pinion support that has been pocket milled for reduced weight and embodies a low friction angular contact pinion ball bearing. The case and caps have been modified to further reduce static weight. The lightweight Ultra case/pinion support is 1.75lbs. lighter than our standard Heavy duty Ultra Case/pinion support package. Both Ultra 9" Cases provide superior strength through encapsulated cap studs, a larger than stock tail bearing, 12 pinion support bolts and a unique casting design, which provides strength and optimizes bearing lubrication.

- Strong enough to endure Pro-Mod, Alcohol & heavy door car applications
- Premium grade aluminium
- Chrome-Moly and encapsulated studs
- Accepts 9" & 9.50" gear sets
- Enhanced lubrication • Extra wide tail bearing
- Tail bearing retainer plate
- Wide billet caps
- Fully machined adjuster nuts

The Ultra case requires larger than OEM components and is therefore offered with a unique package. Packages include: Ultra Case, pinion support body, pinion bearings & cups, pinion bolts, pinion depth shims, pinion seal, pinion nut, side bearings & cups, premium ring gear bolts, tail bearing and tail bearing retainer plate.

Ultra Case Package, 3.250" Bore, fits Large Stem Pinion STP3250LT
Ultra Case Package, 3.250" Bore, fits Small Stem Pinion STP3250ST
Ultra Case Package, 3.812" Bore, fits Large Stem Pinion STP3812LT
Ultra Case Package, 3.812" Bore, fits Small Stem Pinion STP3812ST
Ultra Case Package, 3.250" Bore, fits Large Stem Pinion With Coupler ST3250LTC
Ultra Case Package, 4.000" Bore, fits Large Stem Pinion With Coupler ST400LTC



STRANGE HD PRO ALUMINIUM CASE

The HD Pro aluminium case is designed for Drag Race applications and for the most abusive Hi-Performance street/strip applications. As with all Strange aluminium cases, it is crafted from 206-T4 heat treated aluminium. This premium aluminium has a 12% higher yield strength and a 32% higher tensile strength, compared to commonly used 356-T6 aluminium. The billet aluminium pinion support has a unique oil channel that is machined 360° into the support to maximize oil flow to the pinion bearings as well as a large slot in the front to further boost oil circulation. The support is in contact with the bore of the case in two locations as opposed to one as found in normal cases. This additional contact area holds the pinion shaft much more securely resulting in better bearing and gear life. The tail bearing is oversized to handle more load and greater RPM than a stock tail bearing. Billet aluminium main caps encapsulate chrome-moly studs, provides the utmost support for the carrier bearings and significantly reduces ring gear deflection. This case is most commonly purchased in kit form due to some of the unique components. The kit contains the case, pinion support with races, support bolts and o-ring, depth shims, tail bearing and retainer plate. The remainder of the parts necessary for a complete unit are readily available. The kits are available in 3.062", 3.250", and 3.812" bore sizes, and for tapered or ball bearing pinion support. Bearings are not included in these kits other than the tail bearing. 9" HD Pro cases will accept 9" and 9 1/2" gear sets.



HD Pro Aluminium Case & pinion Support KITS

9" HD Pro Aluminium Case KIT 3.062" Bore Case STP3200
9" HD Pro Aluminium Case KIT 3.250" Bore Case STP3203
9" HD Pro Aluminium Case KIT 3.812" Bore Case STP3207

HD Pro Aluminium CASE ONLY

These cases will accept 9" and 9 1/2" gear sets.
9" HD Pro Aluminium Case ONLY 3.062" Bore Case STN2300
9" HD Pro Aluminium Case ONLY 3.250" Bore Case STN2303
9" HD Pro Aluminium Case ONLY 3.812" Bore Case STN2307

Pinion Supports

Taper/ball Bearing Pinion Support (Drag Racing) Strange taper/ball bearing pinion supports are designed to reduce friction. This unique pinion support kit features a billet aluminium body, angular contact rear ball bearing, Timken front pinion bearing, pinion seal and both a solid and an adjustable preload spacer. The taper/ball design is ideal for drag racing applications seeking the least amount of resistance in the drive train. Available for 28-spline and 35-spline pinion applications. Includes: adapter sleeve, rear angular contact ball bearing, front Timken bearing, pinion spacer and both an adjustable and solid preload spacer.

Aluminium Taper/Ball Support for 28-Spline Pinion (4.15lbs) STN1920

Aluminium Taper/Ball Support for 35-Spline Pinion (4.15lbs) STN1921



Iron DAYTONA Style Taper Bearing Support (Street/Strip and Oval Track)

The Daytona Style pinion support features a larger than stock rear tapered pinion bearing. Due to the oil porting this support provides the best solution for oval track and street/strip users who are seeking an increase in strength over stock pinion supports. Each STN1914 pinion support is shipped with both front and rear Timken races installed into the iron body. The optional support assembly kit (N1916) includes Timken pinion bearings, pinion seal and our 2 pc. preload spacer.

Daytona Iron Pinion Support (6.45lbs) STN1914



Aluminium Daytona Style Taper Bearing Support (Oval Track)

The Aluminium Daytona style pinion support has the same features as the iron support at less than half the weight. The aluminium support is weaker and more prone to wear when compared to the iron support; therefore, this support should only be used by oval track competitors whose primary concern is the reduction of static weight.

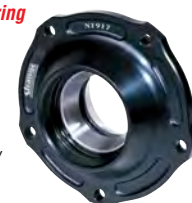
Daytona Aluminium Pinion Support (3.00lbs) STN1915



Forged Aluminium Taper Bearing Support (Street/Track)

The Strange aluminium taper bearing pinion support is completely CNC machined from Strange designed forgings. The Strange forging offers optimal grain structure and provides superior strength to random grain flow billet pinion supports. This support accepts a larger than stock rear pinion bearing - allowing for a significant increase in thrust capacity and improved rigidity for the pinion shaft. This support offers an optimal solution for street/track enthusiasts seeking to replace failure prone stock supports and is machined to enhance and increase oil lubrication to the pinion bearings. The pinion support body is designed to accept a small stem pinion shaft. Pinion support installation kit (STN1916) is sold separately.

Forged Aluminium Pinion Support (4.00lbs) STN1917



Forged Aluminium Taper Bearing Pinion Support (Drag Racing)

The Strange aluminium taper bearing pinion support (STN1922) is completely CNC machined from Strange designed forgings. The Strange forging offers optimal grain structure and provides superior strength to random grain flow billet pinion supports. This support accepts larger than stock front and rear pinion bearings - allowing for a tremendous increase in thrust capacity and improved rigidity for the pinion shaft. This support offers an optimal solution for drag racers seeking to replace failure prone stock supports and is designed to survive the most abusive drag racing conditions; however it is not designed for continuous use. The pinion support body is designed to accept a large or small stem pinion shaft. Pinion support installation kit STN1923 fits a 28-spline pinion shaft and kit STN1924 fits a 35-spline pinion shaft. When changing from a 28 or 35-spline pinion shaft, all that is needed is a new pinion support installation kit.

Forged Aluminium Pinion Support (3.95lbs) STN1922



STRANGE HD PRO TAPERED BEARING PINION SUPPORT

Designed for the HD Pro aluminium case, and will not fit any other cases. The fresh design of this support make it ideal for use in street, track, and Drag Race applications. It utilizes that same oversized bearings as the N1922, but the oil flow is increased for continuous use. Constructed from heat treated aluminium, ultimate strength is achieved while weight is kept to a minimum. The pinion bearings are moved further into the case to provide additional support. This support, can accept either 28 or 35 spline pinion gears, and comes in a clear anodized finish. It can also be ordered in polished aluminium. The support is supplied with front and rear Timken races installed, bolts, washers, and an o-ring. Bearing & seal kit is available separately.

HD Pro Tapered Bearing Pinion Support STN2322



STRANGE HD PRO BALL

BEARING PINION SUPPORT

Support designed for the HD Pro aluminum case. Machined from heat treated heat treated T6061 aluminum ensuring maximum strength and reduced weight. This support can accept 28 or 35 spline pinion gears with the proper bearing & seal kit. It is supplied with a Timken front race installed, pinion support bolts & washers, and o-ring. Bearing & seal kit is available separately.

HD Pro Ball Bearing Pinion Support
STN2323



STRANGE HD PRO PINION SUPPORT BEARINGS

Ball bearing supports use an angular contact ball bearing to replace the rear pinion bearing. This bearing offers reduced rolling resistance and requires less preload than a tapered bearing, decreasing the forces necessary to rotate the pinion gear. Pinion supports must be specifically designed for ball bearing use since tapered bearing supports are not adaptable.

HD Pro support with 28 Spline Pinion
HD Pro support with 35 Spline Pinion

STN2323S
STN2323L



Pinion Support Bearing Kits

These bearing kits are required to install a Strange pinion support. All kits include pinion bearings, 2-pc. preload spacer, shims and seal. STN1923 also includes a pinion adapter sleeve and STN1924 includes a solid preload spacer.

Kit for STN1914, STN1915 & STN1917

STN1916

Kit for STN1922 using 28-Spline Pinion Shaft

STN1923

Kit for STN1922 using 35-Spline Pinion Shaft

STN1924



Ford 9" Installation & Bearing Kits

These kits include pinion nut, depth shims, carrier bearings & cups, pinion support bearing kit, tail bearing, tail bearing retainer clip and ring gear bolts.

Ford 9" Install Kit for Daytona Pinion Support

STR5236

Ford 9" Install Kit for STN1922 & 28 Spline Pinion

STR5237

Ford 9" Install Kit for STN1922 & 35 Spline Pinion

STR5238

Ford 9" Installation Kits

These kits make installing a 9" centre a snap. Each kit includes pinion shims, carrier shims, crush sleeve, pinion seal, pinion nut, ring gear bolts and gasket. Bearings are not included.

Ford 9" Install Kit for LSD Units

STR5240

Ford 9" Install Kit for Open Units

STR5242

FORD 9" SPOOL BEARING KIT

2.891" Bore Case Ford 9" Spool Bearing & Race

STD1586

3.812" Bore Case Ford 9" Spool Bearing & Race

STD1595

TAIL BEARING RETAINER

Supplied with screw for Strange HD Pro, Ultra, & Billet Cases

STN1943R



PINION YOKES

S-Series Steel Yokes

This 1350-series steel yoke is an ideal upgrade from, smaller 1330 & 1310-series, OEM steel yokes. The S-Series yoke is made to fit OEM pinion supports as well as Daytona style pinion supports, without modification to the yoke. The inclusion of a stamped steel dust shield makes this yoke the choice of street enthusiasts.

Ford 9", 28 Spline 1350 Series

STU2203

Mopar 8.75", 10 Spline 1350 Series

STU1607

Mopar 8.75", 29 Spline 1350 Series

STU1608



Chrome-moly Steel Yokes

Each Strange chrome-moly yoke is CNC machined to exacting tolerances. The chrome-moly yokes are designed to incorporate 1350 series u-joints a must for drag racing and abusive street use. Not every 1350 series yoke is the same. A lot of yoke manufacturers offer a Spicer yoke which is re-machined to 9" specifications and fit a 1350 series u-joint; although the Spicer blank offers a decent foundation, it does not approach the strength and fit of a Strange precision machined chrome-moly yoke.

Chrome-Moly Yoke, 28-Spline 1350 Series

STU1603

Chrome-Moly Yoke, 35-Spline 1350 Series

STU1604

Spacer Kit. For STU1603 with OEM or Daytona Supports

STN1918



Titanium Yokes

Forged titanium yokes are designed for the racer demanding the least amount of weight without sacrificing strength. Strange titanium yokes accept 1350 series u-joints and yield comparable strength to Strange chrome-moly steel yokes. Titanium yokes are .175" shorter than Strange chrome-moly yokes.

Forged Titanium Yoke,

28 Spline 1350 Series (1.20lbs)

STU1623

Forged Titanium Yoke,

35 Spline 1350 Series (1.35lbs)

STU1624



Billet Aluminium Yokes

Billet Aluminium Yokes- are designed for the racer demanding the least amount of weight. Strange aluminium yokes are meticulously machined from billet 7075 aluminium and are hard anodized. Each yoke is mated with a hardened splined washer to prevent galling. Aluminium yokes are .175" shorter than Strange chrome-moly yokes.

Billet Aluminium Yoke, 28-Spline 1350 Series (1.0lb)

STU1633

Billet Aluminium Yoke, 35-Spline 1350 Series (1.0lb)

STU1634



Pick Up Collars

Pick up collars are used with a data logger or dual channel tachometer to log driveshaft RPM and monitor clutch or converter slippage.

Pick-up Collar (1 Magnet) for STU1603 Yoke

STU1613

Pick-up Collar (2 Magnet) for STU1603 Yoke

STU1613-2

Pick-up Collar (4 Magnet) for STU1603 Yoke

STU1613-4

Pick-up Collar (1 Magnet) for STU1604 Yoke

STU1614

Pick-up Collar (2 Magnet) for STU1604 Yoke

STU1614-2

Pick-up Collar (4 Magnet) for STU1604 Yoke

STU1614-4

Pick-up Collar (8 Magnet) for STU1603 & STU1633 Yoke

STU1613-8

Pick-up Collar (8 Magnet) for STU1604 /U1634 /U2304 Yoke

STU1614-8



Ford 9" Bearings & Misc Parts

Side Carrier Bearing Kit for 3.0625" Bore

STD1588

Side Carrier Bearing Kit for 3.250" Bore, 35 & 40-Spline

STD1590

Flanged Pinion Nut for Standard 28-Spline Pinion

STN1922A

Flanged Pinion Nut for Large 35 & 40-Spline Pinion

STN1922B

Pinion Tail Bearing for OEM Ford & Strange 9"

STN1940

Tail Bearing Retainer

STN1941

Pinion Seal For 28 Spline Small Pinion

STN1960

Pinion Seal For 35 Spline Large Pinion

STN1961

Pinion Depth Shim Kit

STN1962

Pinion Bearing Kit For STN1914, 1915 & 1917

STN1916

Pinion Bearing Kit For STN1922 With 28-Spline Pinion

STN1923

Pinion Bearing Kit For STN1922 With 35-Spline Pinion

STN1924

2 Piece Preload Spacer w/Shims for OEM & Daytona

STN1925

Rear Pinion Bearing for Daytona Style Pinion Support

STN1925J

ARP Ring Gear Bolts 7/16"-20 x .950"

STN1973

ARP Ring Gear Bolts 7/16"-20 x 1"

STN1975

ARP Ring Gear Bolts 1/2"-20 x 1.0625"

STN1976

Axle Bearing & Locking Ring for 3.150" Housing End

STA1021

Axle Brg, Locking Ring & Ret. Plate, 2.835" Housing End

STA1023

Ultra Case Load Bolt Assembly With Brass Tip

STN1910

Ultra Case Pinion Depth Shim -.003"

STN1950D

Ultra Case Pinion Depth Shim -.007"

STN1950E

Ultra Case Pinion Depth Shim -.008"

STN1950F

Ultra Case Pinion Depth Shim -.010"

STN1950G

Rear Pinion Bearing For STN1923 & STN1924 Pinion Kit

STN1938

Ultra Case Pinion Depth Shim Kit (2) .003" shims, (2) .007" shims,

STN1962CUC

(2) .008" shims, (2) .010" shims

Pinion Support O-Ring for N1914, N1915, N1917, N1922, N2322 & N2323pinion supports

STN1958A



Heavy Duty Transmission Yokes

Application	Spline	Uni-Joint	Part No
GM Turbo-400, 4L80E	32 Spline	1350 Series	STU1650
Late Super T-10	32 Spline	1350 Series	STU1650
Powerglide, Trimatic	27 Spline	1310 Series	STU1661
TH-350, T-56, 4L60, 4L60E	27 Spline	1310 Series	STU1661
Powerglide, Trimatic	27 Spline	1350 Series	STU1662
TH-350, T-56, 4L60, 4L60E	27 Spline	1350 Series	STU1662

4340 Transmission Yokes

Lenco - 4340 Chrome Moly	32 Spline	1350 Series	STU1663
Lenco - 4340 Chrome Moly	16 Spline	1350 Series	STU1665
G.M.Turbo-400, 4L80E Nitrided	32 Spline	1350 Series	STU1664N
Late Super T-10	32 Spline	1350 Series	STU1664
Mopar, Doug Nash, & Liberty	30 Spline	1350 Series	STU1666
Powerglide, Trimatic, TH-350	27 Spline	1350 Series	STU1667
T-56, 4L60, 4L60E	27 Spline	1350 Series	STU1667
T-56, 4L60, 4L60E Nitrided	27 Spline	1350 Series	STU1667N
STU1667 w/ Removable Caps	27 Spline	1350 Series	STU1677
STU1667N w/ Removable Caps	27 Spline	1350 Series	STU1677N
Ford C4, T5,			
Tremec 3550, & AOD	28 Spline	1350 Series	STU1668
Ford C6, T-45,			
Top Loader & FMX	31 Spline	1350 Series	STU1669

Driveshaft Weld Yokes

Make your own driveshaft with these heavy duty weld in yokes. Extreme applications with 1350 series universal joints should use the Strange 4340 forged ends, for all other applications the heavy duty spicer ends are more than adequate. All weld ends are supplied individually and suit 3" x .083" driveshaft tubing.

1310 Series Spicer Weld End

STU1676

1330 Series Spicer Weld End

STU1675

1350 Series Spicer Weld End

STU1670

1350 Series Forged 4340 Weld End

STU1672

1350 Series Forged 4340 Weld End

For 3 1/2" OD Tube

STU1673



Universal Joints & U-Bolts

Heavy duty Spicer universal joints are the industry standard for high performance drivelines. They are all pre-lubricated except for STU1646 which is greaseable.

1350 Series High-Impact Solid Uni-Joint

STU1640

1350 Series Non Cross-Drilled Uni-Joint

STU1641

1330 Series Cross-Drilled Uni-Joint

STU1642

1310 Series Cross-Drilled Uni-Joint

STU1643

1310/1350 Series Conversion Uni-Joint

STU1646

1330/1350 Series Conversion Uni Kit

STU1647

U-Bolt Kit for all 1350 Series Pinion Yokes

STU1610

Billet Chrome-Moly Cap Kit For 1350 Yokes

(Strange Yokes Only)

STU1610HD



Solid Couplers

Strange offers fully heat treated 4140 steel male and female couplers for solid mounted rear ends. Each coupler is broached and CNC machined to eliminate run-out and assure a proper fitting seal.

Ford 9" Female Coupler (28-Spline)

STU3627

Ford 9" Female Coupler (35-Spline)

STU3629

Ford 9" Male Coupler (35-Spline)

STU3630

Ford 9" Female Coupler (40-Spline)

STU3660

Powerglide Male Coupler - 3.875" Long

STU3647

Powerglide Male Coupler- 6.750" Long

STU3648



Chrome Moly Driveshafts

Strange chrome-moly tubular driveshafts feature 3" x .083" seamless tubing. Strange forged chrome-moly weld yokes and 1350 series solid uni-joints. Every shaft is electronically balanced and has a total indicated run-out of less than .008". These shafts do not include the transmission yoke. Custom made in the USA to your required length.

3"x.083" Seamless Chrome Moly

Driveshaft with H.D. U-Joints

STU1699

3"x.083" Seamless Chrome Moly

Driveshaft with High Imp. U-Joints

STU1700

3"x.083" Seamless Chrome Moly

Driveshaft with H.D. U-Joints

STU1702

3 1/2"x.083 Seamless Chrome Moly

Driveshaft with 1350 H.D. U-Joints

STU1704



Strange

S/S & S/T Axles

Strange S/S axles are designed to meet the demanding bending loads of street use. Strange S/S axles are manufactured by Strange from modified 1550 steel. Each S/S street axle is induction hardened to its optimal hardness with Strange designed tooling. We manufacture Ford 9" 28-spline axles for low horsepower and lightweight "street-rod" applications. Although our 28-spline S/S axle is stronger than OEM 28-spline shafts -28-spline S/S axle shafts are

STRANGE Pro Race Axles

Strange Pro Race axles are forged from Hy-Tuf alloy steel that was originally developed for highly stressed landing gear in military aircraft. The Hy-Tuf forging is a low carbon, high manganese and high molybdenum steel. Strange Pro racing axles are thru-hardened, which allows for a drag racing shaft with an exceptionally high tensile strength (240,000 PSI) while retaining ductility. Strange Pro Race axles are the best value on the market - that's why more drag racing competitors rely on Strange axles than all other brands combined! Strange axles are custom made to order in the USA. Please contact Rocket sales to discuss your specific application.

- Designed for your custom drag racing application
- Involute splines for increased strength
- Forged from Hy-Tuf for optimal grain structure
- Thru-hardened for superior torsional strength
- Five year replacement guarantee for 33, 35 and 40-spline axles

Pro Race (Hy-Tuf) Axles, up to 35-Spline STA1000

Pro Race (Hy-Tuf) 40-Spline STA2000

Gun-Drilled Lightweight Axles STA2100

Pro Race (Hy-Tuf) 40-Spline Solid Axles STA2100

Pro Race Hy-Tuf axles any length, splined up to 35, choice of bolt circle, axle bearings and 2" or 3" with 1/2-20 stud kit STP1007

with 5/8 Stud kit STP100758

**Axle Bearings**

Axle Bearing and Locking Ring- 1.772" Bore (3.150" Housing End) STA1019

Axle Bearing and Locking Ring- 1.531" Bore (3.150" Housing End) STA1020

Axle Bearing and Locking Ring- 1.562" Bore (3.150" Housing End) STA1021

Axle Bearing, Locking Ring and Ret. Plate- 1.562" Bore (2.835" Housing End) STA1023

Axle Retaining Plates

Early Big Ford Axle Ret. Plate - 1/2" Bolt Holes STA1016

Late Big Ford Axle Ret. Plate - 3/8" Bolt Holes STA1018

Rotor Lock Nut (3/8" Jet Nut) STF1282

Steel 5/8-18" Lug Nut STF1283

Aluminum 5/8-18 Lug Nut STL7010NX

Spindle Nut STF1291

Spindle Lock Washer STF1293

Wrench for Spindle Nut STF1294

Axle Retainer Bolts

Axle Flange Retainer Bolt Kit, 3/8" Housing End STB1300HSTKIT

Stud Kit. X8 T-Bolts, Washers, & Nuts STB1300HSTKIT

Axle Flange Retainer Bolt Kit, 1/2" Housing STH1135STKIT

end Stud Kit. X8 T-Bolts, Washers, & Nuts STH1135STKIT

**Floater Kits**

Strange floater kits coupled with a Strange 9"9.50" Ultra Case assembly have become a standard for Pro Mod classes, Blown classes and other abusive drag racing applications. The Strange floater kit provides excellent safety and durability for sportsman and professional drag racers. Each Strange floater axle kit includes: 8.50" or 13.50" long 4130 spindles, steel drive plates, aluminum hubs, forged slotted rotors, Timken bearings, seals, chrome-moly studs and steel lug nuts. Caliper kit and axles are available separately. Strange strongly advises the use of 40-spline axles, due to the tremendous increase of torsional strength, in comparison to 35-spline shafts; therefore, Strange only offers 40-spline floater kits.

Floater Kit with 8.50" Spindles & 5 x 5.50" PCD STF2200

Floater Kit with 8.50" Spindles & 5 x 4.75" PCD STF2209

Floater Kit with 8.50" Spindles & 5 x 5.00" PCD STF22099

Floater Kit with 13.5" Spindles & 5 x 4.75" PCD STF2210

Floater Kit with 13.5" Spindles & 5 x 5.00" PCD STF22109

Floater Components

40-Spline Hy-Tuf Axle Shaft for STA2140

Floater Kit (up to 25") STF1270

Wheel Bearing Cone (#L507949) STF1271

Wheel Bearing Cup (#L507910) STF1275

Floater Seal (#415007) STF1275

Chrome-Moly Floater Stud STF1278

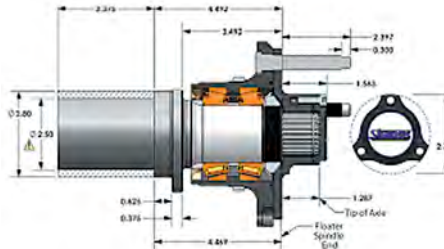
**STRANGE Pro Street Floater Kit**

The Strange Pro Touring full floating kit design dramatically increases safety in comparison to a traditional flanged axle assembly. The floater spindle supports vehicle weight and resists cornering, braking, and accelerating loads, leaving the floater axle solely responsible for transmitting torque. A preload spacer between the tapered bearings bolsters maximum spindle nut torque eliminating bearing end play. Zero end play in the bearings eliminates piston knock-back encountered during hard cornering. Compact brake gap (3.50") clears most suspension components located near original housing ends. The Strange Pro Touring floater kit features 2" O.D. chrome moly spindles, 35 spline drive plates, multiple patterns for 4 1/2", 4 3/4", and 5" bolt circles, and 1/2" x 20 press in wheel studs. The floater axles and brake kit are sold separately. The axles are 35 spline to mate to the drive plate, and the inboard splines are made to match your specific carrier. The option for 5/8" x 18 press-in wheel studs also includes stud sleeves, lug nuts and washers.

Pro Street Floater Kit, 1/2" Wheel Studs STF5010

Pro Street Floater Kit, 5/8" Wheel Studs STF501058

Custom 35-Spline Floater Axle (each) STA1040

**WILWOOD BRAKE KITS****FOR STRANGE PRO STREET FLOATER**

Wilwood disc brake kits for the Strange Pro Street floater kit feature an internal shoe parking brake system and a range of rotor and calliper options including dust boot callipers and a low profile kit for clearance with 14" wheels or 15" double bead lock wheels.

Calliper Style	Rotor Size	Rotor Style	Part Number
Forged Dynalite	12.19"	Plain	WB140-12420
Forged Dynalite	12.19"	Drilled	WB140-12420-D
Dynapro Dust Boot	12.19"	Plain	WB140-12420-DB
Dynapro Dust Boot	12.19"	Drilled	WB140-12420-DB-DB
Narrow Superlite 4R	14.00"	Plain	WB140-12436
Narrow Superlite 4R	14.00"	Drilled	WB140-12436-D
Dynapro Low Profile	11.00"	Plain	WB140-13952
Dynapro Low Profile	11.00"	Drilled	WB140-13952-D

STRANGE 1/2" Stud Kits

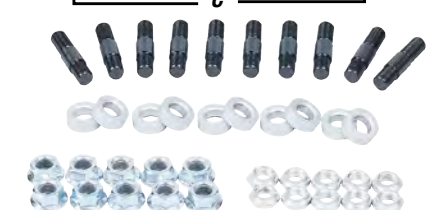
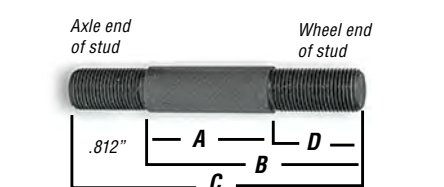
These Strange 1/2" stud kits suit Strange and other brands of axle that use a 1/2" bolt threaded through the flange. The stud length refers to the threaded portion of the stud; therefore, when determining the usable thread protruding through the axle, subtract a .125"(washer) and the thickness of the axle flange. Strange 1/2" studs are designed to accept 1/2"-20 lug nuts (not included with kit).

2" Long, 1/2"-20 Screw-In Axle Stud Kit. STA1025

Includes Bolts and Washers STA1025

3" Long, 1/2"-20 Screw-In Axle Stud Kit. STA1026

Includes Bolts and Washers STA1026

**STRANGE Chrome-Moly 5/8" Stud Kits**

In addition to the traditional 5/8" stud kit we offer five lengths of chrome-moly stud kits. Ensure measurement "A" is able to fully engage into your wheel. The "A" dimension of the drive stud needs to be slightly greater than the combined thickness of the brake hat or drum and the thickness of the wheel. Every 5/8" stud kit includes studs, lug nuts, .4375" aluminum wheel washers, and locking nuts.

Description	A	B	C	D	Part No.
Chrome-moly	0.775"	1.550"	2.362"	0.775"	STA1036
5/8"	0.875"	2.063"	2.875"	1.188"	STA1037
stud	1.187"	2.375"	3.187"	1.188"	STA1038
kits	1.500"	2.688"	3.500"	1.188"	STA1039
	1.875"	3.125"	4.000"	1.250"	STA1041

**STRANGE Traditional 5/8" Stud Kit**

Our traditional 5/8" stud kit features premium bolts & adjustable sleeves. These are the lightest stud kit type except for titanium. Kits include: 3" bolts, adjustable sleeves (.875" long), lug nuts, aluminium wheel washers, and wrench.

3" Long, 5/8"-18 Screw-In Stud Kit for Strange Axles STA1027

Strange Replacement Alloy Wheel Stud Washers STA1027F

.250 Thick x 5/8" Stud STA1027G

.438 Thick x 5/8" Stud STA1027H

.688 Thick x 5/8" Stud STA1027H

**ARP Wheel Studs**

Application	A	L1	L2	L3	Thread Size	Part No.
Knurl Dia. H/L						
Knurl L						
Nose L						

CHRYSLER

Chrysler, Rear .680 3.125 .400 .400 1/2-20 AR100-7705

FORD

Ford, Rear Disc Brakes/Chrysler Front .625 3.500 .400 .437 1/2-20 AR100-7703

Ford, Front Disc Brakes, Early .618 3.050 .800 .250 1/2-20 AR100-7707

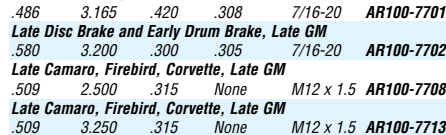
GM

Late Drum Brake, Late GM .486 3.165 .420 .308 7/16-20 AR100-7701

Late Disc Brake and Early Drum Brake, Late GM .580 3.200 .300 .305 7/16-20 AR100-7702

Late Camaro, Firebird, Corvette, Late GM .509 2.500 .315 None M12 x 1.5 AR100-7708

Late Camaro, Firebird, Corvette, Late GM .509 3.250 .315 None M12 x 1.5 AR100-7713

**Competition Wheel Stud-1/2"**

Extra long, press-in and screw in studs are now available for competition use. These studs are made of high-quality, grade 8 material and are plated for durability. 1/2" - 20 x 2 7/8" fits Chrysler, Ford and most applications with 1/2" studs.

10 pack 1/2" Wheel Studs MG4311

**Competition Wheel Stud-7/16"**

Extra long, press-in and screw in studs are now available for competition use. These studs are made of high-quality, grade 8 material and are plated for durability. NHRA approved. 10 per set. 7/16" - 20 x 2 5/8" fits 1963-75 Chevrolet.

10 Pack 7/16 Wheel Studs MG4310G

**9" FORD Pinion Yokes**

Forged steel Allstar Pinion Yokes are available for Ford 9" and accept 1350 series (3-5/8") Uni-joints. U-bolts sold separately.

Description

28-Spline Steel Pinion Yoke, 1350 Series

35-Spline Steel Pinion Yoke, 1350 Series

**U-Bolt Kits**

U-Bolt kits for 1310 or 1350 Series Uni-joints secure driveshaft to pinion yoke. Sold in pairs with nuts and lock washers.

Description

U-Bolt Kit, 1310 (3-1/4") Series

U-Bolt Kit, 1350 (3-5/8") Series

Part No.

RS-ALL68380

RS-ALL68382

Part No.

RS-ALL69015

RS-ALL69016



Carrier Stud Kit, FORD 9"

Competition Engineering's Carrier Stud Kit is designed for our Fabricated Rear Axle Housings, similar sheet metal housings, or stock-style Ford 9" housings. The heat treated Grade 8 steel studs provide solid mounting points for the centre section differential. Manufactured with splined ends, the press-in studs are pulled through from inside the housing. Includes nuts and copper sealing washers, which are far superior than steel to prevent seepage and leakage. Packaged in sets of 10 studs, nuts, and washers.

Carrier Stud Kit, Ford 9"

MOC9006



FORD 9" Differential Shim & Replacement Parts Kits

Kits include hard-to-find items needed to assemble Ford 9" centre sections. The Drag Race Kit contains: housing gasket, pinion shaft seal, pinion support shims, pinion pre-load shims for use with aftermarket aluminium pinion supports, pinion housing O-ring; and one 3/4" Ford pinion nut and the Oval Track Kit Contains: pinion retainer shims, pinion pre-load shims, pinion spacer and one 3/4" Ford pinion nut.

Ford 9" Drag Race Parts Kit

MO84750

Ford 9" Oval Track Parts Kit

MO84751

MOROSO Weld-In Fill Cap

Universal kits can be used on power steering tanks, radiator overflow tanks, valve covers, rear ends, filler neck plates, and other locations to replenish fluid, or serve as an inspection port. Bungs can be welded to any suitable tank or plate 1-3/8" -12UNF threads, 2.6" O.D. Includes O-rings for a leak free seal.

Moroso Weld-In Fill Cap

MO85283



Rear Axle Housing Ends

Whether narrowing a rear axle housing for bigger tires or just building a new housing for your street car, you will need housing ends to complete the project. You could re-use the old housing ends but most of the time they are either too rusty or damaged from the removal process

- Extra Thick Flange • Sold in pairs • Forged • Welding required
- Fully CNC machined

Big Ford with .515" Bolt Holes, 3.150" Bore

MOC9505

Dana 60 Mopar 8-3/4", 3/8"-24, 2.875" Bore

MOC9510



Fabricated Rear Axle Housings

For the ultimate in strength, weight savings and a professional look, nothing beats our Fabricated Rear Axle Housings. The triangulated design provides the structural integrity required for today's race cars. And the 9" Ford configuration allows the use of a variety of popular centre sections. Each housing is CAD designed and CNC manufactured in-house with a 1/8" thick, one piece outer shell and a 1/4" face plate to ensure maximum strength. It is then fixture welded inside and out to ensure that proper weld penetration has been accomplished.

- Increased strength over three-piece stock housings
- Offered in 4130 Chrome Moly or Mild Steel versions
- Exterior welds ground smooth to eliminate stress risers
- 1/4" face plate for added strength
- Face plate tapped for 3/8" press-in studs
- Includes drain plug, filler plug and breather bung
- Carrier Stud Kit No. MOC9006 available separately

Chrome Moly, 60.75" Width, No Housing Ends

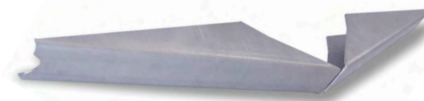
MOC9100

Mild Steel, 60.75" Width, No Housing Ends

MOC9200

Mild Steel, 27.60" Width, Forged Housing Ends

MOC9001



Back Braces

Rugged 1/8" thick construction adds extra strength to rear axle housing to increase rigidity and eliminate flexing when using large racing slicks in high horsepower, high torque vehicles. Eliminating flex increases the amount of power directed to the tyres for improved ET's Computer punched and contoured to provide a precise fit for cleaner welds and reduced fabrication time. Available in chrome moly and mild steel, 25" wide. Welding required.

Mild Steel, Fits Ford & Strange 9" Housings

MOC3405

Chrome Moly, Fits MOC9100 Housing

MOC9105

Mild Steel, Fits MOC9200 Housing

MOC9205



DRAGSTER Rear Axle Housings

Competition Engineering has designed and built a rear end housing far stronger and more accurately produced than any other housing on the market. The .125" thick sheet metal shell is designed with over lapping joints that provides two weld seams. This greatly improves the strength as compared to butt-welded housing shells. These housings come in 26.00" flange to flange widths. Built to withstand Advanced E.T. applications, internal bulkheads stiffen the shell to the face plates to prevent any movement and add strength around the housing mounting brackets.

- CNC machined 3/8" thick face plate
- Comes with a -6 AN drain plug and 1/8" NPT vent fitting
- Comes with aluminium o-ring filler cap
- All housings have machined symmetrical housing ends
- Carrier Stud Kit No. MOC9006 available separately

Chrome Moly Dragster Housing, 26.00" Width

MOC9003

Mild Steel Dragster Housing, 26.00" Width

MOC9004



HRP DIFF HOUSINGS

Winters Ford 9" IMCA legal housing

3.00" tube stamped housing HRP- HOUSIMCA



STREET AND STRIP

3.00 Tube 10 GA HF50 HRP-4400

3.25 Tube 10 GA HF50 HRP-4403



OLD STYLE FORD BANJO REPLICA

3.00 Tube Steel Reproduction HRP-4407

EARLY FORD ROUND BANJO STYLE COVER

Bango cover only HRP-4451



HD RACE FABRICATED HRP HOUSING

Ford 9" fabricated center housing with & without axle tubes

Fabricated Housing ONLY

3.1" HRP-4430

3.25" HRP-4440

3.5" HRP-4444

Fabricated Housing With 60" Tubes

3.5" Tubes HRP-4444-T

3.25" Tubes HRP-4440-T



Steel Housings

Strange fully welded steel housings are available in several configurations.

We recommend 3.250" tubing for its increased (23%) strength, in comparison to 3" tubing; however, certain ladder bar and 4-link configurations may require 3" tubing.

Back brace housings are ideal for drag racing applications. In general, we recommend a back brace for vehicles that are quicker than 9 seconds (1/4 mile); although, a stiffer housing is usually advantageous for most drag racing applications. Housing ends are not included and must be purchased separately.

Features:

- Slotted Housing for Full Tube Engagement- More Rigid Foundation
- Reinforced Face Plate • Greater Weld Contact Area
- Reduces Tube and Centre Section Flex

Description

9" Housing for 3.00" Tube - Tubes Not Included

Part No.

STH1110

9" Housing for 3.25" Tube - Tubes Not Included

STH1112

9" Housing with 3.25" Tubes, Filler & Drain Assembly

STH1115

9" Housing with 3.25" Tubes, Filler, Drain

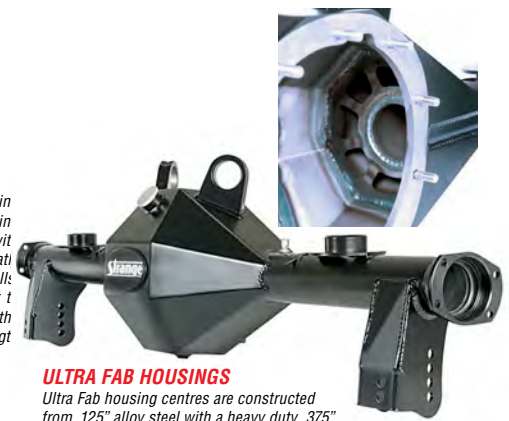
STH1117

Assembly And Back Brace

STH9

9" Housing With 3" Tubes No Ends, Filler, Drain

STH9



ULTRA FAB HOUSINGS

Ultra Fab housing centres are constructed from .125" alloy steel with a heavy duty .375" faceplate. Triangulated design provides rigid housing tube support for more consistent and straighter launches. Internal radial gusset plates brace the end of the housing tube and increase overall housing stiffness. Tube insertion locations are slotted for 5" to allow complete and secure welding of the tubes to the housing. The housing is designed to provide the clearance necessary for cases with heavy duty main caps and also allowing the use of 9", 9 1/2", and 10" gear sets. All housing centres come equipped with centre section studs installed. Black powder coated finish is optional.

Description

Housing Centre for use with 3" OD Tubes

Housing Centre for use with 3-1/4" OD Tubes

Housing with Fill, Drain & Tubes, No Ends

Housing with Fill, Drain & Ends

Housing with Fill, Drain, Ends & Leaf Spring Mounts

Part Number

STH1110UF

STH1112UF

STHF9UF

STHF9EUF

STHF9LEUF

Housing Ends

Strange housing ends are machined from forged steel. These premium grade housing ends are ideal for new or narrowed housings, permitting an optimal mounting surface. Strange ends are designed to be easily butt welded and are supplied as pairs.

Small Ford (Early Mustang). 2.835" ID, 1.00" Wide

STH1134

Big Ford (Early) w/1/2" Holes. 3.150" ID, 1.300" Wide

STH1135

Big Ford (Late) w/3/8" Holes. 3.150" ID, 1.300" Wide

STH1137



DIFF BREATHER

Breathers are finished in zinc with sintered bronze aeration. Perfect for use as diff breather, atmosphere vent and other applications.

AF462-02 1/8" NPT

AF462-04 7/16" UNF



Stainless Steel Rear End Breather

This CNC machined and fully polished S/S component is a direct replacement for the 9" Ford rear end breather.

It has a 7/16-20 mounting thread.

AHRP62705



WELD ON DIFF FILLER

1-1/2" O.D. steel bung with black anodised aluminium cap easy to weld to axle housing for use as diff oil filler.

Part No

AF461-20

Description

1.5" O.D. Weld-on diff breather



FILL PLUG ASSEMBLY

Weld-On aluminium 1.620" O.D x .625" tall bung with 1.800" O.D knurled cap

STH1116B



UNIVERSAL JOINT GIRDLE

Purpose designed to provide more bearing surface for the universal joint bearing cap. Manufactured from 7075-T6 aluminium and anodised finish complete with all mounting hardware.

1350 Universal cap 30mm (1-3/16")

1330 Universal cap 28mm (1-7/64")

AF72-1010 Black. Suit 1350

AF72-1011 Blue. Suit 1330



MOROSO DRIVELINE COMPONENTS

U-Joint Girdles

Unique design provides more bearing surface for the universal joint bearing cap, for increased strength. Manufactured from 7075-T6 aluminium with anodized finish. Comes complete with fasteners. 1 set per package.

Chrysler 8-3/4" fits Small Yoke. Silver Anodized

MO85850

Rear End/Water Fill Cap Kits

Universal Kits, available with steel or 6061-T6 aluminium bung, can be used on power steering tanks, radiators, overflow tanks, rear ends, filler neck plates, and other locations to replenish fluid or serve as an inspection port. Bung with 1-1/4"-12 UNF threads and 1-1/2" o.d. can be welded to any suitable tank or plate. The cap, manufactured from 6061-T6 aluminium, is knurled for easy-grip removal and replacement. Includes two O-Ring washers (one spare) for leak free sealing.

Rear End/Water Fill Cap Kit, Aluminium Bung

MO85282



RPC Tailshaft Loop

A tailshaft loop is required for most drag vehicles and is highly recommended even in classes where it is not required. The tailshaft loop is designed to catch the front of the driveshaft in the event of a universal joint failure to prevent the driveshaft from digging into the ground and possibly flipping the vehicle.

Universal Tailshaft Loop

RPCR7120



Heavy Duty Tail Shaft Loop

Safety loop helps contain the driveshaft and prevents flipping of the vehicle in the event of a front U-joint failure.

- Bolt together design allows for easy installation
- Meets both ANDRA and CAMS requirements
- Thickness 6.35mm/ 1/4" Width 50.8mm/ 2"

Finish

Zinc Silver Plated

Black Oxide Coated Finish

Part No.

AF72-1005

AF72-1006



FULLY ASSEMBLED REAR END ASSEMBLIES AVAILABLE BY SPECIAL ORDER

Strange centre sections and rear end assemblies are custom assembled and set up in the USA by the industry's top professionals to your exacting specifications.

Please contact Rocket Sales on (02) 8825-1900 to discuss your requirements. Our sales team can advise you on the best combination to suit your application and arrange shipping from the USA.



9" Steel Rear End Assemblies

Strange Engineering offers a multitude of 9" rear end assemblies. We can custom tailor a rear end to meet your specifications. Strange Engineering will completely install your chosen packages- including installing axle studs, axle bearings and brake kit. Strange provides a hardware kit with each complete rear end assembly that consists of a gasket, jet nuts for the centre section and a housing end stud package (only with brake kit). In addition, Strange will completely crate your rear end assembly for an uneventful delivery- at no additional cost!



Drop Out Live Axle

The Strange Drop-Out Live Axle is designed for certified chassis 6.00 seconds (1/4 mile) and slower. The drop-out live axle is an extremely lightweight and rigid rear end. The rear end features our one piece aluminium housing, Ultra Centre Section, thru-hardened live axle and 11" carbon or steel brakes. The thru hardened live axle is used to assist in reducing rear end distortion and aid in eliminating ring deflection. In addition, the live axle provides the safety of a floater rear end at less weight. Complete rear ends with carbon brakes weigh as little as 145 pounds and are supplied fully assembled with carbon brake kit, choice of chassis mounts and Ultra Centre Section with 9" or optional 9.5" pro gears.

Strange Drop-Out Live Axle Assembly

STL6000



Top Loader Live Axle

The Strange Top Loader live axle has long been a standard among competitive race cars. The 9" 9.50" was originally created for the demands of Top Fuel/Funny Car over a decade ago and has since been replaced by 10.5" and 12" units for current Top-Fuel/Funny Car. Today's unit has been refined for alcohol racers demanding the least amount of rear end maintenance. The current model features a newly designed heavy duty aluminium centre piece, which accepts 9" or 9.50" gear sets and a second generation aluminium spool. Supplied as a fully assembled unit complete with steel brake kit, 9" or optional 9.5" pro gear set, and aluminium spool. Mounting plates are not included

Strange Top Loader Live Axle Assembly

STL4101

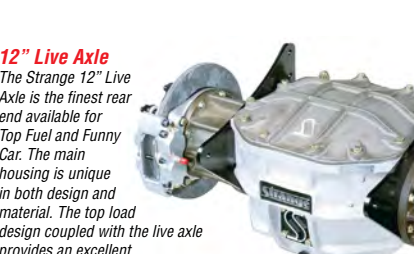


0.50" Live Axle

The 10.50" live axle rear end is designed to withstand loads that can destroy many drag racing rear ends. The top loading design provides convenient inspection, but more importantly, the Strange designed case does not provide an opening (front or rear load type) that is in line with the drive wheel- dramatically reducing wheel imposed distortion and increasing gear life. The Strange Live axle axle provides superior resistance to bending loads- far superior to full floater axle assemblies that have floating axles or a single floating axle. The massive 2.750" OD Strange live axle shaft is designed to absorb the brunt of abuse, allowing the housing to better support the ring and pinion- extending gear life. Supplied as a fully assembled live axle unit with 10.50" gear set (choice of 2.91, 3.20, 4.11 or 4.29 ratio), carbon cover, magnesium tubes, lightweight aluminium spool, internal oil pump and 11.50" carbon or optional steel brake kit (chassis mounts are not included)

Strange 10.50" Live Axle Assembly

STL7000



12" Live Axle

The Strange 12" Live Axle is the finest rear end available for Top Fuel and Funny Car. The main housing is unique in both design and material. The top load design coupled with the live axle provides an excellent structural base that maximizes gear life and significantly reduces rear end distortion. The unit features magnesium tubes, magnesium cover, steel or titanium axle, steel spool, 11.50" carbon brake kit and internal oil pump. The standard 12" live axle assembly weighs 205 pounds- complete less oil. The Strange lightweight 12" rear end features a titanium axle and an aluminium spool. The lightweight 12" has a special pump provision that reduces the required oil capacity by four quarts. The lightweight 12" weighs only 193 pounds - complete less oil and is supplied fully assembled unit with 12" gear set (3.20 ratio), magnesium cover, magnesium tubes, lightweight steel or optional alloy spool, internal oil pump and 11.50" carbon brake kit (chassis mounts are not included).

Strange 12" Live Axle Assembly

STL7200



Sportsman Series 10 Spline Gear Sets

The Sportsman Series gears are CNC Crown Hobbed to produce a quality that meets the exacting standards accepted by SCS. The gears are not lightened and are made of 8620 material. They are Heat Treated as are the Professional Series, but will have a REM finish rather than the Black Oxide. The Sportsman gears are engineered the same as the professional series and have the exact same Gear Ratios Available.

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
SCS-SP12	0.897	1.115	26/29	3.69	4.60
SCS-SP07K	0.875	1.143	21/24	3.61	4.71
SCS-SP17	0.864	1.158	19/22	3.56	4.77
SCS-SP08K	0.850	1.176	17/20	3.50	4.85
SCS-SP08	0.846	1.182	22/26	3.49	4.87
SCS-SP19	0.840	1.190	21/25	3.46	4.91
SCS-SP09K	0.833	1.200	25/30	3.43	4.94
SCS-SP09	0.826	1.211	19/23	3.40	4.99
SCS-SP11	0.815	1.227	22/27	3.36	5.06
SCS-SP03	0.806	1.240	25/31	3.32	5.11
SCS-SP13	0.800	1.250	20/25	3.30	5.15
SCS-SP18	0.792	1.263	19/24	3.26	5.20
SCS-SP04K	0.783	1.278	18/23	3.22	5.26
SCS-SP04	0.774	1.292	24/31	3.19	5.32
SCS-SP20	0.769	1.300	20/26	3.17	5.36
SCS-SP22	0.760	1.316	19/25	3.13	5.42
SCS-SP16	0.750	1.333	24/32	3.09	5.49
SCS-SP10	0.740	1.350	20/27	3.05	5.56
SCS-SP34	0.730	1.368	19/26	2.97	5.69
SCS-SP14	0.719	1.391	23/32	2.96	5.73
SCS-SP14K	0.714	1.400	20/28	2.94	5.77
SCS-SP35	0.708	1.411	17/24	2.92	5.81
SCS-SP32K	0.697	1.435	23/33	2.87	5.91
SCS-SP24	0.690	1.450	20/29	2.84	5.97
SCS-SP36	0.680	1.470	17/25	2.80	6.06
SCS-SP37	0.676	1.478	23/34	2.79	6.09
SCS-SP23	0.667	1.500	18/27	2.75	6.18
SCS-SP21	0.653	1.529	17/26	2.69	6.30
SCS-SP27	0.647	1.545	22/34	2.67	6.37
SCS-SP43	0.640	1.563	16/25	2.64	6.44
SCS-SP28	0.633	1.579	19/30	2.61	6.51
SCS-SP29	0.625	1.600	15/24	2.58	6.59
SCS-SP30	0.615	1.625	16/26	2.53	6.70
SCS-SP41	0.607	1.647	17/28	2.50	6.79
SCS-SP31	0.600	1.666	21/35	2.47	6.84
SCS-SP33K	0.593	1.688	16/27	2.44	6.95

Professional Series 10 Spline Gear Sets

SCS 10-Spline Quick Change Gears, Sets #1 thru #28 are Max Lightened, where possible, without sacrificing the strength! Average weight savings 1 1/2 lbs.! Since 1987, SCS Gears have been the proven leader in Ultra High Performance Quick Change Gearing. SCS Gears are made of 9310 Aircraft Alloy for maximum strength. Each gear is Crown Shaved (Ground before Heat Treat) to minimize backlash and run out, broached for proper 10-spline shaft fit and Black Oxide finished. The SCS Extra 5 step heat treating process yields maximum gear life for high stress applications.

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
SCS-PR012	0.897	1.115	26/29	3.69	4.60
SCS-PR007K	0.875	1.143	21/24	3.61	4.71
SCS-PR017	0.864	1.158	19/22	3.56	4.77
SCS-PR008K	0.850	1.176	17/20	3.50	4.85
SCS-PR008	0.846	1.182	22/26	3.49	4.87
SCS-PR019	0.840	1.190	21/25	3.46	4.91
SCS-PR009K	0.833	1.200	25/30	3.43	4.94
SCS-PR009	0.826	1.211	19/23	3.40	4.99
SCS-PR011	0.815	1.227	22/27	3.36	5.06
SCS-PR003	0.806	1.240	25/31	3.32	5.11
SCS-PR013	0.800	1.250	20/25	3.30	5.15
SCS-PR018	0.792	1.263	19/24	3.26	5.20
SCS-PR004K	0.783	1.278	18/23	3.22	5.26
SCS-PR004	0.774	1.292	24/31	3.19	5.32
SCS-PR020	0.769	1.300	20/26	3.17	5.36
SCS-PR022	0.760	1.316	19/25	3.13	5.42
SCS-PR016	0.750	1.333	24/32	3.09	5.49
SCS-PR010	0.740	1.350	20/27	3.05	5.56
SCS-PR034	0.730	1.368	19/26	2.97	5.69
SCS-PR014	0.719	1.391	23/32	2.96	5.73
SCS-PR014K	0.714	1.400	20/28	2.94	5.77
SCS-PR035	0.708	1.411	17/24	2.92	5.81
SCS-PR032K	0.697	1.435	23/33	2.87	5.91
SCS-PR024	0.690	1.450	20/29	2.84	5.97
SCS-PR036	0.680	1.470	17/25	2.80	6.06
SCS-PR037	0.676	1.478	23/34	2.79	6.09
SCS-PR023	0.667	1.500	18/27	2.75	6.18
SCS-PR021	0.653	1.529	17/26	2.69	6.30
SCS-PR027	0.647	1.545	22/34	2.67	6.37
SCS-PR043	0.640	1.563	16/25	2.64	6.44
SCS-PR028	0.633	1.579	19/30	2.61	6.51
SCS-PR029	0.625	1.600	15/24	2.58	6.59
SCS-PR030	0.615	1.625	16/26	2.53	6.70
SCS-PR041	0.607	1.647	17/28	2.50	6.79
SCS-PR031	0.600	1.666	21/35	2.47	6.84
SCS-PR033K	0.593	1.688	16/27	2.44	6.95



STREET ROD QUICK CHANGE REARS

Winters Performance Products manufactures the best quick change rear ends ever made. Mostly used in circle track racing, quick change rear ends work very well in street applications. In most cases the Championship 10" Quick Change is more rear end than you'll ever need (800+hp). Our V8 Quick Change is rated at 550 hp while the 3.08 and the Heavy Duty Championship Quick Change can be used in more severe applications (1000+hp). Keep in mind severe shock loading (drag racing) will shorten the life of all drive line components. All Winters Quick Change Rears use spiral bevel ring & pinions, the most efficient ring & pinion available. Pinion placement of a spiral bevel ring & pinion uses less power, is more efficient, and runs cooler than hypoid ring & pinions. Hypoid style ring & pinions create more sliding action, increasing heat and power loss.

Quick Change Gear Charts



IMPORTANT:

Install quick change gears with shoulder facing toward gear cover bearings

Remember to refill gear cavity with good quality gear lube after quick change gear changes.

To Determine Gear RPM Change:

$(RPM) \div (Gear Ratio) \times (New Ratio) = (New RPM)$

Example $3000 \div 3.93 \times 3.43 = 2618$

To Determine Final Drive:

$(\# \text{ Teeth Top Gear}) \div (\# \text{ Teeth Bottom Gear})$

$\times R\&P \text{ Ratio} = \text{Final Drive}$

Helical Gears 8500 Series (10 Spline)

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR8526HR	0.931	1.074	27/29	3.84	4.43
WINSR8517HR	0.867	1.154	26/30	3.57	4.75
WINSR8509AHR	0.833	1.200	25/30	3.43	4.94
WINSR8503HR	0.806	1.240	25/31	3.32	5.11
WINSR8504HR	0.774	1.292	24/31	3.19	5.32

Straight Cut Gears 8500 Series (10 Spline)

4.12 Ring & Pinion Ratio (8-33 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR8501	1.000	1.000	21/21	4.12	4.12
WINSR8502	0.964	1.037	27/28	3.97	4.27
WINSR8505	0.960	1.042	24/25	3.96	4.29
WINSR8515A	0.955	1.048	21/22	3.93	4.32
WINSR8515	0.950	1.053	19/20	3.91	4.34
WINSR8526	0.931	1.074	27/29	3.84	4.43
WINSR8506	0.920	1.087	23/25	3.79	4.48
WINSR8525	0.909	1.100	20/22	3.75	4.53
WINSR8512	0.897	1.115	26/29	3.69	4.60
WINSR8507	0.885	1.130	23/26	3.65	4.66
WINSR8507A	0.875	1.143	21/24	3.61	4.71
WINSR8517	0.867	1.154	26/30	3.57	4.75
WINSR8517A	0.857	1.167	24/28	3.53	4.81
WINSR858A	0.852	1.174	23/27	3.51	4.84
WINSR8508	0.846	1.182	22/26	3.49	4.87
WINSR8519	0.840	1.190	21/25	3.46	4.91
WINSR8509A	0.833	1.200	25/30	3.43	4.94
WINSR8509	0.826	1.211	19/23	3.40	4.99
WINSR8511	0.815	1.227	22/27	3.36	5.06
WINSR8503	0.806	1.240	25/31	3.32	5.11
WINSR8513	0.800	1.250	20/25	3.30	5.15
WINSR8518	0.793	1.261	23/29	3.27	5.20
WINSR8518A	0.786	1.273	22/28	3.24	5.24
WINSR8504A	0.783	1.278	18/23	3.22	5.26
WINSR8520A	0.778	1.286	21/27	3.20	5.30
WINSR8504	0.774	1.292	24/31	3.19	5.32
WINSR8520	0.769	1.300	20/26	3.17	5.36
WINSR8522	0.760	1.316	19/25	3.13	5.42
WINSR8516	0.750	1.333	18/24	3.09	5.49
WINSR8510	0.739	1.353	17/23	3.05	5.57
WINSR8510A	0.733	1.364	22/30	3.02	5.62
WINSR8534	0.724	1.381	21/29	2.97	5.69
WINSR8534A	0.727	1.375	16/22	3.00	5.67
WINSR8514	0.719	1.391	23/32	2.96	5.73

Winters Semi-Synthetic Hypoid Lube

Winters Recommends the use of their Semi-Synthetic Hypoid Lube with Moly 80-90-140 WINSR1730



Helical Gears 4500 Series (6 Spline)

3.78 R&P Ratio (9-34 Teeth)

Part Number	Low Spur Ratio	Hi Spur Ratio	No of Teeth	Low Ratio	High Ratio
WINSR4501HR	1.000	1.000	24/24	3.78	3.78
WINSR4502HR	0.958	1.043	23/24	3.62	3.94
WINSR4503HR	0.920	1.087	23/25	3.48	4.11
WINSR4503AHR	0.880	1.136	22/25	3.33	4.30
WINSR4504HR	0.846	1.182	22/26	3.19	4.46
WINSR4501	1.000	1.000	24/24	3.78	3.78
WINSR4502	0.958	1.043	23/24	3.62	3.94
WINSR4503	0.920	1.087	23/25	3.48	4.11
WINSR4503B	0.895	1.118	17/19	3.38	4.22
WINSR4503A	0.880	1.136	22/25	3.33	4.30
WINSR4504	0.846	1.182	22/26	3.20	4.47
WINSR4505	0.808	1.238	21/26	3.05	4.68
WINSR455A	0.792	1.263	19/24	2.99	4.77
WINSR4506	0.778	1.286	21/27	2.94	4.86
WINSR4524	0.767	1.304	23/30	2.90	4.93
WINSR4525	0.750	1.333	18/24	2.84	5.04
WINSR4507	0.741	1.350	20/27	2.80	5.10
WINSR4523	0.727	1.375	16/22	2.75	5.20
WINSR4508	0.714	1.400	20/28	2.70	5.29
WINSR4522	0.704	1.421	19/27	2.66	5.37
WINSR4509	0.696	1.438	16/23	2.63	5.43
WINSR4510	0.682	1.467	15/22	2.58	5.54
WINSR4511	0.667	1.500	18/27	2.52	5.67
WINSR4512	0.655	1.526	19/29	2.48	5.77
WINSR4513	0.652	1.533	15/23	2.47	5.80
WINSR4514	0.636	1.571	14/22	2.41	5.94
WINSR4515	0.625	1.600	15/24	2.36	6.05
WINSR4516	0.615	1.625	16/26	2.33	6.14
WINSR4517	0.600	1.667	18/30	2.27	6.30
WINSR4518	0.591	1.692	13/22	2.23	6.40
WINSR4518A	0.571	1.750	16/28	2.16	6.62
WINSR4519	0.560	1.786	14/25	2.12	6.75
WINSR4520	0.556	1.800	15/27	2.10	6.80
WINSR4527	0.542	1.846	13/24	2.05	6.98
WINSR4521	0.531	1.882	17/32	2.01	7.12
WINSR4528	0.528	1.895	19/36	2.00	7.16
WINSR4529	0.522	1.917	12/23	1.97	7.25
WINSR4526	0.517	1.933	15/29	1.96	7.31
WINSR4530	0.500	2.000	20/40	1.89	7.56
WINSR4531	0.488	2.050	20/41	1.84	7.75
WINSR4532	0.475	2.105	19/40	1.80	7.95

Helical Gear Spacer Kit

P/N WINSR3551 (for 6 spline)

P/N WINSR3552 (for 10 spline)

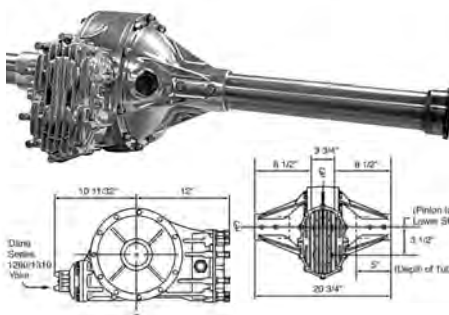
All Winters helical quick change gears have REM® process enhanced surface finish.

10 SPLINE SHIMS

Part No	Thickness	Quantity
WINSR3430-030	.030"	2
WINSR3430-045	.045"	2
WINSR3430-060	.60"	2

6 SPLINE SHIMS

Part No	Thickness	Quantity
WINSR3442-030	.030"	2
WINSR3442-045	.045"	2
WINSR3442-060	.60"	2



Championship Quick Change

This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Winters Championship Quick Change rear features our sprint car centre with a 10" 4.12 ring and pinion, heat treated lower shaft, Winters Track differential, axle seals and your choice of a 10 spline straight cut gear set.

Choose from these part numbers:

WINSR2510	Championship Quick Change for Ford® Small Bearing Flanged Axle. Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.
WINSR2520	Championship Quick Change for Ford® Big Bearing Flanged Axle (shown)
WINSR2520-A	Championship Quick Change including Ford Big Bearing Flanged Axles
WINSR2520-AP	Polished Championship Quick Change including Ford Big Bearing Flanged Axles
WINSR2525	Championship Quick Change for Ford® Big Bearing Flanged Axle (Torino®) Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

Popular Options

WINSR8207	Polishing
WINSR8277	Stainless Steel Hardware
WINSR8211	Gear Cover
WINSR2980	Axle Set
WINSR8247	Specify Ratio Helical gear

Assembly P/N WINSR2520 Shown with SR8136 4 rib side bells and optional billet gear cover P/N WINSR2894.

Option P/N WINSR8211.



Assembly P/N WINSR2520 Shown with WINSR8155PM 8 rib side bells

Assembly P/N WINSR2520 Shown with WINSR8186P 6 rib side bells and optional gear cover WINSR8211V.

Championship Independent Quick Change

Winters Independent Quick Change, the absolute ultimate independent rear money can buy. Everything about it is race inspired. All upgrades are standard. 4.12 ring & pinion, heat treated lower shaft, Winters Track assembly, caliper mount side bells, roller support bearing upgrade, pinion lock nut assembly and 1350 Series flange yokes.

One set of 10 spline straight cut quick change gears included.

WINSRP437 Independent Quickchange Centre
WINSR2838 Dual Inboard Brake Kit installed

Popular Options

WINSR8207	Polishing
WINSR8211	Billet Gear Cover
WINSR8219	CV Joint Flange (HD Porsche®)
WINSR8247	Specify Ratio Helical gear



Assembly P/N WINSR2520HD Shown with SR8155 8 rib side bells and standard cover.

Championship Heavy Duty

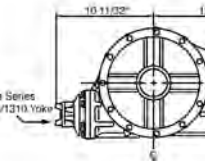
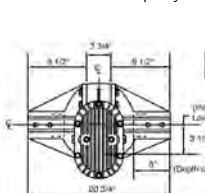
Maximum exposure might best describe our Championship Heavy Duty Quick Change. This rear features our heavy duty centre, deep dish style gear cover, 10" 4.12 ring and pinion, heat treated lower shaft, Winters Track differential, axle seals and your choice of a 10 spline straight cut gear set. This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR2510HD	Championship Quick Change for Ford® Small Bearing Flanged Axle Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.
WINSR2520HD	Championship Quick Change for Ford® Big Bearing Flanged Axle (shown)
WINSR2525HD	Championship Quick Change for Ford® Big Bearing Flanged Axle (Torino®) Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

Popular Options

WINSR8207-HD	Polishing
WINSR2980	Axle Set
WINSR8247	Specify Ratio Helical gear



Assembly P/N WINSR2520HD Shown with WINSR8155 8 rib side bells (4 & 6 rib available)

Winters Track 31 Spline WINSR2419

WedgeLock

WINSR1792
WedgeLock is an all gear drive differential. This unique race proven gear design automatically senses wheel spin and delivers positive traction. Very smooth! Very durable!



Winters "Sprint" Centre with Champ Adapter Bells accepts classic Ford® axle tubes (not included). Assembly P/N **WINSR3600**



Champ Adapter

Ideal for big horsepower cars, this combination adapts original Early Ford® side bells and tubes to our full size Championship Quick Change. Assembly includes a Winters Track differential designed specifically for this application, heat treated lower shaft and a 10 spline straight cut gear set of your choice.

WINSR3600

Champ Adapter

Popular Options

WINSR8247 Specify Ratio Helical gear
WINSR8207 Polishing
WINSR8211 Gear C.

Winters V8 Centre Kit

accepts classic Ford® axletubes (not included). Assembly WINSR3605 Standard straight finned gear cover shown.

V8 Quick Change for Ford® Big Bearing Flanged Axle WINSR2220

Shown with optional gear cover WINSR8211V



V8 Quick Change

The legacy continues. The Winters V8 Quick Change features an 8 3/8" 3.78 ring & pinion, heat treated lower shaft, a Wedgelock differential, axle seals and one straight cut 6 spline gear set of your choice. Legendary styling, cutting edge technology. This Street Rod Quick Change Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR2210 V8 Quick Change for Ford® Small Bearing Flanged Axle

Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings.

WINSR2220 V8 Quick Change for Ford® Big Bearing Flanged Axle

WINSR2220-A V8 Quick Change including Ford Big Bearing Flanged Axles

WINSR2220-AP Polished V8 Quick Change including Ford Big Bearing Flanged Axles

WINSR2550 V8 Quick Change for Ford® Big Bearing Flanged Axle (Torino®)

Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

WINSR2550STB V8 Quick Change for Ford® Big Bearing Flanged Axle (Torino®)

Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings

With Steel Turned Bells

Popular Options

WINSR8207 Polishing

WINSR8277-V8 Stainless Steel Hardware

WINSR8211V Gear Cover

WINSR2980 Axle Set

WINSR8247 Specify Ratio Helical gear

Shown with standard straight finned gear cover.

V8 Centre

"New Generation V8"

Our V8 Quick Change centre section is machined to accept the classic Ford® axle tubes. This assembly includes an 8 3/8" 3.78 ring and pinion, heat treated lower shaft, a Wedgelock differential designed specifically for this application and one 6 spline straight cut gear set of your choice.

This Assembly uses Late Model style 28 or 31 spline axles and requires late style bearing ends machined and welded to Early Ford® tubes.

WINSR3605 V8 Quick Change Adapter Assembly

WINSR3605-31 V8 Quick Change Adapter Assembly with 31 Spline Axles

Assembly P/N WINSR3605

Shown with optional gear cover

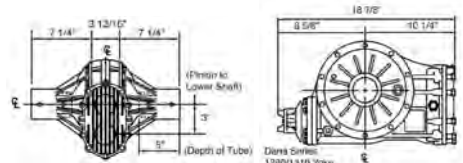
WINSR8211V

Popular Options

WINSR8207V Polishing

WINSR8211V Gear Cover

WINSR8247 Specify Ratio Helical gear



Early Ford® V8 Centre Kit

Accepts classic Ford® carrier and axle tubes (not included). 4.11 Early Ford® V8 Quick Change. This Assembly uses original Ford® tubes, axles and carrier assembly.

Kit includes all hardware: 1 Quick Change Unit, 1 Axle housing gasket set, 1 Carrier bearing

WINSR3620

Early Ford® V8 Centre Kit

Popular Options

WINSR8207V Polishing

WINSR8211V Gear Cover

WINSR8247 Specify Ratio Helical gear



Steel Tube & Bell V8 Quick Change

Built to your specs, Winters Steel Tube & Bell V8 Quick Change includes a 3.78 Ring & Pinion, Wedgelock Differential, Inner Tube Seals and one set of Straight Cut, 6 Spline Gears of your choice. Note: When assembled, the axle will be 1/2" longer on the left side.

Assemblies

SR2220STB Big Bearing Flanged Axle

SR2550STB Big Bearing Flanged Axle (Torino®)

Big Bearing Rears Accommodate Stock 3.150 O.D. Axle Bearings

Popular Options

SR2980 Flanged Axle Set

SR8207V Polishing

SR8211-V8B Polished Billet Aluminum Gear Cover

SR8247-SRH6 Helical Gear (Specify Ratio)

SR8277-STB Stainless Steel Hardware

SR8154-6 Closed Drive, 6 Spline

SR8154-10 Closed Drive, 10 Spline

Assembly P/N SR2220STB shown with Standard Straight Finned Gear Cover, Option SR8277-STB Stainless Steel Hardware & Option SR8207-V Polishing



Banjo Style Rear-Full Size

More than just a rear end. Go wild or mild with nothing but the newest parts and technology. This rear features a 10" 4.12 ring & pinion and our Winters Track differential. Ford® OEM style bearing cups on the tube ends allow you to use flanged axles, today's brakes and the wheels you want. This Street Rod Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR4210

Banjo Style Rear for Ford® Small Bearing Flanged Axle Small bearing rears accommodate stock Ford® 2.835 O.D. axle bearings

WINSR4220

Banjo Style Rear for Ford® Big Bearing Flanged Axle

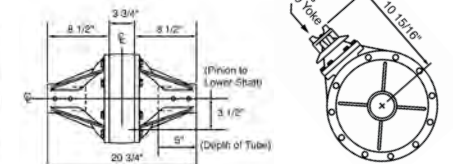
WINSR4225

Banjo Style Rear for Ford® Big Bearing Flanged Axle (Torino®) Big bearing rears accommodate stock Ford® 3.150 O.D. axle bearings.

Popular Options

WINSR8207 Polishing

WINSR2980 Axle Set



Banjo Style Rear-Mini

The mini version of our Banjo Style Rear features an 8 3/8" 3.78 ring & pinion and our Wedgelock differential. Ford® OEM style bearing cups on the tube ends allow you to use flanged axles, today's brakes and the wheels you want. Better for cars under 2600 lbs. and 550 hp. This Street Rod Rear uses stock appearing Ford® flanged 31 spline axles, and will accommodate after-market disc or stock Ford® brakes.

Choose from these part numbers:

WINSR4210M

Banjo Style Rear for Ford® Small Bearing Flanged Axle Small Bearing Rears accommodate Stock Ford® 2.835 O.D. Axle Bearings.

WINSR4220M

Banjo Style Rear for Ford® Big Bearing Flanged Axle

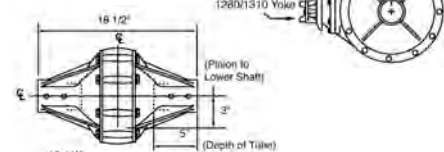
WINSR4225M

Banjo Style Rear for Ford® Big Bearing Flanged Axle (Torino®) Big Bearing Rears accommodate Stock Ford® 3.150 O.D. Axle Bearings.

Popular Options

WINSR8207 Polishing

WINSR2980 Axle Set



Shown fully optioned

Kugel 9" Ford IRS

KK2003705 Kugel 9" Ford IRS With Cast Stainless Steel Control Arms, Show Chrome & Polish

KKK2002705 Kugel 9" Ford IRS With Stainless Steel Round Tube Control Arms Show

ADDITIONAL 9" IRS OPTIONS:

KK2018701 - Change Wheel Bolt Pattern From Chevy 4 3/4" to Ford 4 1/2"

KK2020705 - Polished Aluminum 3rd Member With Chrome Yoke & Stainless Steel Hardware

KK2022705 - New Style Housing

KK2025701 - Limited Slip Differential

KK2030701 - 2 Additional Coil-Over For Heavier Cars 2800# Plus - Plain, Show

KK2040701 - Sway Bar (Not Applicable For All Applications) Plain, Show

KK2050771 - Drilled & Slotted Rotors

KK2051771 - Stainless Steel Hoses & Junction Block Kit & Bleeder Hoses

KK2052771 - E-Brake W/Cable Bracket - Single (Cable Not Included) - Plain, Show

KK2053771 - E-Brake W/Cable Bracket - Double (Cable Not Included) - Plain, Show

KK2065701 - Extreme Duty Control Arms M/S (For Applications 500HP+) - Plain, Show

KK2066701 - Extreme Duty Control Arms S/S (For Applications 500HP+) - Plain, Show

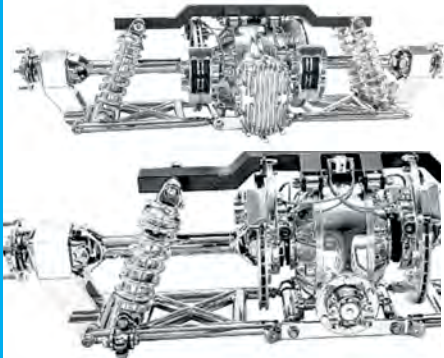
KK8092701 - Air Ride Technologies Shock Wave Air Bag (Not Applicable For All Applications)

ADDITIONAL POLISH & CHROME:

***072704** - Chrome U-Joint Centers

2074704 - Chrome Inner Stub Axle

2076704 - Chrome Outer Bearing Assembly & Hub Assembly



Kugel/Winters Quick Change IRS

KK2102706 – Kugel/Winters Quick Change IRS With Stainless Steel Round Tube Control Arms Show

COMPLETE LIST OF Q/C IRS OPTIONS:

- KK2018701:** Change Wheel Bolt Pattern From Chevy 4¾" to Ford 4¾"
- KK20303701:** Additional Coil-Overs (2 For Heavy Duty Applications) - Plain, Show
- KK2040701:** Sway Bar (Not Applicable For All Applications) From - Plain, Show
- KK2050771:** Drilled & Slotted Rotors
- KK2051771:** Stainless Steel Hoses & Junction Block Kit & Bleeder Hoses
- KK2052771:** E-Brake W/Cable Bracket – Single (Cable Not Included) - Plain, Show
- KK2053771:** E-Brake W/Cable Bracket – Double (Cable Not Included) - Plain, Show
- KK2065701:** Extreme Duty Control Arms Mild Steel (For Applications 500HP+) - Plain, Show
- KK2066701:** Extreme Duty Control Arms Stainless Steel (For Applications 500HP+) - Plain, Show
- KK8092701:** Air Ride Technologies Shock Wave Air Bag (Not Applicable For All Applications)

ADDITIONAL POLISH & CHROME:

- KK2072704:** Chrome U-Joint Centers
- KK2076704:** Chrome Outer Bearing Assembly & Hub Assembly

BRAKE KITS, CALIPERS, DISCS



Hot Rod Front Brake

- Die cast aluminium alloy drum covers. Casting flaws such as pin holes and voids are a thing of the past.
- The backing plate is constructed of pre-polished deep drawn stamped stainless steel. Here again, a flawless finish prevails.
- Air inlet scoops are heat treated investment cast stainless steel, again showing no casting flaws.
- The Hot Rod Brake system uses Wilwood four piston aluminium calipers and our own vented cast iron rotors.
- The entire assembly rides on a New Traditionalist™ CNC machined aluminium hub that includes the highest quality bearings and seals on the market.
- Hot Rod Brakes are available in 5 on 4½", 4¾" and 5½" bolt circles and fit '37-'41 Ford round (not square) style spindles.
- Rear drum covers are also available and designed to fit over 9" Ford rear drums.
- Hot Rod Brakes are available with plain or polished drums and scoops.

Hot Rod Brake/Polished Hot Rod Brake/Unpolished Replacement Brake Pad

S0001-62031
S0001-62024

SO-CAL Brake Lines

Demand for front brakes is running high and to help make it an even better product, we've developed these braided stainless brake lines which are covered with black vinyl to give them a traditional appearance. They're 22 inches long and feature a 3/16-inch inverted flare and 1/8-inch pipe fittings. Sold in pairs.

So-Cal Brake Line Kit

S0001-62028

SO-CAL Hot Rod Brake Rear Drum Cover

Developed to match the front brakes, these die cast aluminium covers are designed to fit over a 9" Ford rear drum. They index off the 2.8" rear drum register and come with a unilug pattern for 5 on 4½", 4¾", 5" and 5½". Available in plain or polished.

Aluminium Drum Cover/Unpolished

S0001-62027

Aluminium Drum Cover/Polished

S0001-62107

Aluminium Drum Cover/Polished, Each

S0001-62107-1

Finned Brake Scoop

Another one of Grandpa's Hot Rod Co. finned products. This finned brake scoop gives your brake set-up a even more traditional look. Fits 1939-1948 Ford backing plates.

Finned Brake Scoops Polished

S0300-6105

Note: These will not fit the SO-CAL Hot Rod Front Brake kit.



Wilwood brake kits are for off-road and race applications only. All Wilwood calipers use 1/8"-27 NPT inlet fittings and most do not have dust boots which means they do not meet ADR specifications and are NOT street legal in Australia.

HP Rotors

HP rotors are close tolerance machined with smooth turned pad faces. The additional mass of the HP series extends service life on heavier competition vehicles and other severe duty applications. They are also the base model for every day use.



GT Rotors

GT rotors feature Wilwood's ultimate competition preparation with full detail machining, asymmetrical face slotting, and individual dynamic balancing. Full detail machining eliminates unnecessary weight and potential stress points. The venting and cleaning action of the asymmetrical face slot pattern helps to reduce pad glaze, minimize irregular pad build-up on the rotor faces, and interrupt engagement harmonics.

SRP Rotors

SRP Drilled Performance Rotors feature a specially engineered directional cross drill and face slot pattern that improve brake response and pad performance throughout the entire range of light to heavy braking. The venting and cleaning action of the holes and slots will reduce pad glaze and disperse gasses and heat generated during the pad to rotor interface. The holes and slots also inhibit irregular pad compound build-up on the rotor faces resulting in smoother engagement and improved pedal response in all conditions.



SUPERLITE 6 Big Brake Front Kits

- Complete systems with 330mm or 355mm rotors • Big brake looks and stopping power to compliment wheel, tyre, and suspension system upgrades • Billet Superlite 6 Piston Calipers • ABS compatible
- Not street legal or ADR approved

Application

Camaro & Chevelle 1967-69	330mm
Monte Carlo, Nova, El Camino 1970-72	330mm
Holden Monaro & Commodore VT-VZ	330mm
Holden Monaro & Commodore VT-VZ	355mm
Nissan 350Z	335mm
Pontiac GTO 2004-05 13" Rotor	330mm
Pontiac GTO 2004-05 14" Rotor	355mm
Subaru Impreza WRX 1999-04	330mm

Diam.

GT Rotor

WB140-9803
WB140-9803
WB140-8753
WB140-9296
WB140-9192
WB140-8753
WB140-9296
WB140-7005

SRP Rotor

WB140-9803-D
WB140-9803-D
WB140-8753-D
WB140-9296-D
WB140-9192-D
WB140-8753-D
WB140-9296-D
WB140-7005-D

Hose Kit

WB220-7056
WB220-7056
WB220-8755
WB220-8755
WB220-9196
WB220-8755
WB220-8755
WB220-7009

DYNALITE Pro Series Muscle Car Front Kits

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Easy upgrade from OE brakes on many popular applications • Fits inside most OE and aftermarket 15" wheels
- Forged Billet Dynalite 4 Piston Calipers • 10.75", 11.00" or 11.75" Vented Iron Rotors • Not street legal or ADR approved

Application

Chev 1955-57	WB140-11010
Camaro 1967-69	WB140-10996
Camaro 1970-78	WB140-11007
Chev 1959-64	WB140-11011
Corvette 1963-64	WB140-11011
Ford 1937-48	WB140-11013
Ford Mustang II 74-78	WB140-11017
Chrysler 62-72 B & E	WB140-11020
Chrysler 65-72 A Body	WB140-11023
Ford Mustang 1965-69	WB140-11072
Ford Mustang 1970-73	WB140-11074

Black Caliper

HP Rotor

WB140-11010-D
WB140-10996-D
WB140-11007-D
WB140-11011-D
WB140-11011-D
WB140-11013-D
WB140-11017-D
WB140-11020-D
WB140-11023-D
WB140-11072-D
WB140-11074-D

Black Caliper

SRP Rotor

WB140-11010-D
WB140-10996-D
WB140-11007-D
WB140-11011-D
WB140-11011-D
WB140-11013-D
WB140-11017-D
WB140-11020-D
WB140-11023-D
WB140-11072-D
WB140-11074-D

Polished Caliper

HP Rotor

WB140-11010-P
WB140-10996-P
WB140-11007-P
WB140-11011-P
WB140-11011-P
WB140-11013-P
WB140-11017-P
WB140-11020-P
WB140-11023-P
WB140-11072-P
WB140-11074-P

Polished Caliper

SRP Rotor

WB140-11010-DP
WB140-10996-DP
WB140-11007-DP
WB140-11011-DP
WB140-11011-DP
WB140-11013-DP
WB140-11017-DP
WB140-11020-DP
WB140-11023-DP
WB140-11072-DP
WB140-11074-DP

DYNALITE Big Brake Muscle Car Front Kits

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Big brake looks and stopping power to compliment wheel, tyre, and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers • 12.19" Vented Iron Rotors

Application

Camaro 1967-69	WB140-7675
El Camino 1967-72	WB140-7675
Chevelle 1967-72	WB140-7675
Monte Carlo 1970-72	WB140-7675
Nova 1970-72	WB140-7675
Mustang II 1974-78	WB140-7017

Black Caliper

HP Rotor

WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7017-D

Black Caliper

SRP Rotor

WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7675-D
WB140-7017-D

Polished Caliper

HP Rotor

WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7675-P
WB140-7017-P

Polished Caliper

SRP Rotor

WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7675-DP
WB140-7017-DP

DYNALITE Drag Race Front Hub Kits

- Complete systems including forged aluminium hubs for use on conventional snout front spindles and struts
- Simple installation on many popular spindle and strut applications • Improved brake performance with substantial weight savings over OE type brakes • Not street legal or ADR approved
- Use on cars up to 2,800 pounds with rear discs, or on cars up to 2,400 pounds with rear drums
- Forged Billet Dynalite 4 Piston Calipers • 10.75" or 11.75" Lightweight Steel Rotors

Application

Camaro 1967-69, El Camino 1967-72	WB140-1017-B
Chevelle 1967-72, Monte Carlo & Nova 1970-72	WB140-1017-B
Mustang 1965-70, Cougar 1967-69	WB140-4307-B
Fairlane & Falcon 1965-69	WB140-4307-B
Mustang II 1974-78	WB140-1013-B

Solid Rotor

WB140-1017-B
WB140-4307-B
WB140-4307-B
WB140-1013-B

Drilled Rotor

WB140-1017-BD
WB140-4307-BD
WB140-4307-BD
WB140-1013-BD

DYNALITE Drag Race Rear Axle Kits

- Complete bolt-on systems for rear axle drag racing applications
- Fixed mount rotors on aluminium hats make up the lightest steel rotor rotating assembly available
- Forged Billet Dynalite 4 Piston Calipers
- 11.44" Lightweight Steel Rotors
- Not street legal or ADR approved

Application

Small Bearing Ford	2.66"	WB140-0262-B	WB140-0262-BD
Big Bearing Ford	2.36"	WB140-0261-B	WB140-0261-BD
Big Bearing Ford (New Style)	2.50"	WB140-2119-B	WB140-2119-BD

Offset

WB140-0262-B
WB140-0261-B
WB140-2119-B

Solid Rotor

WB140-0262-B
WB140-0261-B
WB140-2119-B

Drilled Rotor

WB140-0262-BD
WB140-0261-BD
WB140-2119-BD



FORGED DYNALITE PRO SERIES

FRONT DUST SEAL BRAKE KIT

FDL Pro-Series Front Hub Kits offer complete disc brake upgrade solutions for traditional non-ABS spindle applications on American muscle cars, vintage rods, and heavy weight drag cars. Based on the venerable forged billet Dynalite caliper, these versatile kits are easily optioned to suit the braking requirements and style preferences for a daily driver, serious competition, or the most discriminating show enthusiast. Most kits require no modifications for installation, and provide plenty of clearance inside popular 15" wheels. FDL Pro-Series kits can be used with either manual or power boost master cylinders.

FRONT BRAKE KITS

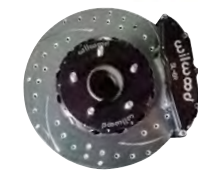
Application	Rotor	Part Number
Ford 1937-48	11"	WB140-11013-D-BB

Pro Series Rear Kits for OEM Parking Brakes

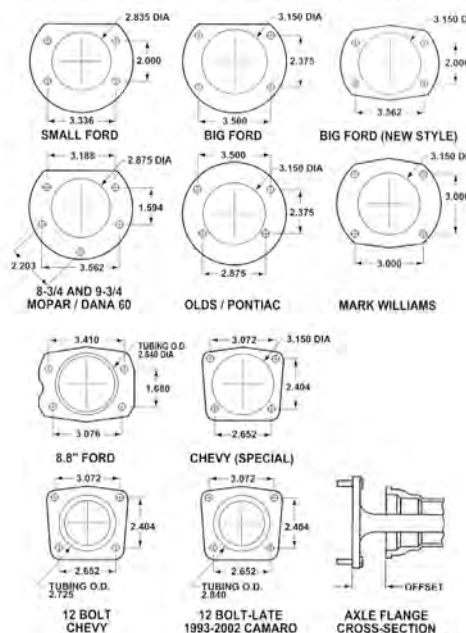
- Complete rear axle disc kits for use with OE internal shoe parking brake systems
- Retains full OE parking brake and ABS hardware and functions
- Heavy duty stopping power with show quality style that compliments all wheel, tyre and suspension system upgrades
- 12.19" Vented Iron Rotors
- Billet Dynalite 4 Piston Calipers
- Not street legal or ADR approved



Diam.	GT Rotor	SRP Rotor	Hose Kit
Holden Monaro & Commodore VT-VZ 310mm	WB140-8754	WB140-8754-D	WB220-8756
Pontiac GTO, 2004-2005 310mm	WB140-8754	WB140-8754-D	WB220-8756
Subaru Impreza WRX, 1999-2005 310mm	WB140-7006	WB140-7006-D	WB220-7010



HOUSING FLANGE IDENTIFICATION



DYNALITE Pro Series Rear Parking Brake Kits

- Complete rear axle disc kits for competition and high performance applications that require a parking brake
- Internal shoe parking brake systems provide high holding power with a cleanly hidden installation
- Heavy duty stopping power with show quality style that compliments wheel, tyre and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers
- 12.19\"/>

Kits with 0.810\"/>

Black Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.5"	WB140-9282	WB140-9282-D
Small Ford	2.66"	WB140-7143	WB140-7143-D
Big Ford	2.36"	WB140-7139	WB140-7139-D
Big Ford, New Style	2.50"	WB140-7140	WB140-7140-D
Chev 12-Bolt, C-Clip	2.81"	WB140-7141	WB140-7141-D
Camaro 1993-99	2.75"	WB140-7148	WB140-7148-D
Firebird 1993-99	2.75"	WB140-7148	WB140-7148-D

Polished Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-7143-P	WB140-7143-DP
Big Ford	2.36"	WB140-7139-P	WB140-7139-DP
Big Ford, New Style	2.50"	WB140-7140-P	WB140-7140-DP
Chev 12-Bolt, C-Clip	2.81"	WB140-7141-P	WB140-7141-DP
Camaro 1993-99	2.75"	WB140-7148-P	WB140-7148-DP
Firebird 1993-99	2.75"	WB140-7148-P	WB140-7148-DP

Kits with 0.500\"/>

Black Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-6699	WB140-6699-D
Big Ford	2.36"	WB140-6695	WB140-6695-D
Big Ford, New Style	2.50"	WB140-6696	WB140-6696-D

Polished Caliper

Application	Off-Set	HP Rotor	SRP Rotor
Small Ford	2.66"	WB140-6699-P	WB140-6699-DP
Big Ford	2.36"	WB140-6695-P	WB140-6695-DP
Big Ford, New Style	2.50"	WB140-6696-P	WB140-6696-DP

DYNALITE Pro Series

Rear Axle Kits

- Complete bolt-on kits for non-parking brake applications equipped with Detroit \"muscle car\" rear wheel drive axles
- Competition proven from drag strips to road courses
- Heavy duty stopping power with show quality style to compliment wheel, tyre and suspension system upgrades
- Forged Billet Dynalite 4 Piston Calipers
- 12.19\"/>

Solid Rotor Kits

Small Bearing Ford	2.66"	WB140-2113-B
Big Bearing Ford	2.36"	WB140-2115-B
Big Bearing Ford (New Style)	2.50"	WB140-2118-B

Drilled Rotor Kits

Small Bearing Ford	2.66"	WB140-2113-BD
Big Bearing Ford	2.36"	WB140-2115-BD
Big Bearing Ford (New Style)	2.50"	WB140-2118-BD

SUPERLITE 4R Rear Parking Brake Kits

- Complete Big Brake rear axle disc kits for competition and high performance applications that require a parking brake
- Internal shoe parking brake systems provide high holding power with a cleanly hidden installation
- Heavy duty stopping power with show quality style that compliments wheel, tyre and suspension system upgrades
- 12.19\"/>

Solid Rotor

Application	Offset	Black Caliper	Polished Caliper
<i>Small Bearing Ford</i>	2.66"	WB140-9216	WB140-9216-P
<i>Big Bearing Ford</i>	2.36"	WB140-9217	WB140-9217-P
<i>Big Bearing Ford (New Style)</i>	2.36"	WB140-9218	WB140-9218-P
<i>Big Bearing Ford (New Style)</i>	2.50"	WB140-9219	WB140-9219-P

Drilled Rotor

Application	Offset	Black Caliper	Polished Caliper
Small Bearing Ford	2.66"	WB140-9216-D	WB140-9216-DP
Big Bearing Ford	2.36"	WB140-9217-D	WB140-9217-DP
Big Bearing Ford (New Style)	2.36"	WB140-9218-D	WB140-9218-DP
Big Bearing Ford (New Style)	2.50"	WB140-9219-D	WB140-9219-DP

9-Inch FORD \"Police Special\" Rear Drum Brakes

Designed and manufactured to bolt right on to a 9-inch Ford rear end, these brand new, complete Ford brakes are based on the \"Police Special\" brakes of 1959. Measuring 11-inches in diameter, they come with drums, 2-1/4-inch wide shoes, cylinders and hardware.

Big Ford Late (Torino) 5x4.5 BC

Big Ford Early 5x4.5 BC

S0055-11-2.25B
S096237



Wilwood Dynapro Low-Profile Rear Parking Brake Kit to suit STRANGE STF-5010 Street Floater kit.

Forged Dynapro Low-Profile Pro-Series rear disc brake kits provide extra clearance for 14\"/>

Part No. WB140-13952-D

DYNAPRO Low-Profile Rear Parking Brake Kit

Dynapro Low-Profile Pro-Series rear disc brake kits provide a complete solution for popular muscle car rear axles on applications that require a parking brake assembly and extra clearance for 14.00\"/>

Black Caliper

<i>Chev Impala 1959-64</i>	WB140-11827
<i>Corvette 1957-62</i>	WB140-11827
<i>Ford Big Bearing, 2.36" Offset</i>	WB140-11387

Combination Parking Brake Calipers

Wilwood's Combination Parking Brake Hydra-Mechanical Caliper uses hydraulic pressure for stopping and a mechanical locking mechanism for a parking brake. This redesigned unit provides new options for drum brake conversions and disc upgrades on rear axles that are not conducive to internal shoe systems. The Combination Caliper is a single piston floating design that attaches to a fixed radial mount bracket. The floating mount allows the caliper to maintain perfect alignment when the cable actuated mechanical parking brake lock is engaged and then released. The caliper is compatible with rotor diameters from 11.00\"/>

Bore Size	Disc Width	RH Part Number	LH Part Number
1.34"	0.81"	WB120-9808	WB120-9809

Billet DYNAPRO Single Calipers

DynaPro Single calipers are fully CNC machined from premium grade alloy billet. The FEA generated body design incorporates a highly fortified transition between the piston housings and the bridges which has substantially increased its resistance to deflection and body separation under load. The DynaPro Single is loaded with other exclusive Wilwood performance enhancements. The calipers feature Quick-E-Clip pad retainers that support a 6812 type brake pad from the top for fast pad service without caliper removal. The DPS uses heavy wall stainless steel and replaceable stainless steel SRS bridge plates. SRS plates eliminate the bridge wear caused by pad gouging and eliminates pad rattle and squeal during engagement. The package is completed with internal fluid passages and four corner bleed screws that allow mounting in any front, rear, left, or right side position.

Bore Size	Disc Width	Mount	Black Part No.	Polished Part No.
1.75"	0.38"	3.75"	WB120-9689	-
1.75"	0.38"	3.25"	WB120-9687	WB120-9687-P

DYNALITE Single Floater

Wilwood's Dynalite Single Floater is a single piston billet caliper designed for Open Wheel, Drag Race, Karting and Motorcycle applications. The rigid outboard anvil half's low profile design allows it to fit in tight clearance situations where opposed piston designs will not. Weighing just 1.40 pounds, the caliper uses the same .49\"/>

Bore Size	Disc Width	Part Number
1.75"	0.38"	WB120-3277

Billet DYNALITE Single Caliper

Wilwood's Billet Dynalite Single utilizes close tolerance design and manufacturing techniques which results in the most rigid, lightweight and attractive caliper in the evolution of the Dynalite Single Series. Starting at 1.58 pounds, the Billet Dynalite Single is perfect for compact high performance braking as required in Open Wheel, Drag, Modified, Kart, Motorcycle and Off Road applications.

Bore Size	Disc Width	Part Number	
1.75"	0.38"	WB120-4060	(3.75" Lug Mount)
1.75"	0.38"	WB120-4062	(3.25" Lug Mount)

Mechanical Spot Calipers

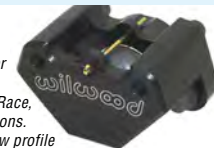
The single piston floating Mechanical Spot Caliper is compact, lightweight and widely used in Parking Brake, Karting, Recreational and Light Industrial applications. Its two position, cam-actuated lever permits right or left, front or rear mounting, and accommodates two settings for leverage adjustment. The 1.2 pound Mechanical Spot fits rotors with diameters from 6.00\"/>

Application	Bore Size	Disc Width	Black Part No
RH	1.62"	0.81"	WB120-2280
LH	1.62"	0.81"	WB120-2281

POWERLITE Radial Mount

The Powerlite four piston radial mount caliper starts at 2.26 pounds with a sleek profile, superior strength, lightweight and durable in higher temperature situations. Easily adapted to a wide range of sports, rally, and off road driving applications.

Bore Size	Disc Width	Part Number
1"	0.5"	WB120-8724





DYNAPRO Dust-Boot Calliper

The Dynapro Dust-Boot (DP-DB) model of the Dynapro lug mount calliper was developed for applications that require or prefer a dust-booted piston. Dust-booted aluminium pistons provide added protection against road or track born dirt and debris on low to intermediate temperature range applications that may also operate in harsh environments. The pistons are clear anodized to eliminate corrosion while providing added lubricity for drag-free operation within the bores. The dust boots work in conjunction with high-temperature square faced internal seals in the calliper bores to provide optimum performance, ultimate reliability, and quick turn around at pad service intervals. Required for Street Rego.

Bore Size	Disc Width	Colour	Part Number
1.38"	0.81"	Black	WB120-11481
1.38"	0.81"	Polished	WB120-11481-P
1.38"	0.81"	Red	WB120-11481-RD
1.75"	0.81"	Black	WB120-11482
1.75"	0.81"	Polished	WB120-11482-P
1.75"	0.81"	Red	WB120-11482-RD

DYNAPRO DUST BOOT MUSCLE CAR KITS

- Complete systems including forged aluminium hubs for use on conventional snout non-ABS front spindles and struts
- Easy upgrade from OE brakes on many popular applications
- Fits inside most OE and aftermarket 15" wheels
- Dynapro Dust Boot 4 Piston Callipers
- SRP Drilled Vented Iron Rotors
- Not street legal or ADR approved.
- Brake Callipers come complete with dust boots

FRONT BRAKE KITS

Application	Rotor	Part Number
Chev Camaro 1967-69	11.00"	WB140-13202-D
Chev Camaro 1967-69	12.19"	WB140-13203-D
Chev Camaro 1967-69	12.19"	WB140-13203-DR
Chev 1955-57	12.19"	WB140-7676-D-DB
Ford 1937-41	12.19"	WB140-8583-D-DB
Ford Mustang 1965-69	11.00"	WB140-13343-D
Ford Mustang 1965-69	12.19"	WB140-13344-D
Wilwood Pro Spindle	11.00"	WB140-13345-D
Wilwood Pro Spindle	12.19"	WB140-13346-D

REAR BRAKE KITS

Application	Rotor	Part Number
Big Ford, 2.36" Offset	12.19"	WB140-13204-D
Small Ford, 2.36" Offset	12.19"	WB140-13205-D
Small Ford, 2.50" Offset	12.19"	WB140-13206-D
Big Ford, 2.36" Offset	12.19"	WB140-13204-DR
Small Ford, 2.50" Offset	12.19"	WB140-13206-DR
Big Ford New, 2.50" Offset	12.19"	WB140-13207-D
Wilwood Street Floater	12.19"	WB140-12420-D-DB

DYNAPRO Lug Mount

The DynaPro Lug Mount (DP) forged billet calliper represents the newest generation of callipers available as an upgrade or replacement for applications previously using the long-standing DYNALITE model series. DP callipers combine pure race technology with several new exclusive Wilwood performance enhancements. A sleek profile with superior strength and a fully detail machined finish provide the performance and looks for competition or show.

Bore Size	Disc Width	Part Number
1.75"	0.81"	WB120-9693
1.75"	0.38"	WB120-9693
1.75"	0.38"	WB120-9695-SI

Billet Narrow DYNAPRO Lug Mount Callipers

Narrow Mount DynaPro (NDP) forged billet callipers represent the next generation of callipers available as an upgrade or direct replacement for the popular Narrow Mount DYNALITE model series with 3.50" mounting. NDP callipers combine superior strength with several new performance enhancements to make these the best "Dyna" series callipers ever built.

Bore Size	Disc Width	Part Number
1.38"	0.38"	WB120-9726
1.62"	0.38"	WB120-9734
1.62"	0.38"	WB120-9734-SI
1.75"	0.81"	WB120-9736
1.75"	0.81"	WB120-9736-SI

(SI= Side Inlet)



FORGED NDL

Wilwood's new Forged Narrow Mount DYNALITE (FNDL) callipers are ideal for and widely used in many competition applications including late models, modified, sprints, off road and road racing. Computer generated design and stress analysis technology, is the latest innovation from Wilwood providing substantial improvements in strength and performance over all comparable caliper models. Forged Narrow Mount DYNALITES are the strongest callipers in the class. FNDL callipers are a direct replacement for all previous Wilwood NDL's and similar competitive brands with 3.50" centered mounting tabs. A total of five bolts provide superior bridge strength and positive retention of the top loaded 7816 or 7216 type brake pads. The full range of PolyMatrix pad compounds is available to match the brake response and heat range requirements of any competition application.

Bore Size	Disc Width	Black Part No.	Anodised Part No.
1.75"	0.81"	WB120-11572	WB120-11572-SI

Billet NDL Caliper

Wilwood's Billet Narrow Mount DYNALITE (NDL) caliper combines the lightweight, high torque performance of our DYNALITE Series Calipers, but utilizes a thicker pad design and bolts directly onto standard Superlite 3.50" mounts. Standard Wilwood features include deep cup stainless steel pistons, high temperature piston seals and black anodized finish. The Billet NDL is ideal for many racing applications, including Late Models, Modifieds, Sprints, Off Road and Road Racers.

Bore Size	Disc Width	Part Number
1.75"	1.25"	WB120-4952
1.75"	.81"	WB120-4954-SI*
1.75"	.81"	WB120-6454**
1.75"	.38"	WB120-6453-SI**
1.38"	.38"	WB120-4964

* Side Inlet ** Radial Mount

Forged Billet DYNALITE Calipers

The Forged Billet DYNALITE has wide spread application over many forms over motor sports. The latest applied developments and innovations in caliper design and manufacturing processes have resulted in substantial improvements in strength and performance over all comparable models. Each caliper is equipped with Wilwood's SRS stainless steel bridge plates which eliminate the bridge wear caused by pad gouging. The spring-loading action of the SRS plates also eliminates pad rattle and squeal under braking. Other standard Wilwood features include high temperature seals, stainless steel pistons and internal fluid passages that eliminate the need for external tubes. Four corner bleed screws allow one caliper to be mounted in any front, rear, right or left position. Forged DYNALITE calipers are a direct replacement for all Wilwood DYNALITE and similar competitive brand calipers with 5.25" centred mounting lugs and are available with a bright black anodized or polished finish.

Bore Size	Disc Width	Black Part No.	Polished Part No.
1.75"	1.25"	WB120-6814	
1.75"	0.81"	WB120-6816	
1.75"	0.38"	WB120-6818	
1.38"	0.81"	WB120-6806	WB120-6791-P
1.62"	1"		WB120-6795-P
1.62"	0.81"		WB120-6796-P

Billet DYNALITE Calipers

The Billet DYNALITE caliper is powerful, compact and super lightweight. Advanced computer engineering keeps this caliper extremely rigid, resulting in incredible brake torque at a bare minimum in weight, starting at 2.66 pounds. Internal fluid crossover eliminates external tubes and the four position, two piece bleed screws allow for convenient mounting and easy bleeding. The Billet DYNALITE uses standard quick change DYNALITE pads, deep cup stainless steel pistons and high temperature seals, and has a black anodized finish. The time proven DYNALITE caliper design is stronger and lighter than ever - ideal for Late Models, Modifieds, Sprints, Road Racers and Dragsters.

Bore Size	Disc Width	Black Part No.	Polished Part No.
1.75"	1.25"	WB120-5083*	-
1.75"	0.38"	WB120-5081*	-
1.62"	1.25"	-	WB120-4939-P
1.62"	1.00"	-	WB120-4938-P
1.62"	0.81"	-	WB120-4937-P
1.62"	0.50"	-	WB120-4936-P
1.62"	0.38"	-	WB120-4908-P

* With Bridge Bolt & Side Inlet

Forged Billet SUPERLITE Calipers

The superior strength of this innovative new caliper is combined with proven performance features from other Wilwood designs. Each caliper is equipped with Wilwood's replaceable SRS stainless steel bridge plates which eliminate the bridge wear caused by pad gouging. Other standard Wilwood features include high-temperature, square faced o-ring, stainless steel pistons and two-piece bleed screw assemblies. Forged Billet Superlite calipers are a direct replacement for all Wilwood Superlite and similar competitive brand calipers with 3.50" centred mounting tabs. FSL calipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston calipers. The full range of PolyMatrix pad compounds is available to match brake response and heat range to any application.

Bore Size	Disc Width	RH Part Number	LH Part Number
1.75"	0.81"	WB120-7430-R	WB120-7430-L
1.75"	0.81"	WB120-7430-SI*	WB120-7430-SI*
1.38"	1.25"	WB120-7431-R	WB120-7431-L
1.38"	0.81"	WB120-7432-R	WB120-7432-L

* Side Inlet

DUST SEAL FORGED NARROW SUPERLITE 4 RADIAL MOUNT

The Forged Narrow Superlite 4R (FNSL4R) is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Bore Size	Disc Width	Part No.
1.25"	1.1"	WB120-14439-BK

DUST SEAL FORGED NARROW SUPERLITE RADIAL MOUNT CALIPER

The Forged Narrow Superlite 6R (FNSL6R) & 4R (FNSL4R) dust seal calipers is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Piston Bore Size
6-Piston 1.62", 1.12", 1.12"
4-Piston 1.25", 1.25"

Description	Part No.
6 Piston with Dust Seal 1.10" Disc Width R/H	WB120-14436-BK
6 Piston with Dust Seal 1.10" Disc Width R/H	WB120-14436-RD
6 Piston with Dust Seal 1.10" Disc Width L/H	WB120-14437-BK
6 Piston with Dust Seal 1.10" Disc Width L/H	WB120-14437-RD
6 Piston with Dust Seal 1.25" Disc Width R/H	WB120-14489-BK
6 Piston with Dust Seal 1.25" Disc Width R/H	WB120-14489-RD
6 Piston with Dust Seal 1.25" Disc Width L/H	WB120-14490-BK
6 Piston with Dust Seal 1.25" Disc Width L/H	WB120-14490-RD
4 Piston with Dust Seal 1.10" Disc Width	WB120-14439-BK
4 Piston with Dust Seal 1.10" Disc Width	WB120-14439-RD

DUST SEAL FORGED NARROW SUPERLITE 6 RADIAL MOUNT

The Forged Narrow Superlite 6R (FNSL6R) is our newest version for the venerable Superlite caliper series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

Bore Size	Disc Width	Black Part No.	Black Part No.
Piston 1	1.62"	WB120-14436-BK (RH)	WB120-14436-BK (LH)
Piston 2 & 3	1.12"		
Disc Width	1.1"		

Forged SUPERLITE

The Superlite caliper series is the benchmark in short track, late model, modified and open wheel competition. It also enjoys prominence in a variety of road-race, off-road, rally and sport driving applications. The new FSLL model series is the latest innovation to this Superlite family of calipers. It has been redesigned with internal fluid ports that eliminate the external fluid cross-over tubes, along with any potential problems that could arise from a damaged tube. The transfer tube has been replaced with two additional bleed screw assemblies which allows this group of symmetrical piston bore models to be mounted either right or left in a leading or trailing position.

Bore Size	Disc Width	Part Number
1.62"	1.25"	WB120-11133
1.75"	1.1"	WB120-11135
1.75"	1.25"	WB120-11136

Billet SUPERLITE SL6 Lug Mount Calipers

The billet SL6 series integrates "Big Brake" style and Wilwood's latest technology into the traditional 3.50" Centred lug mount Superlite caliper category.

Each caliper is precision CNC machined from high strength billet into three specialized configurations that cover a broad range of competition and sports driving applications. A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The SL6 calipers feature one-piece stainless steel pistons, SRS bridge plates which eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal.

Front Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.25" 1.12" 1.12"	1.25"	WB120-5960-FS	WB120-5961-FS

Billet SUPERLITE SL4 LUG Mount Calipers

The billet SL4 and SL4/ST calipers incorporate Wilwood's latest technology in a conventional 3.50" centred lug mount design, with weights starting at 4.94 pounds. This caliper series has been structurally designed for high clamping efficiency and low deflection in a body width compatible with all wide 5 and 5 x 5 style hubs. It is a direct replacement for all other Superlite style calipers. The 1.88" / 1.75" piston sizes provide the largest effective piston clamping area of any model in the Superlite series. The differential bore pattern uses the pressure variance between the bore sizes to compensate for the natural temperature changes across the face of the pad and the natural tendencies for the pad to "self load" on the leading edge. The split balance of the pad loading promotes even pad wear in the higher temperature applications. SL4 models use one piece stainless steel pistons for their low heat transfer properties and their high resistance to corrosion.

Front Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.88" 1.75"	1.25"	WB120-7568-FS	WB120-7569-FS

Rear Mount

Bore Size	Disc Width	RH Part No.	LH Part No.
1.88" 1.75"	1.25"	WB120-7568-RS	WB120-7569-RS

STRANGE 4-PISTON CALIPER KITS

Strange 4-piston directional caliper provides superior strength at only 2.70 lbs. The 1.750" and 1.625" OD stainless steel pistons assure optimal pad wear. Strange 4-piston Billet non-directional caliper further increases bridge strength providing a firmer pedal feel. All four stainless steel pistons are 1.750" and are longer which creates 7% more clamping force and provides more piston stability. Strange S-Series non-directional caliper is equipped with 1.750" OD stainless steel pistons and are designed to fit .430" thick S-Series rotor. Every Strange caliper is internally ported and include square o-rings to assist in piston retraction and fluid retention. Kits include calipers, pads, and necessary hardware.

Kit Includes • Four Piston Aluminium Directional Calipers with Stainless Steel Pistons – B5002 / B5004 • Aluminium bodies drastically reduce weight • Pistons are 1.625" & 1.750" to vary pressure on the pads decreasing pad taper • Stainless steel pistons are corrosion resistant • Anti-rattle clips reduce brake pad vibration and noise. Bolt Kit • Four 3/8"-24 x 1.125" grade 8 bolts • Four 3/8" ID .125" thick washers • Sixteen 3/8" ID .025" thick stainless steel alignment shims High Heat Metallic Brake Pads – B5022 • Provides the highest resistance to brake fade • Recommended for vehicles going over 150 MPH in the 1/4 mile • Pad residue on rotor surface dramatically reduced compared to hard metallic pads • Not for vehicles requiring starting-line cold holding capabilities (Brake hoses and lines are not included) 4-Piston Brake Kit with Metallic Pads

STB1853

Brake Pads

Wilwood brake pad compounds are the results of three decades of experience and continual development to provide optimised braking and driver feel for all types of motor sport and competition applications. This selection guide is intended to provide general characteristics and applications for each compound. On track testing and driver evaluation however, will always remain the determining factor to final pad selection.

Compound Guideline:

A - Oval Track & Road Race
B - Sprint Cars & Drag
E - Drag Race, Dirt Track & Rally
Q - Street Rods (Low Dust)
BP10 - Performance Street
BP20 - Extreme Duty Street/Track

Caliper	Pad Type	Compound	Part No.
Billet Narrow Dynalite	7816	CM	WB150-14346K
Dynapro Radial Mount	7816	CM	WB150-14346K
Dynapro Lug Mount	7816	CM	WB150-14346K
Dynalite Single	6812	CM	WB150-14354K
Dynapro Single	6812	CM	WB150-14354K
Billet Dynalite S/Inlet	6812	H	WB15H-10644K
Dynapro Dust Boost	6812	H	WB15H-10644K
Dynapro Lug Mount	6812	H	WB15H-10644K
Narrow Dynapro Radial Mount	6812	H	WB15H-10644K
Audi A4 & A6 1998-03	D340	BP-10	WB150-9184K
Billet Dynapro Single	6812	Q	WB15Q-10144K
Billet Spot	-	BP-10	WB150-1251K
Camaro 67-81 1-Piston	D52	BP-10	WB150-8939K
Chevelle 69-77	D52	BP-10	WB150-8939K
Chevy Monte Carlo 70-77	D52	BP-10	WB150-8939K
Chevy Nova 69-79	D52	BP-10	WB150-8939K
Dynalite Single Floater	6812	BP-10	WB150-9756K
Dynalite Single Floater	7012	Q	WB15Q-6823K
Dynalite Single Floater	7012	BP-10	WB150-8937K
Dynalite Single Floater	7012	BP-20	WB150-9412K
Dynalite Single Floater	7012	Purple	WB150-9683K
Dynalite w/ Cotter Pin	7112	A	WB15A-5734K
Dynalite w/ Cotter Pin	7112	E	WB15E-6096K
Dynalite w/ Cotter Pin	7112	Q	WB150-6824K
Dynalite w/ Cotter Pin	7112	BP-10	WB150-8850K
Dynalite w/ Cotter Pin	7112	BP-20	WB150-9413K
Dynalite w/ Bridge Bolt	7812	B	WB15B-9836K
DynaliteL w/ bridgebolt	7812	BP-10	WB150-9136K
DynaPro, NDL	7816	A	WB15A-7263K
DynaPro, NDL	7816	E	WB15A-7266K
DynaPro, NDL	7816	CM	WB150-10290K
SL6R	7420	Q	WB15Q-6829K
Superlite II, III, LC-GT	7320	A	WB15A-5735K
Superlite-4/6 Forged	7420	A	WB15A-5938K
Superlite-4/6 Forged	7420	BP-10	WB150-8854K
Superlite-4/6 Forged	7420	BP-20	WB150-9416K
S/Lite-4/6 Forged, Thin	7420	BP-10	WB150-8855K
Wilwood DLS, Strange.	7012	Q	WB15Q-6823K-1

Miscellaneous Parts

Caliper Bleed Screw Assembly	WB220-0627
Caliper Shim Kit 3/8" ID x 0.032" Thick	WB240-4384
Caliper Shim Kit 7/16" ID x 0.032" Thick	WB240-4384
Caliper Cotter Pin 1/8" x 3.0" (10 pk.)	WB180-0055
Caliper Cotter Pin 1/8" x 3.5" (10 pk.)	WB180-0056
Caliper Retaining Pins 0.134" x 2.4" (4 pk.)	WB180-3862
Caliper O-Ring Kit, 1.88"/1.75" (4 pk.)	WB130-2427
Caliper O-Ring Kit, 1.75" (4 pk.)	WB130-2655
Caliper O-Ring Kit, 1.38" (4 pk.)	WB130-2658
Caliper O-Ring Kit, 1.62", 1.12", 1.12" (6 pk.)	WB130-5972
Front Hub Replacement Dust Cap	WB270-2158
Front Hub Dust Cap O-Ring	WB211-1674
Rotor to Hat Bolt Kit 5/16-24 x 0.75" (8 pk.)	WB230-0150
Rotor to Hat Bolt Kit 5/16-18 x 0.75" (8 pk.)	WB230-0233D
Rotor to Hat Bolt Kit 5/16-18 x 1.00" (6 pk.)	WB230-3328
Rotor to Hub Bolt Kit 3/8-18 x 1.00" (5 pk.)	WB230-3829
Slotted Rotor to Hat Bolt Kit 5/16-24 x 1.25" (8pk)	WB230-5567
Caliper O-Ring Kit, 1.250" (4 Pk.)	WB130-2479
Rotor to Rotor Adaptor Bolt Kit, 5/16-24	
12 PT, 6 Bolt With T-Nuts	WB230-9752
Rotor and Hat Register Adaptor	
Ring 2.882" O.D	WB300-11338
Rotor and Hat Register Adaptor Ring 2.000" O.D	WB300-11339
Pad Retainer Clip for Dynapro Lug Mount	
& Narrow Dynapro .81" Rotor	WB300-9634

DISC Rotors

Replacement disc rotors are available for all Wilwood brake kits as well as for a wide variety of custom and motor sport applications. For complete specs and dimensions, please refer to the Wilwood catalogue or website.

Superlite 6 Big Brake Front Kits

12.90" GT Series Rotor - RH	WB160-6833
12.90" GT Series Rotor - LH	WB160-6834
12.90" SRP Series Rotor - RH	WB160-6835
12.90" SRP Series Rotor - LH	WB160-6836
13.06" GT Series Rotor - RH	WB160-8165
13.06" GT Series Rotor - LH	WB160-8166
13.06" SRP Series Rotor - RH	WB160-7898
13.06" SRP Series Rotor - LH	WB160-7899
14.00" GT Series Rotor - RH	WB160-8398
14.00" GT Series Rotor - LH	WB160-8399
14.00" SRP Series Rotor - RH	WB160-8396
14.00" SRP Series Rotor - LH	WB160-8397

Dynalite Pro Series Front Kits

10.75" HP Series Rotor	WB160-5839
10.75" SRP Series Rotor - RH	WB160-7097
10.75" SRP Series Rotor - LH	WB160-7098
11.75" HP Series Rotor	WB160-5841
11.75" SRP Series Rotor - RH	WB160-7101
11.75" SRP Series Rotor - LH	WB160-7102
11.75 SRP Series Rotor - RH	WB160-7101-BK
11.75 SRP Series Rotor - LH	WB160-7102-BK

Dynalite Big Brake Front Kits

12.19" HP Series Rotor	WB160-5843
12.19" SRP Series Rotor - RH	WB160-7103
12.19" SRP Series Rotor - LH	WB160-7104

Dynalite Drag Front Kits

10.75" Solid Rotor	WB160-3305
10.75" Drilled Rotor	WB160-3306
11.75" Solid Rotor	WB160-3201

Dynalite Drag Rear Axle Kits

11.44" Solid Rotor	WB160-0201
11.44" Drilled Rotor	WB160-1601

Dynalite Pro Series Rear Axle Kits

12.19" Solid Rotor	WB160-5844
12.19" Drilled Rotor RH	WB160-7105
12.19" Drilled Rotor LH	WB160-7106

Superlite 4R Rear Parking Brake Kits

12.90" GT Series Rotor - RH	WB160-6833
12.90" GT Series Rotor - LH	WB160-6834
12.90" SRP Series Rotor - RH	WB160-6835
12.90" SRP Series Rotor - LH	WB160-6836
11.75" Solid Rotor	WB160-3201

GT 48 Rotors (Spec 37)

11.75" X 1.21" GT 48 Curved Vain - RH	WB160-13499
11.75" X 1.21" GT 48 Curved Vain - LH	WB160-13500

Ultraight Rotors

Ultraight HP 32 Vane, 8-Bolt x 7" Mount	WB160-5843
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SRP Rotors

14" X 1.1" SRP Black, 12-Bolt x 8.75" Mount R/H	WB160-8400-BK
14" X 1.1" SRP Black, 12-Bolt x 8.75" Mount L/H	WB160-8401-BK
12.19" X 0.81" SRP Black, Rotor & Hat R/H	WB160-9814-BK
12.19" X 0.81" SRP Black, Rotor & Hat L/H	WB160-9815-BK

HD 48 Curved Vane Rotor

13.00" X 1.25" HD 48 Curved Vain - RH, 12" x 8.75" B/C	WB160-12786
13.00" X 1.25" HD 48 Curved Vain - LH, 12" x 8.75" B/C	WB160-12787



DISC BRAKES AUSTRALIA

DBA Slotted Series

DBA slotted series rotors have the same features as our standard series with the added benefit of specially machined slots on the disc face. The directional slotted design efficiently clears dust while creating a better friction and cleaner disc service. DBA slotted rotors are designed for performance street vehicles and are also suitable for towing and offroad vehicles. To order slotted rotors, use the standard part number with the suffix "SL" for left hand and "SR" for right hand.

DBA Gold Series

DBA Gold series disc rotors offer the same braking performance advantages of our Slotted series with the striking looks required to suit open style aftermarket wheels. Don't let your ugly standard brakes ruin the appearance of your shiny new wheels. Now you can dress up your brakes and improve performance at the same time. To order Gold series rotors use the standard series part number with the suffix "X"

DBA 4000 Series

DBA 4000 series disc rotors are the best choice for tough street and modified vehicles. Available as "XS" series cross drilled and slotted rotors or "6x6 wiper slot" series which incorporate DBA's unique wiper slot design and thermal stability profiling. To order 4000 series rotors put a 4 in front of the standard series part number and use the suffix "XS" for cross drilled, "SL" for slotted left hand or "SR" for slotted right hand. Some DBA rotors are not available in 4000 series. • Patented "Kangaroo Paw" ventilation design • Direct replacement • Thermal Stability Profiling (TSP) • Minimal bedding-in of rotors • Available in DBA's unique "wiper" slot design or cross drilled • Thermo-Graphic paint markings for temperature monitoring

DBA 5000 Series

Extensively tested in motorsport applications, the DBA 5000 series 2 piece design has proven its ability to provide efficient and consistent braking performance in these most extreme conditions. Coupled with DBA's unique 'Thermal Stability Profiling', these rotors provide a first class braking solution for both motorsport and street applications. To order 5000 series rotors put a 5 in front of the standard series part number, specify colour and use the suffix "XS" for cross drilled, "SL" for left hand or "SR" for right hand. For more information on all DBA brake rotors and help selecting the correct product for your vehicle please contact Rocket Sales on (02) 8825-1900 or visit our website www.rocketind.com



Pro Race Steel Rear Brake Kits

Strange Engineering has been the leader in drag racing brake kits since 1965 and is the only manufacturer of one piece forged steel brake rotors. The one piece design is far superior to common bolt together two piece rotors in weight reduction, strength and longevity. All Strange Pro Race rotors are slotted. Slotting was developed by Strange to minimize warpage, while maximizing weight reduction. Every kit features the sought after 4-piston directional caliper. The directional caliper accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625"OD stainless steel pistons to assure optimal pad wear and exceptional pedal/handle feel. Every Strange caliper is internally ported and include .100" square o-rings to assist piston retraction. Brake kit weighs only 23.70lbs. with soft pads.

Rear Brake Kit for Late Big Ford & STH1136 Housing Ends	STB1706WC
Rear Brake Kit for Small Ford, Mustang & STH1134 Housing Ends	STB1712WC
Rear Brake Kit for Early Big Ford & STH1135 Housing Ends	STB1708WC



STRANGE 4 Piston Calipers

The Strange 4-piston directional caliper accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625" OD stainless steel pistons to assure optimal pad wear and exceptional pedal/handle feel. Every Strange caliper is internally ported and include .100" square o-rings to assist piston retraction. The coalescing square o-rings provide excellent piston retraction as well as superior fluid retention. Kits include calipers, pads, and necessary hardware.

Caliper Kit with Soft Pads and Mounting Hardware - fits 5.250" Centre Mounts	STB1850
Caliper Kit with Metallic Pads and Mounting Hardware - fits 5.250" Centre Mounts	STB1855
O-Ring Kit for 1 x Strange 4-Piston Caliper	STB5109



STRANGE 2 Piston Calipers

The Strange 2-piston calipers are manufactured from aircraft quality aluminium and machined to exacting tolerances. This caliper kit is recommended for vehicles weighing under 2,600 lbs.

Caliper Kit with Soft Pads and Mounting Hardware - fits 3.250" Centre Mounts	STB1825
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STRANGE Single Piston Calipers

This single piston caliper kit employs a unique slider assembly that features internal Garlock bearings and precision ground sliders to prevent the caliper from binding and/or sticking, which is common with other brands. The caliper body is machined and lightened-satisfying the most weight conscious racer.

Caliper Kit w/ Soft Pads & Slider Assembly

STB1816



Brake Pads

Pad for Strange 2-Piston and 1-Piston Caliper - for Steel Rotors
Soft Pad for Strange 4-Piston Caliper
Metallic Pad for Strange 4-Piston Caliper
Pad for Wilwood 2-Piston Caliper
Soft Pad for Wilwood/JFZ 4-Piston Caliper

STB2510
STB5010
STB5020
STB3331
STB3325

Steel

Replacement Rotors

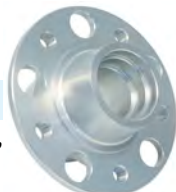
RH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.50" offset	STB2780
LH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.50" offset	STB2781
RH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.00" offset	STB2782
LH Lightweight 10" Slotted Rotor For Single Piston Strange Strut with 1.00" offset	STB2783
RH Heavy Duty 11.250" Slotted Rotor For Strange Rear Brakes - Not Floaters	STB2792
LH Heavy Duty 11.250" Slotted Rotor For Strange Rear Brakes - Not Floaters	STB2793



Replacement

Front Wheel Hubs

Front Hubs Hs 4.75 B/C with Bearings & Races	STB4154C
Front Hubs Hs 4.50 B/C with Bearings & Races	STB4154SP



Early FORD Wheel Cylinders

1940 FORD Master Cylinder	AHRP91A 2140
Suit 39-51 Ford Manual Brakes	AHRPLF8264
Early Ford Wheel Cylinder Left Front	AHRPLR8266
Early Ford Wheel Cylinder Left Rear	AHRPRF8265
Early Ford Wheel Cylinder Right Front	AHRPRR8267
Early Ford Wheel Cylinder Right Rear	AHRPRR8267



BRAKE LINE TOOLS



PROFESSIONAL SINGLE & DOUBLE FLARE TOOL KIT

The new AeroFlow Brake Flaring tool is the fastest way to get a professional single or double flare everytime! This easy to use flare tool comes with 6 assorted metric and imperial dies, including the popular 3/16" brake line which requires a double flare to meet ADR standards. This flaring tool produces convex and double flares to SAE and DIN standards in seconds while the smooth die does not mark the tubing. Comes with an easy carry case.

Features: • Easy to use • Perfect for brake or transmission lines • Create single or double flares • 6 assorted dies included • Carry case. Want to see how easy this tool is to use?

Check out the video www.youtube.com/aeroflowperformance

AF98-2048	Pro flaring kit. 4.76mm (3/16") to 9.52mm (3/8") tube single & double flare. Comes with 450 flare head & dies for brake lines.
AF59-2448	37° AN flare head and dies for flaring hardline to suit AN adapters. 4.76mm (3/16") to 12.7mm (1/2")
AF59-2449	Replacement handle only
AF59-2450	1/4" 45° tube clamp die replacement
AF59-2453	3/16" 45° tube clamp die replacement
AF59-2454	3/8" 45° tube clamp die replacement
AF59-2451	option 1 3/16" flare die replacement
AF59-2451	option 2 3/16" flare die replacement



SINGLE & DOUBLE FLARE TOOL This 45° tool will work with 3/16" and 4.75mm tubing. Single or double flare tubing in hard to access areas on vehicles or onsite.

AF98-2057



Flare Tool

This 37° or 45° tool will work with tubing from 3.17mm (1/8") right through to 19mm (3/4")

Part No	Description
AF98-2008	Flare Tool 45 degree (for use on brake lines)



Light Weight Tube Bender

A hand tool for precisely bending pipe, especially a little tweak during installation in that hard to get position. For pipe size 1/16 to 1/4. The tool is able to bend tube with tube nut installed

Part No	Description
AF98-2009BLK	Tube Bender



Hardline Pipe Cutter

Cut plastic, aluminium, copper or steel tubing without distorting or crushing. Cutter works with tubing from 1/8" up to 1-1/8" and has wide rollers for even tracking of cutter wheel, built in reamer for cleaning inside of tubing and an extra cutting wheel.

Part No	Description
AF98-2022	Hardline pipe cutting tool



PTFE (Teflon®) Hose Installation Tool

Assists in separating teflon inner liner from braided outer for fitting installation on teflon braided hose.

Part No	Description
AF98-2013	Suits -3 and -4 Hose
AF98-2014	Suits -6 and -8 Hose



200 Series Hose Cutter

This ultra-sharp hand held cutter has been designed to use on our 200 series hose. These cutters will not leave residue as other methods of cutting does.

Part No	Description
AF98-2016	Cuts -3 and -4 200 series teflon hose



Tube Straightener

Great for straightening out coiled aluminium, mild steel and stainless steel pipe for that professional finish.

Part No	Description
AF98-2018	Fits tube from 3/16" to 1/2"



Braided Flexline Kits

These premium grade-3AN flexline kits are suitable for all Wilwood calipers as well as other brands of calipers that use 1/8"-27 NPT inlet fittings. They include 3/8"-24 chassis fittings with retaining clips and 1/8"-27 NPT to -3AN 90° adapter fittings for the calipers. These flex lines are NOT street legal or ADR approved.

Universal 14" Line Kit, 3/8"-24 Chassis Fittings	WB220-7056
Universal 16" Line Kit, 3/8"-24 Chassis Fittings	WB220-7699
Universal 18" Line Kit, 3/8"-24 Chassis Fittings	WB220-8307

BRAKE HOSES & FITTINGS



200 Series Hose Specifications

Size	Inside Dia	Outside Dia	Operating Press	Burst Pressure
-3	9/64 in 3.5 mm	1/4 in 6.4 mm	4000PSI	12000PSI
-4	13/64 in 5.1 mm	21/64 in 8 mm	4000PSI	12000PSI

Note: Please ensure all hose is thoroughly cleaned out before use.

200 Series PTFE (Teflon®) Stainless Steel Braided Hose (suits brake fittings)

The AeroFlow 200 series hose has a PTFE inner liner with 308 stainless steel braid. It is a durable and professional hose that resists leaks and fumes. It is rated to up to 3000 PSI.

- Stainless steel outer cover for excellent abrasion resistance.
- Minimum temperature -70°C, Maximum temperature 250°C
- Recommended for Brake, E85, Alcohol, transmission, clutch, nitrous, power steering, oiling, hydraulics & vacuum applications.

Stainless Steel Braided Hose

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
-3	AF200-03-1M	AF200-03-2M	AF200-03-3M	AF200-03-4.5M	AF200-03-6M	AF200-03-15M	AF200-03-30M
-4	AF200-04-1M	AF200-04-2M	AF200-04-3M	AF200-04-4.5M	AF200-04-6M	AF200-04-15M	AF200-04-30M

BLACK Stainless Steel Braided Hose

AN	1 Metre	2 Metres	3 Metres	4.5 Metres	6 Metres	15 Metres	30 Metres
-3	AF200-03-1MBLK	AF200-03-2M	AF200-03-3M	AF200-03-4.5M	AF200-03-6M	AF200-03-15M	AF200-03-30M
-4	AF200-04-1MBLK	AF200-04-2MBLK	AF200-04-3MBLK	AF200-04-4.5MBLK	AF200-04-6MBLK	AF200-04-15MBLK	AF200-04-30MBLK



200 SERIES STAINLESS STEEL COATED BRAIDED HOSE

With our brake line program AeroFlow now have a coated PTFE (Teflon) -3 hose. This high quality stainless hose has a PVC coating on it. It's available in Black and Clear and was designed to use with our ADR brake lines. It can also be used with our 200 series fittings.

AN	COLOR	1 Metre	2 Metres	3 Metres	6 Metres
-3	CLEAR	AF200-03-1MCC	AF200-03-2MCC	AF200-03-3MCC	AF200-03-6MCC
-3	BLACK	AF200-03-1MBLK	AF200-03-2MBLK	AF200-03-3MBLK	AF200-03-6MBLK

AN	COLOR	15 Metres	30 Metres	50 Metres	100 Metres
-3	CLEAR	AF200-03-15MCC	AF200-03-30MCC	AF200-03-50MCC	AF200-03-100MCC
-3	BLACK	AF200-03-15MBLK	AF200-03-30MBLK	AF200-03-50MBLK	AF200-03-100MBLK

200 Series Hose Specifications

AN	I.D.	O.D.	Operating Press	Burst Press
-3	9/64" 3.6mm	0.29 in 7.35mm	4000PSI 275.8 BAR	12000PSI 827.4 BAR

Coated Steel Brake Hard Line

AeroFlow offer seamless steel brake line for use with our stainless brake fittings. This product is an economical alternative that gives you a great chrome style high quality finish.

Part No	Size	Length
AF66-4316	4.76mm 3/16"	7.6M / 25ft

304 Stainless Steel Hard Line

AeroFlow offer seamless stainless hard line for use with our stainless brake fittings to give you a durable and professional finish.

Part No	Size	Length
AF66-3316	4.76mm 3/16"	7.6M / 25ft

Brake Fitting Kit

This fitting simplifies installation of a line lock, proportioning valve, pressure switch etc by allowing you to tap into existing 3/16 brake line. 1/8 NPT brass fitting.

Part No	Description
AF375-02	Universal Line-Lock Brake Fitting Kit

S/S 3/16 Hard Line Tube Nut

Part No	Description
AF390-03	3/16" Hardline to -3

Note: Tube sleeve incorporated in nut.

An Stainless Steel Tube Nuts

Part No	Description
AF818-03-SS	3/16" hardline to -3. Sold in pairs

An Stainless Steel Tube Sleeves

Part No	Description
AF819-03-SS	3/16 hardline use with AF819-03-SS. Sold in pairs

S/S Inverted Flare Union

Part No	Description
AF372	3/8" - 24 Thread
AF373	M10 x 1mm Thread

S/S Inverted Flare Tube Nut

Part No	Description
AF364	3/8" - 24 to 3/16" Hardline
AF374	7/16" - 20 to 3/16" Hardline
AF365	7/16" - 24 to 3/16" Hardline
AF366	M10 x 1.0 to 3/16" Hardline
AF371	M10 x 1.25 to 3/16" Hardline
AF367	M12 x 1.0 to 3/16" Hardline
AF376	M12 x 1.25 to 3/16" Hardline
AF377	M12 x 1.5 to 3/16" Hardline
AF368	1/2" - 20 to 3/16" Hardline
AF369	9/16" - 18 to 3/16" Hardline
AF370	9/16" - 20 to 3/16" Hardline

S/S Hose End Sockets

Part No	Description
AF298-03	-3
AF298-04	-4

Weld-On Lifesaver

These weld-on or braise-on hose ends can be fitted to hardline in order to connect with 200 & 250 series hose.

Part No	Description
AF260-03	Fits -3 200 Series Hose
AF260-04	Fits -4 200 Series Hose

Straight S/S Male Hose End

Part No	Description
AF220-03	3/8"-24 to -3 Teflon Hose
AF221-03	M10 x 1.0mm to -3 Teflon Hose

S/S Male Flare Union

Part No	Description
AF360-03	Male -3 to Male -3 Short
AF360-04	Male -4 to Male -4 Short
AF360-06	Male -6 to Male -6 Short
AF360-08	Male -8 to Male -8 Short
AF338-03	Male -3 to Male M12 x 1.25

Straight S/S Bulkhead

Part No	Description
AF320-03	-3AN Stainless Straight Bulkhead
AF320-04	-4AN Stainless Straight Bulkhead

-3 AN 45 Degree S/S Bulkhead

Part No	Description
AF321-03	-3 AN Stainless 45 Degree Bulkhead
AF321-04	-4 AN Stainless 45 Degree Bulkhead

-3 AN 90 Degree S/S Bulkhead

Part No	Description
AF323-03	-3AN Stainless 90 Degree Bulkhead
AF323-04	-4AN Stainless 90 Degree Bulkhead

AN S/S TEE

Part No	Description
AF327-03	-3AN Stainless Tee
AF327-04	-4AN Stainless Tee

-3 AN S/S TEE Bulkhead

Part No	Description
AF324-03	-3AN Stainless TEE Bulkhead
AF324-04	-4AN Stainless TEE Bulkhead

S/S Bulkhead Nut

Part No	Description
AF325-03	-3AN Stainless Bulkhead Nut
AF325-04	-4AN Stainless Bulkhead Nut

S/S TEE Block with Mount Tab

Part No	Description
AF328-03	-3 Teflon Ends All Sides

S/S TEE Block with Mount Tab

Part No	Description
AF328-03-03	-3 Teflon end TEE with -3AN Male on Side

S/S TEE Block with Mount Tab

Part No	Description
AF326-03	-3AN Male All Sides

S/S TEE Block

Part No	Description
AF329-01	-3AN Male with 3/8" - 24 Inverted Flare on Run

S/S Straight Banjo (Short)

Part No	Description
AF210-03	10mm (3/8") Banjo to -3 Teflon Hose
AF213-03	11.2mm (7/16") Banjo to -3 Teflon Hose

S/S Banjo with Double Ends

Part No	Description
AF210-03-03	10mm (3/8") Double-ended Banjo to -3 Teflon Hose
AF215-03	11.2mm (7/16") Double-ended Banjo to -3 Teflon Hose

S/S Straight Banjo (Long)

Part No	Description
AF210-03L	10mm (3/8") Banjo to -3 Teflon Hose End
AF213-03L	11.2mm (7/16") Banjo to -3 Teflon Hose End

**S/S 20° & 30° Banjo**

Part No	Description	Radius
AF211-03	10mm (3/8") Banjo to -3 Teflon Hose End	30°
AF212-03	10mm (3/8") Banjo to -3 Teflon Hose End	20°
AF216-03	11.2mm (7/16") Banjo to -3 Teflon Hose End	20°

**S/S 45° Banjo**

Part No	Description	Radius
AF208-03	10mm (3/8") Banjo to -3 Teflon Hose End	45°
AF209-03	11.2mm (7/16") Banjo to -3 Teflon Hose End	45°

**S/S 90° Banjo**

Part No	Description	Radius
AF219-03	10mm (3/8") banjo to -3 teflon hose end	90°
AF219-04	10mm (3/8") banjo to -4 teflon hose end	90°
AF218-03	11.2mm (7/16") banjo to -3 teflon hose end	90°
AF218-04	11.2mm (7/16") banjo to -4 teflon hose end	90°

**S/S Straight Short Banjo to Male AN**

Part No	Description
AF310-03	10mm (3/8") Banjo to -3AN Male
AF310-04	10mm (3/8") Banjo to -4AN Male
AF311-03	11.2mm (7/16") Banjo to -4AN Male
AF311-04	11.2mm (7/16") Banjo to -4AN Male
AF721-03SS	12mm (9/16") Banjo to -4AN Male
AF330-04	14mm (9/16") Banjo to -4AN Male

**S/S Straight Long Banjo to Male AN**

Part No	Description	Radius
AF310-03L	10mm (3/8") banjo to -3AN male	Straight
AF310-04L	10mm (3/8") banjo to -4AN male	Straight
AF311-03L	11.2mm (7/16") banjo to -3AN male	Straight
AF311-04L	11.2mm (7/16") banjo to -4AN male	Straight
AF314-03	12mm banjo to -3AN male	Straight
AF314-04	12mm banjo to -4AN male	Straight
AF720-06SS	14mm banjo to -6AN male	Straight

**S/S 20° Banjo to AN**

Part No	Description	Radius
AF312-03	10mm (3/8") Banjo to -3AN Male	20°
AF316-03	11.2mm (7/16") Banjo to -3AN Male	20°

**S/S 45° Banjo to AN**

Part No	Description	Radius
AF332-03	10mm (3/8") Banjo to -3AN Male	45°
AF332-04	10mm (3/8") Banjo to -4AN Male	45°
AF335-03	11.2mm (7/16") Banjo to -3AN Male	45°
AF335-04	11.2mm (7/16") Banjo to -4AN Male	45°
AF336-03	12mm Banjo to -3AN Male	45°
AF336-04	12mm Banjo to -4AN Male	45°

**S/S 90° Banjo to AN**

Part No	Description	Radius
AF313-03	10mm (3/8") Banjo to -3AN Male	90°
AF313-04	10mm (3/8") Banjo to -4AN Male	90°
AF319-03	11.2mm (7/16") Banjo to -3AN Male	90°
AF319-04	11.2mm (7/16") Banjo to -4AN Male	90°
AF309-03	12mm Banjo to -3AN Male	90°
AF309-04	12mm Banjo to -4AN Male	90°

**S/S Banjo Short with Double AN**

Part No	Description
AF310-03-03	10mm (3/8") Double-ended Banjo to -3AN
AF310-04-04	10mm (3/8") Double-ended Banjo to -4AN
AF311-03-03	11.2mm (7/16") Double-ended Banjo to -3AN
AF311-04-04	11.2mm (7/16") Double-ended Banjo to -4AN
AF312-03-03	12mm Double-ended Banjo to -3AN
AF312-04-04	12mm Double-ended Banjo to -4AN

**S/S Banjo Long with Double AN**

Part No	Description
AF310-03-03L	10mm (3/8") Double-ended Banjo to -3AN
AF311-03-03L	11.2mm (7/16") Double-ended Banjo to -3AN

**S/S Banjo Bolt**

AF303-03	1/8" BSPP 22.5mm
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**S/S Banjo Bolts**

Part No	Tread	Length
AF300-03	3/8" - 24 UNF	20mm
AF300-03L	3/8" - 24 UNF	25mm
AF300-04	7/16" - 20 UNF	25mm
AF300-04L	7/16" - 20 UNF	30mm
AF303-04	7/16" - 24	20mm
AF303-04L	7/16" - 24	25mm
AF379-04	1/2" - 20	30mm
AF301-02	M8 x 1.0mm	20mm
AF301-03	M10 x 1.0mm	20mm
AF301-03L	M10 x 1.0mm	25mm
AF302-03	M10 x 1.25mm	20mm
AF302-03L	M10 x 1.25mm	25mm
AF304-03	M10 x 1.5mm	20mm
AF315-04	M12 x 1.0mm	30mm
AF316-04	M12 x 1.25mm	30mm
AF317-04	M12 X 1.5mm	30mm

**S/S Double Banjo Bolts**

Part No	Description	Length
AF305-03	3/8" - 24	31mm
AF305-03L	3/8" - 24	40mm
AF318-04	7/16" - 20	30mm
AF318-04L	7/16" - 20	38.5mm
AF306-03	M10 x 1.00mm	30mm
AF306-03L	M10 x 1.00mm	38mm
AF306-04L	M12 x 1.00mm	38mm
AF307-04L	M12 x 1.25mm	39mm
AF307-03	M10 x 1.25mm	30mm
AF307-03L	M10 x 1.25mm	39mm
AF308-03	M10 x 1.5mm	38mm
AF308-04L	M10 x 1.5mm	38mm

**S/S Male Flare Union with 1/8" Port**

Part No	Description
AF334-03	-3AN union with 1/8" NPT port
AF334-04	-4AN union with 1/8" NPT port

**S/S Female Round Tee Block**

Part No	Description
AF378	3 x 3/8"-24 Convex tee with mount tab

**S/S Inverted Female Tee Block**

Part No	Description
AF385	3 x 3/8"-24 Inverted seat

**S/S Inverted Female Tee Block 1/8" NPT on side**

Part No	Description
AF386	2 x 3/8"-24 Inverted seat 1 x 1/8"-27 on side.

**S/S Inverted Female Tee Block 1/8" Npt On Side**

Part No	Description
AF386	2 x 3/8"-24 inverted seat , 1 x 1/8"-27 on side

Strange Brake Fitting

STP2356	Strange Brake Fitting 1/2-20 to -3AN Flare. Suit B3360/3359
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**STP2357**

Strange Brake Fitting -3AN to 9/16-20 Adaptor

S/S NPT & BSP Male to AN

Part No	Description
AF380-03	1/8" NPT to Male -3
AF380-04	1/8" NPT to Male -4
AF380-04-03	1/4" NPT to Male -3
AF380-04-04	1/4" NPT to Male -4
AF384-03	1/8" BSP to Male -3
AF384-04	1/8" BSP to Male -4
AF384-04-03	1/4" BSP to Male -3
AF384-04-04	1/4" BSP to Male -4

**S/S 45° NPT Male to AN**

Part No	Description
AF382-03	1/8" NPT to Male -3
AF382-04	1/8" NPT to Male -4
AF382-04-03	1/4" NPT to Male -3
AF382-04-04	1/4" NPT to Male -4

**S/S 90° NPT Male to AN**

Part No	Description
AF381-03	1/8" NPT to Male -3
AF381-04	1/8" NPT to Male -4
AF381-04-03	1/4" NPT to Male -3
AF381-04-04	1/4" NPT to Male -4

**S/S BANJO LONG WITH DOUBLE AN**

Part No	Description
AF310-03-03L	10mm (3/8") double-ended banjo to -3AN
AF311-03-03L	11.2mm (7/16") double-ended banjo to -3AN

**S/S FEMALE NPT to AN**

Part No	Description
AF370-03SS	Female 1/8" NPT to Male -3
AF370-04SS	Female 1/8" NPT to Male -4

**1/8" NPT to Female -3**

Part No	Description
AF916-03-02-SS	1/8" NPT to Female -3 stainless steel

**M12 with 1/8" Port**

Part No	Description
AF912-M12-01SS	M12 x 1.25 pipe reducer to female 1/8" NPT
AF912-M12-02SS	M12 x 1.5 pipe reducer to female 1/8" NPT

**45° FEMALE to MALE 1/8" NPT**

Part No	Description
AF915-02SS	Female to male 1/8" NPT S/Steel

**90° FEMALE to MALE 1/8" NPT**

Part No	Description
AF914-02SS	Female to male 1/8" NPT S/Steel

**AN S/S 1/8 BSPT Female Tee**

Part No	Description
AF835-02SS	1/8" BSPT Female Tee with male on side.

**AN S/S TEE WITH NPT ON SIDE**

Part No	Description
AF825-03SS	-3AN stainless tee with 1/8" NPT on side.

**AN S/S TEE WITH 1/8" NPT ON RUN**

Part No	Description
AF826-03SS	-3AN stainless tee with 1/8" NPT on run.

**S/S Inverted Flare Adapter**

Part No	AN	Size
AF340-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF347-03	-3	3/8" - 24 Long
AF341-03	-3	7/16" - 24
AF341-04	-4	7/16" - 24
AF342-03-03	-3	1/2" - 20
AF343-03-03	-3	9/16" - 18
AF348-03-03	-3	9/16" - 20
AF344-03	-3	M10 x 1.0mm
AF345-03	-3	M10 x 1.25mm
AF337-03	-3	M10 x 1.5mm

**S/S Washer Seal Adapters**

Part No	AN	Size
AF350-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF353-03	-3	7/16" - 20
AF353-04	-4	7/16" - 20
AF355-03	-3	7/16" - 24
AF355-04	-4	7/16" - 24
AF368-03	-4	1/2" - 20
AF351-03	-3	M10 x 1.0mm
AF351-04	-4	M10 x 1.0mm
AF352-03	-3	M10 x 1.25mm
AF352-04	-4	M10 x 1.25mm
AF356-03	-3	M10 x 1.5mm
AF356-04	-4	M10 x 1.5mm
AF357-03	-3	M12 x 1.0mm
AF357-04	-4	M12 x 1.0mm
AF358-03	-3	M12 x 1.25mm
AF358-04	-4	M12 x 1.25mm
AF359-03	-3	M12 x 1.5mm
AF359-04	-4	M12 x 1.5mm



S/S Dual Seat Adapter

Part No	AN	Size
AF340-03	-3	3/8" - 24
AF340-04	-4	3/8" - 24
AF344-03	-3	M10 x 1.0mm
AF351-04	-4	M10 x 1.0mm
AF345-03	-3	M10 x 1.25mm
AF346-03-03	-3	M12 x 1.0mm
AF357-03	-3	M12 x 1.0mm
AF357-04	-4	M12 x 1.0mm



1/8" NPS to -3AN

Part No	Description
AF354-03	1/8" NPS washer seal to -3AN (Suits Wilwood Calipers)



1/8" BSPP to -3AN

Part No	Description
AF387-03	1/8" BSPP washer seal to -3AN (Suits Wilwood Calipers)



Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF177-03	Alloy Crush Washer	-3AN	10mm - 3/8"
AF177-04	Alloy Crush Washer	-4AN	11mm - 7/16"
AF177-05	Alloy Crush Washer		12mm - 1/2"
AF177-06	Alloy Crush Washer	-6AN	14mm - 9/16"
AF177-07	Alloy Crush Washer		13mm - 3/64"
AF177-08	Alloy Crush Washer	-8AN	19mm - 3/4"
AF177-10	Alloy Crush Washer	-10AN	22mm - 7/8"
AF177-12	Alloy Crush Washer	-12AN	27mm
AF177-16	Alloy Crush Washer	-16AN	33mm
AF177-KIT	Aluminium Washer -3AN to -16AN		KIT CONTAINS 10 OF EACH SIZE

Metric Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF171-06	Alloy Crush washer	6mm	
AF171-08	Alloy Crush washer	8mm	
AF171-10	Alloy Crush washer	10mm	
AF171-12	Alloy Crush washer	12mm	
AF171-14	Alloy Crush washer	14mm	
AF171-16	Alloy Crush washer	16mm	
AF171-18	Alloy Crush washer	18mm	
AF171-20	Alloy Crush washer	20mm	
AF171-22	Alloy Crush washer	22mm	
AF171-24	Alloy Crush washer	24mm	
AF171-KIT	Aluminium washer M6 to M24		KIT CONTAINS 10 OF EACH SIZE

BSPP Aluminium Washers (10 Pack)

Part No	Description	I.D.	Sizes
AF172-01	Alloy Crush washer	3.17mm	1/8"
AF172-02	Alloy Crush washer	6.35mm	1/4"
AF172-03	Alloy Crush washer	9.53mm	3/8"
AF172-04	Alloy Crush washer	12.7mm	1/2"
AF172-05	Alloy Crush washer	15.87mm	5/8"
AF172-06	Alloy Crush washer	19.05mm	3/4"
AF172-KIT	Aluminium washer 1/8" to 3/4"		KIT CONTAINS 10 OF EACH SIZE

Concave Seat Olive Inserts (5 Pack)

Description
Brass Olive Insert for Concave Seat -3AN
For use with AF232-03 & AF236-03



AF299-01



PTFE Hose Olive Inserts (5 Pack)

Part No	Description
AF299-03	Brass Olive Insert Brass -3AN
AF299-03D	Alloy Olive Insert Alloy Suit -3AN
AF299-03SS	SS Olive Insert Brass -3AN
AF299-04	Brass Olive Insert Brass -4AN
AF299-04D	Alloy Olive Insert Alloy Suit -4AN
AF299-04SS	SS Olive Insert Suit -4AN
AF299-06D	Alloy Olive Insert Alloy Suit -6AN
AF299-08D	Alloy Olive Insert Alloy Suit -8AN



Straight S/S Hose Ends

This fitting simplifies installation of a line lock, proportioning valve, pressure switch etc by allowing you to tap into existing 3/16 brake line. 1/8 NPT brass fitting.

Part No	Description	Radius
AF201-03	-3AN to -3 Teflon Hose End	Straight
AF201-04	-4AN to -4 Teflon Hose End	Straight
AF201-04-03	-4AN to -3 Teflon Hose End	Straight
AF204-03	M10x 1.0 to -3 Teflon Hose End	Straight

45° S/S Hose Ends

Part No	Description	Radius
AF202-03	-3AN to -3 Teflon Hose End	45°
AF202-04-03	-4AN to -3 Teflon Hose End	45°
AF202-04	-4AN to -4 Teflon Hose End	45°



90° S/S Hose Ends

Part No	Description	Radius
AF203-03	-3AN to -3 Teflon Hose End	90°
AF203-04-03	-4AN to -3 Teflon Hose End	90°
AF203-04	-4AN to -4 Teflon Hose End	90°



45° S/S Female Coupler

Part No	Description	Angle
AF132-03SS	-3AN to -3 Swivel Nut	45°
AF132-04SS	-4AN to -4 Swivel Nut	45°



45° S/S Female to Male

Part No	Description	Angle
AF142-03SS	-3AN to -3 Swivel Nut	45°
AF142-04SS	-4AN to -4 Swivel Nut	45°



90° S/S Female to Male

Part No	Description	Angle
AF133-03SS	-3AN to -3 Swivel Nut	90°
AF133-04SS	-4AN to -4 Swivel Nut	90°



90° S/S Male to Female

Part No	Description	Radius
AF207-03	-3AN to -3 Swivel Nut	90°
AF207-04	-4AN to -4 Swivel Nut	90°



S/S Female To Male With 1/8 Port

This handy little adapter is an addition to our 140 series of female to male adapters with a 1/8" NPT port, perfectly designed to give more clearance and allow use of a gauge for pressure checking / testing. Applications include: Brake light switch, Pressure sensors, gauge ports and many more!

Part No	Description
-3	AF140-03-SS
-4	AF140-04-SS

1/8" NPT to Female -3

Part No	Description
AF916-03-02-SS	1/8" NPT to Female -3 stainless steel

Stainless Steel Female Coupler

Part No	Description
AF131-03SS	-3
AF131-04SS	-4
AF131-04-03SS	-4 to -3



Straight Steel Swivel Hose Ends

Part No	Description	Radius
AF201-03S	-3AN to -3 teflon hose end	Straight
AF201-04S	-4AN to -4 teflon hose end	Straight
AF201-06S	-6AN to -6 teflon hose end	Straight



45° Steel Swivel Hose Ends

Part No	Description	Radius
AF202-03S	-3AN to -3 teflon hose end	45°
AF202-04S	-4AN to -4 teflon hose end	45°
AF202-06S	-6AN to -6 teflon hose end	45°



90° Steel Swivel Hose Ends

Part No	Description	Radius
AF203-03S	-3AN to -3 teflon hose end	90°
AF203-04S	-4AN to -4 teflon hose end	90°
AF203-06S	-6AN to -6 teflon hose end	90°



QUICK RELEASE BRAKE FITTINGS



Quick Release Aluminium Fittings

Aeroflow's quick release fittings are a market break through. These light weight fittings are made from billet 6061-T6 aluminium. They are double anodized to safe guard your fittings against corrosion. They have been tested up to 15000psi and are a perfect choice for brake or clutch lines connecting by hands in seconds. These fittings are designed for leak free release. Aeroflow's quick release fittings are also available with a heavy duty Titanium body.

NOT suitable for fuel or oil.

Part No	Description
AFQR103-03	Quick Release -3 EPDM Seal Black/Silver Alloy (Brake)



Quick Release Titanium Fittings

Part No	Description
AFQR104-03	Quick Release -3 EPDM Seal Black Titanium (Brake)

Quick Release Stainless Steel Fittings

AFQR105-03	Quick Release -3 EPDM Seal Black Stainless (Brake)
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NOTE: For use in brake applications must use fittings with EPDM seal.



Quick Release Light Weight Titanium Fittings

AFQR104-03SD	Quick Release -3 EPDM Seal Titanium (Brake)
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NOTE: For use in brake applications must use fittings with EPDM seal.

-3AN Universal Preassembled Hose Assembly

Universal hose assemblies are assembled from 200 Series PTFE stainless steel PVC coated braided hose with stainless steel hose ends. The hose ends are meticulously crimped to eliminate leakage. Can be installed on any hydraulic brake or clutch system.

NOTE: These lines are not DOT or ADR approved.



PRE-CRIMPED LINES Banjo to Straight 3/8" banjo to -3AN straight

AF30-1500	9" (228.5mm) long line
AF30-1500BLK	9" (228.5mm) long line
AF30-1501	12" (305mm) long line
AF30-1501BLK	12" (305mm) long line
AF30-1502	15" (381mm) long line
AF30-1502BLK	15" (381mm) long line
AF30-1503	16" (406mm) long line
AF30-1503BLK	16" (406mm) long line

Pre-Crimped Lines 90° To Straight -3AN straight to -3AN 90°

AF30-1600	9" (228.5mm) long line
AF30-1600BLK	9" (228.5mm) long line
AF30-1601	12" (305mm) long line
AF30-1601BLK	12" (305mm) long line
AF30-1602	15" (381mm) long line
AF30-1602BLK	15" (381mm) long line
AF30-1603	16" (406mm) long line
AF30-1603BLK	16" (406mm) long line



Pre-Crimped Lines Straight To Straight -3AN female fittings both ends.

AF30-1700	9" (228.5mm) long line
AF30-1700BLK	9" (228.5mm) long line
AF30-1701	12" (305mm) long line
AF30-1701BLK	12" (305mm) long line
AF30-1702	15" (381mm) long line
AF30-1702BLK	15" (381mm) long line
AF30-1703	16" (406mm) long line
AF30-1703BLK	16" (406mm) long line

S/S 19mm Female Inverted Flare to -3 Hose End

Description	Size	Part No
19mm Hex with Retainer Clip Recess	3/8" - 24	AF230-03
19mm Hex with Retainer Clip Recess	7/16" - 20	AF234-03
19mm Hex with Retainer Clip Recess	M10 x 1.0	AF231-03
19mm Hex with Retainer Clip Recess	M10 x 1.25	AF232-03
19mm Hex with Retainer Clip Recess	M10 x 1.5	AF236-03

19mm Female Inverted Flare to Male AN

Part No	AN	Description	Size
AF270-03	-3	19mm Hex with Retainer Clip Recess	3/8" - 24
AF270-04	-4	19mm Hex with Retainer Clip Recess	3/8" - 24
AF271-03	-3	19mm Hex with Retainer Clip Recess	7/16" - 24
AF271-04	-4	19mm Hex with Retainer Clip Recess	7/16" - 24
AF272-03	-3	19mm Hex with Retainer Clip Recess	M10 x 1.0mm

S/S Brake C-clip

Part No	Description
AF230-00	Brake Retaining C-clip

Brake Hose Mounting Bracket

Part No	Description
AF230-01	bolt on brake hose mounting bracket 90o 2 Pack



S/S Through Frame Fittings

These fittings simplify the routing of brake lines through the frame for a neater and safer installation when building street rods, pro-street and race car chassis. Sold in pairs with 1/8" NPT at one end and -3AN on other.

2-3/8" long 1/8" NPT to -3AN AF285-03
2-3/8" long 2 Female x M10 x 1.0 AF285-02

Through Frame Fittings

Machined from 303-stainless steel. Available for 2" and 2-3/8" wide frame rails. Sold in pairs

-3AN x 1/8" NPT Short (2") BS66210
-3AN x 1/8" NPT Long (2-3/8") BS66310

Through The Frame Fittings

Here is a clever idea for those of you who consider brake line tabs a little unsightly. These stainless steel fittings are designed to go completely through boxed frame sections up to 2 1/4" wide and are fully adjustable for that perfect fit. 1/8"-NPT female to 3/8"-24 inverted flare.

Through Frame Brake Fittings AHRP62713

Pro Style Hose or Wire Clamps

Part #	Description
RPCR6085	3/16" 4.5 mm
RPCR6086	1/4" 6 mm
RPCR6087	5/16" 7.7 mm
RPCR6088	3/8" 9.5 mm

Billet Specialties Line Clamps

Part #	Description
BS65110	3/16" 4.5 mm
BS65210	1/4" 6 mm
BS65310	5/16" 7.7 mm
BS65410	3/8" 9.5 mm
BS65510	1/2" 12.7 mm

3/16" S/S Hardline Clamps

Part No	Description
AF300-00	3/16" Hardline Clamps 12 Pack

Kugel Combo Brake Line Clamps

KK6521701 3/16" x 3/8" Combos - 6 Pack
The 3/16" x 3/8" Combos, are made of heavy gauge stainless steel. Each package includes both stainless steel 10/32 button head allen screws

KK6523701 5/16" x 3/8" Combos - 6 Pack
The 5/16" x 3/8" Combos are made of heavy gauge stainless steel. Each package includes both stainless steel 10/32 button head allen screws

Dual S/S Hardline Clamps

Part No	Description
AF300-06-01	3/16" & 3/8" hardline Clamps 6 Pack
AF300-06-05	5/16" & 3/8" hardline Clamps 6 Pack

3/16" S/S Hardline Clamps

Part No	Description
AF300-00	3/16" hardline Clamps 12 Pack

Billet P - Clamps 10 Packs To Suit 3/16" Hard Line

Part No	Colour
AF157-03-10	Blue
AF157-03R-10	Red
AF157-03BLK-10	Black
AF157-03S-10	Silver

HANDBRAKES & ACCESSORIES



TSM Pinion-Mounted Emergency Brake Kit

This emergency brake kit is easy to install. Mechanically activated assembly is completely independent from your main braking system. Each kit includes pinion mounted rotor assembly, mechanical Airheart 175 style caliper, girdles, handle, an adjustable length emergency brake cable and all necessary hardware.

Part No.	Rear End	Description	U-Bolt Spacing
TSM6000	9" Ford 1310	Bolt-On 5/16" U-Bolt	1 7/16" x 2 29/32"
TS6060	9" Ford 1330	Bolt-On 5/16" U-Bolt	1 9/16" x 3 1/4"
TSM6081	9" Ford 1350	1350 After Market Yoke	1.66 X 3.185
TSM6100	Half-trail, Winters	Bolt-On 5/16" U-Bolt	1 7/16" x 2 29/32"
TSM6695		Jag	OME Flange 2" x 2 3/8"



EMERGENCY BRAKE JUNCTION BRACKET

Our Emergency brake junction bracket makes installation of brake cables easy. If you don't want to deal with your existing frame brackets or if they have been removed, our junction bracket replaces existing frame brackets and brings cables to one central location.

E-B-EZ200



E-STOPP HAND BRAKE SYSTEM

The E-Stopp push button emergency brake is the perfect e-brake for custom vehicles and winner of the 2012 NSRA new safety product of the year. It not only frees up room on the chassis and in the cab but doubles as an anti-theft device when the button is hidden. It works with any kind of brake system that can accept an e-brake cable and can mount anywhere on the chassis that you have room. The kit comes with the actuator, the control box w/ switch and wire connectors all at an affordable price.

E-STOPP



HANDBRAKE LEVER ASSEMBLIES

WILWOOD Hydraulic Handbrake Lever Assemblies provide a lightweight, high-leverage component for drift cars, drag race cars, rally cars, or any application where hand-actuation of one or more brake callipers is employed. Hand brakes can be configured as stand-alone circuits with dedicated Reservoirs and auxiliary callipers, or set up as a pass-through system to operate brake callipers that are also actuated by the foot brake master cylinder.

- Lightweight forged aluminium 11:1 ratio "H" beam lever with ergonomic full-length grip
- Choice of vertical or horizontal static lever configuration
- Accepts any vertical flange master cylinder with 2.25" mounting centres
- Use with integral or remote reservoir master cylinders for stand-alone systems
- Use with GS-style, remote-feed master cylinders for pass-through systems
- Durable e-coat finish for long-lasting good looks and resistance to corrosion or oxidation

Description	Part No.
Horizontal Hand Brake Lever Assembly, 11:1 Ratio	WB340-14768
Vertical Hand Brake Lever Assembly, 11:1 Ratio	WB340-14769



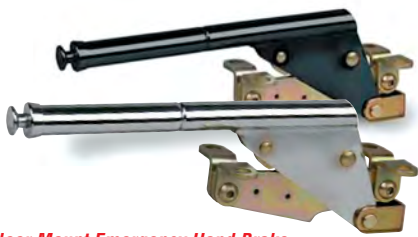
Under-Dash Foot Operated Emergency Brake

Lokar Under-Dash Foot Operated Emergency Brake gives you ease of operation along with a clean, out of the way emergency brake. There are no cables entering through the firewall. It fits in a space as small as 9" from the firewall to dash.

Features:

- Billet Aluminium Construction
- Adjustable 9" to 13" firewall to dash
- Measures 10" from the pivot point to the bottom of the foot pad.
- Dash to firewall adjustable bracketry
- Various location mounting capability
- Hidden gears and mechanisms for clean finish
- Application for finished and unfinished cars
- Complete with instructions and all hardware
- Connector Cables sold separately
- Rubber stop for quiet pedal return
- Heat treated gears

Description	Part No.
Billet Foot Brake with Ball Milled Pad	LK-EFB-9000
Billet Foot Brake with Rubber Insert in Pad	LK-EFB-9001
Billet F/Brake with Windowed Arm, Ball Milled Pad	LK-EFB-9002
Billet Foot Brake with Windowed Arm, Rubber Insert	LK-EFB-9003



Floor Mount Emergency Hand Brake

Floor Mount Emergency Hand Brake is chromed steel and designed after the automotive industry standards. Ratchet cut gear plate and lock are heat treated for strength and safety. Special feature includes 4-point mounting capabilities for floor mount or side mounting for personal applications. Comes complete with clevis for installation with Lokar emergency brake cables. Cables are sold separately. Lever has been designed with durability in mind. Hand brake measures 10" from end to end.

Description

Floor Mount Emergency Hand Brake
Black Vinyl Boot with Polished Stainless Ring
Black Vinyl Boot with Billet Aluminium Ring
Black Floor Mount Emergency Hand Brake

Part No.
LK-EHB-7000F
LK-70-EHBF
LK-70-BHBF
LK-XEHB-7000F

Transmount Emergency Hand Brake

Chromed Steel Transmount Emergency Hand Brake is designed after the automotive industry standard. Ratchet cut gear plate and lock are heat treated for strength and safety. The geometrical design of the lever allows for comfortable leverage operation. Levers are available in 11" and 16" lengths to complement Lokar's Automatic Transmission Shifter.

Mounting hardware for use with Lokar Automatic Transmission Shifter is included with Transmount Cable Kits and is used with the built-in mounting bracketry included with the shifter kits.

Description

11" Transmount Emergency Hand Brake
16" Transmount Emergency Hand Brake
Black Vinyl Boot with Polished Stainless Ring
Black Vinyl Boot with Billet Aluminium Ring

Part No.
LK-EHB-7011
LK-EHB-7016
LK-70-EHBT
LK-70-BHBT



Under-Dash Hand Operated Emergency Brake

Lokar's Under-Dash Hand Operated Emergency Brake gives you ease of operation along with a clean, out of the way emergency brake. There are no cables entering through the firewall. It fits in a space as small as 9" from the firewall to dash.

Ratchet cut gear plate and lock are heat treated for strength and safety. The lever has been designed with durability in mind. The one piece design of the lever with a pistol grip and trigger allows for comfortable leverage operation.

Features: • Adjustable from 9" to 15" dash to firewall • Measures 13" from the pivot point to the bottom of the grip. • Dash to firewall adjustable bracketry • Various location mounting capability • Simple installation with universal mounting system • Pistol grip with trigger release • No welding necessary • Yellow zinc plated brackets • Connector Cables sold separately • Complete with instructions and all hardware

• Available in brushed or chromed finish

Description

Billet Aluminium Under-Dash Hand Brake
Chromed Billet Alloy Under-Dash Hand Brake

Part No.
LK-EHB-9200
LK-EHB-9201



Emergency Brake Warning Indicator Switch Kit

Tired of driving off with your brake on? Then, it's time to check out the Lokar Emergency Brake Warning Indicator Switch Kit. The Emergency Brake Warning Switch Kit functions your dash light or buzzer to alert you when your emergency brake is engaged. Designed for use with Lokar Floor Mount Hand Brake, Part No. LK-EHB-7000F. Switch mounts to existing holes on gear plate on Floor Mount Hand Brake.

Kit Includes:

- Micro Switch
- Warning indicator trigger
- Two electrical terminals
- E-clip and pin
- Two stainless mounting bolts
- Two Nyloc nuts

Description

Emergency Brake Warning Indicator Switch Kit

Part No.
LK-EHB-7001



Universal Emergency Brake Cables

Designed for use with Lokar's floor mount or trans mount hand brakes, and in conjunction with Lokar's connector cables for under-dash hand brakes. Kits come equipped with quality one-piece aluminium adjusters and aluminium ferrule to eliminate fraying of stainless housing. Outer housing is designed with specially extruded liner for extended life of the cable. Design allows rear end backing plate fittings to be removed without removing brake cables. Lokar cables also feature adjustable cable lock and clevis. Kit is complete with cable bracket and spacers and includes two 8 foot outer housings that "U-Cut-to-Fit" and are available in stainless or black housing. Application fits 8" and 9" Ford, Chevy and Chrysler drum and disc brakes.

Description

Cables for Floor Mount Hand Brake - Black
Cables for Floor Mount Hand Brake - Stainless
Cables for Trans Mount Hand Brake - Black
Cables for Trans Mount Hand Brake - Stainless
Cables for Jaguar
Floor Mount Hand Brake - Stainless

Part No.
LK-EC-80FU
LK-EC-80FHT
LK-EC-80TU
LK-EC-80THT
LK-EC-80JAGHT

Connector Cables

Lokar Connector Cables are designed to mount directly to the Under-Dash foot operated and hand operated emergency brakes and connect up with Lokar Universal Brake Cables. Cables are "U-Cut-to-Fit" and are 6 foot in length. Available in black or stainless housing.

Description

For Under Dash H/Brakes - Black
For Under Dash H/Brakes - Stainless

Part No.
LK-EC-8001U
LK-EC-8001HT

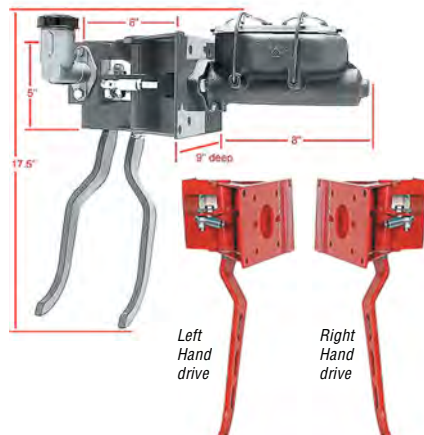
Hand Brake Clevis Kits

Lokar Clevis Kits adapt Lokar Emergency Brake Cable Kits for 1984 to 1987 Corvette, 1988 and later Corvette, Jag rear with Wilwood, Wilwood Disc, Wilwood Ford Explorer style with internal hub rears, and Baer brakes.

Description

Wilwood Clevis Kit
Corvette Clevis Kit 1984-87
Corvette Clevis Kit 1988-on
Ford Explorer Clevis Kit

Part No.
LK-EC80WC
LK-EC80CC
LK-EC80WC
LK-EC81FC



Reverse 90° Under Dash

Clean Floor, No Exhaust Worries, Out of Sight... are just a few reasons to use our reverse 90° under dash setup. Shown above with measurements is our Reverse 90° Under Dash brake with clutch configuration example. Below are some common setups that we put together, since each situation may vary, please contact Rocket with any questions or custom requests. Note: Supplied brake M/C are for Disc/Disc applications & clutch M/C is 3/4" bore.

KK5100701 - 90° Brake Pedal Assembly Bare Left Hand Drive
KK5100701RHD - 90° Brake Pedal Assembly Bare Right Hand Drive
KK5120701RHD - 90° Brake & Clutch Pedal Assembly Bare Suits Right Hand Drive

Single Pedal Brake Setup RPU/PEDAL

Under Dash Pedal Assemblies

Universal reverse mount 90 degree under dash brake pedal system to suit GM 7" dual diaphragm, Gemini and Datsun booster and master cylinder setups.

- Clean Floor area.
- No Exhaust worries
- Out of sight
- Comes in Dual Pedal Set Up or Single Pedal Setup.



PEDAL ASSEMBLIES

Floor Mount Single Master Cylinder Pedal - Brake or Clutch

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

Floor Mount Single Brake or Clutch Pedal 6:1 WB340-1289

Floor Mount Dual Master Cylinder Brake Pedal with Balance Bar

This is one of racing's most popular pedals for mounting two brake master cylinders with a bias balance bar. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Dual Brake Pedal w/ Balance Bar 6:1 WB340-1285

Forward Swing Dual Master Cylinder Brake Pedal

This swinging mount pedal assembly mounts two single outlet brake master cylinders in a forward position outside the firewall. It features a lightweight aluminium frame, with a high strength reinforced I-Beam style forged 7:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. The balance bar incorporates a positive detent stop every full turn to maintain adjustment position and driver awareness. A pin and clevis pushrod attachment system provides highest possible degree of misalignment angle for bind free operation through the entire range of travel. The balance bar can be locked in place with the included jam nut, or used with an optional remote cable for quick on-track adjustments. This pedal accepts any Wilwood vertical mount flange single outlet master cylinders that are ordered separately by style and bore size **Forward Swing Dual Master Cylinder Brake Pedal 7:1 WB340-13832**

Floor Mount Clutch / Brake Pedal

This floor mount pedal assembly mounts a single brake or clutch master cylinder in a forward position outside the firewall. It features a lightweight aluminium frame, with a high strength reinforced I-Beam style forged 6:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. This pedal accepts any Wilwood vertical mount flange single or tandem outlet master cylinder. Horizontal mount flange master cylinders require an adapter kit. Master cylinders are ordered separately by style and bore size **Floor Mount Single Master Cylinder Clutch / Brake Pedal 6:1 WB340-13833**

Forward Swing Mount Single Master Cylinder Pedal

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminium frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

Single Mount Brake or Clutch Pedal 7:1 WB340-1290

Reverse Swing Mount Pedals

This swinging mount pedal assembly mounts a single brake or clutch master cylinder in a reverse position inside the firewall. It features a lightweight aluminum frame, with a high strength reinforced I-Beam style forged 6:1 ratio pedal arm. The non-skid waffled pedal pad can be laterally adjusted for driver preference or clearance as necessary. This pedal accepts any Wilwood vertical mount flange single or tandem outlet master cylinder. Horizontal mount flange master cylinders require an adapter kit. Master cylinders are ordered separately by style and bore size.

Reverse Swing Mount Pedal
Single Master Cylinder 6:1 WB340-13574



Forward Swing Mount Dual Master Cylinder Brake Pedal with Balance Bar

This popular pedal mounts two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Dual Mount Brake Pedal w/ Balance Bar 7:1 WB340-1287



Reverse Swing Mount Dual Master Cylinder Brake Pedal with Balance Bar

This pedal mounts two brake master cylinders with a bias balance bar and positions the master cylinders inside the firewall and away from engine heat. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Two ratios are offered to suit mounting and leverage requirements.

Reverse Dual Brake Pedal
w/ Balance Bar 6.25:1 WB340-5181



Reverse Swing Mount Brake & Clutch Pedal WITH BALANCE BAR

Wilwood's new Adjustable Reverse Mount Pedal assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall, away from engine heat. It features all aluminum frame and forged aluminum pedal arms with ladder style construction. Pedal pads are of special adjustable design that allows fine-tuning of the pedal location and clearance. Also included with the assembly: mounting studs, hardware, new clevis and pivot pin balance bar assembly to provide smooth and accurate settings of the brake pedal bias. The balance bar can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. With a 6.25 to 1 pedal ratio on both clutch and brake pedals. Triple Brake & Clutch W/Balance Bar 6.25:1 WB340-11299



Forward Swing Mount Triple Master Cylinder Clutch & Brake Pedal with Balance Bar

This pedal assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

Triple Clutch & Brake Pedal
w/ Balance Bar 6.25:1 WB340-3950



Remote Brake Bias Adjuster

Wilwood's Remote Balance Bar Cable Adjuster is used with balance bars to adjust front-to-rear brake bias during changing race conditions. The highly visible bright blue knob features a special bi-directional detent control providing the driver with positive adjustment feedback. The assembly comes with two label faces for either front-to-rear or rear-to-front adjustment. Standard 3/8-24 thread fits Wilwood and most commonly used balance bars.

Remote Brake Bias Adjuster WB340-4990



Reverse Swing Mount Triple Master Cylinder Clutch & Brake Pedal with Balance Bar

This assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall and away from engine heat. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Three ratio options are offered to suit mounting and leverage requirements.

Triple Clutch & Brake Pedal
w/ Balance Bar 5.1:1 WB340-3342



Forward Swing Mount Brake & Clutch Pedal With Balance Bar

This swinging mount pedal assembly combines the brake and clutch pedals in one unit with the master cylinders in a forward position outside the firewall. It features a lightweight aluminum frame, with high strength reinforced I-Beam style forged 6.25:1 ratio pedal arms. The non-skid waffled pedal pads can be laterally adjusted for driver preference or clearance as necessary. The balance bar incorporates a positive detent stop every full turn to maintain adjustment position and driver awareness. A pin and clevis pushrod attachment system provides highest possible degree of misalignment angle for bind free operation through the entire range of travel. The balance bar can be locked in place with the included jam nut, or used with an optional remote cable for quick on-track adjustments. This pedal accepts any Wilwood vertical mount flange single outlet master cylinders that are ordered separately by style and bore size.

Forward swing assembly with balance bar 6.25:1 WB340-11295



SWING MOUNT TANDEM BRAKE AND CLUTCH PEDAL

Wilwood's new Swing Mount Tandem Brake and Clutch Assembly simplifies installing a tandem outlet, single pushrod brake master cylinder in conjunction with a hydraulic clutch master cylinder in a forward position outside the firewall. It features a lightweight aluminum frame, with high strength reinforced I-Beam style forged pedal arms in either 6.25:1 or 7.00:1 ratios. The non-skid waffled pedal pads can be laterally adjusted for driver preference or clearance as necessary. Will fit most tandem cylinders available with 3.25 horizontal bolt spacing. Pedal base has additional mount points for vertical mount 2.50" spacing tandem master cylinders using 5/16-18 studs (not supplied with pedal assembly). Clutch master cylinder mount is also a 2.50" vertical mount and will use most popular single outlet cylinders.

Pedal Assembly, Forward Mount, 6.25:1, Tandem WB340-14360

Pedal Assembly, Forward Mount, 7:1, Tandem WB340-14360



MASTER CYLINDERS, VALVES & BOOSTERS



Brake Boosters

Double diaphragm brake booster, fits most GM cars and trucks. Allows use of taller valve covers. Some modifications may be required.
7" Diameter - Chrome
7" Diameter - Zinc
8" Diameter - Chrome
8" Diameter - Zinc



RPCR3907
RPCR3907X
RPCR3908
RPCR3908X

Brake Booster Mounting Brackets

Chrome plated booster mounting brackets. Fits most GM cars & trucks.
Horizontal Brake Booster Brackets
Angled Brake Booster Brackets



Brake Booster Mounting Bracket Kit

Chrome plated booster mounting bracket kit for 7" and 8" Chrome booster. Includes pushrod extension and clevis.
Horizontal Brake Booster Bracket Kit RPCR3918

Billet Booster Valve

21mm 13/16" hole

Description

Polished Billet aluminium with -6AN
Black Billet aluminium with -6AN
Polished Billet aluminium with 3/8" barb
Black Billet aluminium with 3/8" barb



Part No
AF350-00
AF350-00BLK
AF350-01
AF350-01BLK

Brake Residual Pressure Valve

Perfect for retaining line pressure in brake lines. Available in 2psi or 10psi and can be installed inline. 1/8" NPT threads.

Part No **Colour** **Description**
AF387-02 Blue 2 PSI Residual Valve
AF387-10 Red 10 PSI Residual Valve



Brake Proportioning Valve

Delivers precise pressure metering and strength from a compact Billet design. Pressure adjustments range from 100-1000 PSI. This adjustment allows you to fine tune the front to rear braking balance.

Part No **Colour** **Description**
AF64-3042 Polished 1/8" NPT Ports
AF64-3042BLK Black 1/8" NPT Ports



BRAKE OR CLUTCH

RESERVOIR

Aeroflow's master cylinder remote reservoirs hold 120ml / 4oz and will allow you to mount the brake/clutch fluid fill wherever you need to in your already crowded engine compartment. They are available in polished finish or Black anodised, they are supplied with a male -3AN adapter and the reservoir features a female 9/16-18 thread in the base of the reservoir giving you an option for mounting directly to master cylinder. Also available Single mounting bracket AF66-2046 or dual AF66-2246, both brackets available in polished or Black finish. Dimensions 110mm (4") tall, 63.5mm (2-1/2") diameter.

Size O.D. **Black** **Polished**
2-1/2 inch AF64-2150BLK AF64-2150



BILLET FILTER BRACKETS

Size I.D. **Black** **Polished**
1-1/4 inch AF66-2049BLK AF66-204
2 inch AF66-2045BLK AF66-2045
2-1/2 inch AF66-2046BLK AF66-2046



DUAL BILLET FILTER BRACKETS

Aeroflow dual bracket is perfect for mounting your fuel filters or reservoirs side by side for a neat compact mounting option, available in polished and black anodised finish. Suits Aeroflow AF66-2043 PRO FILTER available in Blue, Black and Silver anodised finish and Aeroflow AF64-2150 Billet Reservoir available in polished and black anodised.

Size I.D. **Black** **Polished**
2-1/2 inch AF66-2246BLK AF66-2246



Chrome Master Cylinder

Universal GM style dual port chrome plated master cylinder.
• 1" Bore w/ Shallow Hole • 3/8" Ports on Both Sides
Chrome Master Cylinder TUF2020NA



Polished aluminium Master Cylinder

Universal GM style dual port polished aluminium master cylinder.
• 1" or 1-1/8" Bore w/ Shallow Hole
• 9/16" & 1/2" Ports on Left Side
Polished Aluminium - 1" Bore TUF2023NA
Polished Aluminium - 1-1/8" Bore TUF2027NA
Chromed Aluminium - 1" Bore TUF2023NC
Chromed Aluminium - 1-1/8" Bore TUF2027NC





Aluminium Brake Master Cylinder

1" Bore Smoothed Chromed RPCR3500
1-1/8" Bore Smoothed Chromed RPCR3501
Girlock M/Cylinder Single 3/4" Single Clutch Style RPCR3795
Girlock M/Cylinder Single 1" Single Brake Style RPCR3797

BS248830
Billet master cylinder cover polished.



Mustang Chrome Master Cylinder

This brand new chrome plated master cylinder's is an exact copy of the original. Fits 1967 -74 Ford Mustangs with power brakes. Suits front disk and rear drum only.

1967-74 Mustang Chrome Master Cylinder TUF2017NA

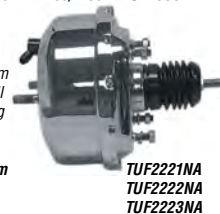
Extension Rod & Clevis Kit

Universal pushrod extension & clevis kit for Tuff Stuff universal brake boosters.
Extension Rod & Clevis Kit TUF4750



Proportioning Valve Kits

Chrome plated proportioning valves including bracket and fittings.
Proportioning Valve for 2020 - Disc/Drum TUF2301NA
Proportioning Valve for 2018, 2071 - Disc/Drum TUF2302NA
Proportioning Valve for 2018, 2071 - Disc/Disc TUF2303NA



Chrome Brake Boosters

Universal chrome plated vacuum boosters. Most applications will require modifications. Mounting brackets and extension rods are available separately.

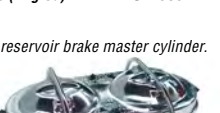
7" Diameter, Single Diaphragm TUF2221NA
7" Diameter, Dual Diaphragm TUF2222NA
8" Diameter, Dual Diaphragm TUF2223NA



Booster Mounting Brackets

Chrome plated mounting brackets for Tuff Stuff universal brake boosters.

Universal GM 1955-58 Brackets (Horizontal) TUF4652A
Universal GM 1955-64 Brackets (Angled) TUF4651A
Universal GM 1967-72 Brackets (Angled) TUF4650A



Chrome Master Cylinder

Chrome GM Corvette style dual reservoir brake master cylinder.
• Ports on Left Side
• 1-1/8" Bore
RPCR3905



MASTER CYLINDER COVER

Chrome cover with bail Suit ford/AMC 68-70
MG5274



Chassis Engineering

Remote Fill Tank

Milled aluminium tank for remote filling of master cylinder. Includes adapters for cylinder. All fittings are 1/8" pipe. Can be connected with hose or braided line. Use with remote fill master cylinder.



CHEAS-2060

Billet Clutch

Reservoir

•Machined from 6061-T6 billet aluminium
•Replaces the stock GM plastic clutch reservoir for hydraulic clutches
•Accepts an 1/8" NPT to AN Fitting
•Includes mounting bracket, 5/16" nickel plated hose barb fitting
•Can be used for many custom applications



Description

Billet Clutch Reservoir

Part No.
RING99000-4501N

MUSTANG BRAKE

RESERVOIR COVER

Fits over the factory plastic brake reservoir and can be installed in just minutes. Fabricated from .100" thick Aluminium TIG Welded. Corners improves under-hood appearance. Can be polished, chromed, powder coated, painted or left as is for a race look



Description
Brake Reservoir Cover, Mustang 2015-Up

Part Number
M074256



Master Cylinders & Valves



Combination Remote Master Cylinder Kit

Precision machined from high strength aluminium, this kit includes both small and large size reservoirs which can be mounted directly on the master cylinder or remotely mounted for more convenient service access. Standard mounting bolt hole configurations provide easy applications for racing and off road vehicles, specialty cars, recreation and industrial vehicles.

Combination M/C Kit, 1.2" Stroke - 5/8" Bore	WB260-3372
Combination M/C Kit, 1.1" Stroke - 3/4" Bore	WB260-3374
Combination M/C Kit, 1.1" Stroke - 13/16" Bore	WB260-5920
Combination M/C Kit, 1.2" Stroke - 7/8" Bore	WB260-3376
Combination M/C Kit, 1.0" Stroke - 1" Bore	WB260-3378
Combination M/C Kit, 1.0" Stroke - 1-1/8" Bore	WB260-3380
Rebuild Kit - 5/8" Bore	WB260-3880
Rebuild Kit - 3/4" Bore	WB260-3881
Rebuild Kit - 13/16" Bore	WB260-5921
Rebuild Kit - 7/8" Bore	WB260-3882
Rebuild Kit - 1" Bore	WB260-3883
Rebuild Kit - 1-1/8" Bore	WB260-3884
Reservoir 10.7 oz for remote kit	WB260-5751
Reservoir 4.0 oz for remote kit	WB260-5752



Compact Remote Master Cylinder

Compact master cylinders are the perfect solution for club sport racers, small open wheel cars, or any other custom application where there is limited space for the master cylinder and fluid reservoir. These aluminium cylinders with remote fill reservoirs (sold separately) feature a full 1.4" of stroke to accommodate short pedal ratios, small brake calipers, and hydraulic clutch actuation on space limited applications.

Compact Remote Master Cylinder - 5/8" Bore	WB260-6087
Compact Remote Master Cylinder - 3/4" Bore	WB260-6089
Remote Reservoir Kit, Small - 118ml (4.0 oz)	WB260-7577
Remote Reservoir Kit, Large - 316ml (10.7 oz)	WB260-8742



Compact Combination Remote Master Cylinder Kit

The Compact Combination Remote master cylinder kit features a remote or direct-mounted option for either small or large reservoir, and convenient 1/8" NPT outlets. Compared to full size combination master cylinders, the ultra short 3.37" compact body provides 2.16" of additional clearance between the mounting flange and the fluid outlet. A full 1.12" of piston stroke meets or exceeds the stroke capacity of most full size cylinders and the black E-Coated aluminium body resists corrosion and maintains a durable long lasting finish.

Compact Combination M/Cyl Kit - 5/8" Bore	WB260-10371
Compact Combination M/Cyl Kit - 3/4" Bore	WB260-10372
Compact Combination M/Cyl Kit - 13/16" Bore	WB260-10373
Compact Combination M/Cyl Kit - 7/8" Bore	WB260-10374
Compact Combination M/Cyl Kit - 1" Bore	WB260-10375
Compact Combination M/Cyl Kit - 1-1/8" Bore	WB260-10376
Rebuild Kit - 5/8" Bore	WB260-10513
Rebuild Kit - 3/4" Bore	WB260-10514
Rebuild Kit - 13/16" Bore	WB260-10515
Rebuild Kit - 7/8" Bore	WB260-10516
Rebuild Kit - 1" Bore	WB260-10517
Rebuild Kit - 1-1/8" Bore	WB260-10518

Integral Reservoir Compact Master Cylinder

This popular light weight, compact design is used for clutch and small master cylinder requirements and is well known for its dependability. It features a full 1.4" of stroke and an improved plastic screw-on filler cap which protects the fluid in the 41ml (1.4oz) reservoir.

Aluminium Master Cylinder - 5/8" Bore	WB260-2636
Aluminium Master Cylinder - 3/4" bore	WB260-1304



GS COMPACT MASTER CYLINDERS

Willwood's new GS Compact Remote Master Cylinders are an all new rebuildable design featuring a high pressure die cast aluminium body with a protective e-coat finish. Remote cylinders feature a standard 7/16-20 threaded inlet. Internally, a refined return spring and piston assembly assures positive pressure control along with a quick and complete release



GS COMPACT

REMOTE MASTER CYLINDER

Description	Part No.
GS Compact Remote Master Cylinder 1/2" Bore - Black	WB260-15088
GS Compact Remote Master Cylinder 5/8" Bore - Black	WB260-15089
GS Compact Remote Master Cylinder .70" Bore - Black	WB260-15090
GS Compact Remote Master Cylinder 3/4" Bore - Black	WB260-15091
GS Compact Remote Master Cylinder 13/16" Bore - Black	WB260-15092



GS COMPACT INTEGRAL MASTER CYLINDER

Description	Part No.
GS Compact Integral Master Cylinder 5/8" Bore - Black	WB260-15096
GS Compact Integral Master Cylinder .70" Bore - Black	WB260-15097
GS Compact Integral Master Cylinder 3/4" Bore - Black	WB260-15098



Willwood Master Cylinder Adapter

These fittings convert the willwood master cylinder 11/16" -20 washer seal outlet to -3AN male nipple.

Allows use of Aeroflows remote reservoir AF64-2150

Part No	Description
AF740-03S Silver	11/16" -20 washer seal to -3AN
AF740-03BLK Black	11/16" -20 washer seal to -3AN



REMOTE TANDEM MASTER CYLINDER KIT

Willwood's new Remote Tandem Master Cylinder w/ Pushrod is available in 4 bore sizes 7/8", 15/16", 1.00" and 1.12" and in two finishes: ball burnished and black e-coat. They're designed for mount flanges from 3.22" to 3.40", common measurements for most domestic cars and trucks from the mid-1960s to present, and offer fluid outlet ports on both sides of the bore. The stroke is set at 1.12" with a volume ratio of 2:1 between the primary and secondary chambers. Machined from high-pressure die castings, each master cylinder weighs only 3lbs, a 75% weight savings over most cast iron OE type master cylinders. We also offer our combination proportioning valve kit, which includes brackets and stainless lines specifically for use with these master cylinders, see PN 260-14248 for a retrofit kit.

Description	Part No.
Remote Tandem Master Cylinder Kit, 7/8" Bore - Black	WB260-14241-BK
Remote Tandem Master Cylinder Kit, 7/8" Bore - Ball Burnished	WB260-14241-P
Remote Tandem Master Cylinder Kit, 5/16" Bore - Black	WB260-14242-BK
Remote Tandem Master Cylinder Kit, 5/16" Bore - Ball Burnished	WB260-14242-P
Remote Tandem Master Cylinder Kit, 1.0" Bore - Black	WB260-14243-BK
Remote Tandem Master Cylinder Kit, 1.0" Bore - Ball Burnished	WB260-14243-P
Remote Tandem Master Cylinder Kit, 1-1/8" Bore - Black	WB260-14244-BK
Remote Tandem Master Cylinder Kit, 1-1/8" Bore - Ball Burnished	WB260-14244-P

Combination**Remote Tandem Master Cylinder**

This versatile, lightweight master cylinder provides single pushrod activation of two separate brake fluid circuits. The cylinder features 50/50 output from a 1.00" bore with 1.10" stroke. It is a great match for Wilwood's Bolt-On Disc Brake Kits, systems configured from OE components, and a variety of industrial Applications. This pedal can be bolted directly to Wilwood's single mount pedals. The kit is shipped complete with the master cylinder, two 118ml (4 Oz) fluid reservoirs that can be mounted directly on the master cylinder or remotely mounted and all necessary hardware including 30 inches of hose for remote mounting.

Combination Tandem Master Cylinder - 1" Bore WB260-7563

High Volume**Aluminium Master Cylinder**

Wilwood High-Volume aluminium master cylinders have the highest fluid capacity of any integral reservoir design. With a total capacity of 242ml (8.2oz), there is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events. With 1-7/16" of piston travel, there is plenty of margin when used with large four or six piston calipers.

High Volume Alum. Master Cylinder - 3/4" Bore **WB260-6764**

High Volume Alum. Master Cylinder - 7/8" Bore **WB260-6765**

High Volume Alum. Master Cylinder - 1" Bore **WB260-6766**

Rebuild Kit - 3/4" Bore **WB260-6898**

Rebuild Kit - 7/8" Bore **WB260-6899**

Rebuild Kit - 1" Bore **WB260-6900**

Tandem Master Cylinder

Made from durable lightweight aluminium with a large capacity plastic reservoir and dual outlet bores, this master cylinder utilizes standard O.E.M. internal components. Standard factory mounting bolt holes can be adapted to racing pedal assemblies with an optional mounting adapter bracket (including push rod and dust boot). This lightweight (2.5 pounds) reliable master cylinder is used for Drag Racing, Late Model Stock Cars, Street Rod and Off Road applications. Available as a master cylinder & reservoir only or it kit form with boot, Pushrod & retainer. Features a 1.35" stroke and 1-1/16" bore.

Master Cylinder (NO Boot, Pushrod or Retainer) WB260-4893

Master Cylinder Kit (w/ Boot, Pushrod & Retainer) WB260-4894

Bracket Adapter Kit (to Single Brake Pedal) WB250-3677

MASTER CYLINDER CAP

Replacement plastic Girling Style Master Cylinder Reservoir Cap with Dot 3 fluid markings. Baffle style with seal. Durable nylon construction with a black coloration. Works with all Wilwood master cylinder reservoirs with "Girling" size threads. Girling & Remote Reservoir Master Cylinder Cap **WB330-15081**

Aluminium Tandem Chamber Master Cylinder

High-pressure die casting of a premium alloy produces a high-capacity body that is lightweight, looks great, and has the durability for competition. The mounting flange is slotted to accommodate installation on bolt centres between 3.22" and 3.40". That makes it a simple bolt-on to many OE mounts including the popular Chrysler, Corvette, GM, and Ford Mustang master cylinder bolt patterns. The body also features two through-hole mounts on 6.40" centres for side mounting to frame members or other secure elements of the chassis. A total piston stroke of 1.10" is distributed at a 2:1 volume ratio between the primary and secondary chambers.

Tandem Master Cylinder - 7/8" Raw **WB260-9439**

Tandem Master Cylinder - 7/8" Polished **WB260-9439-P**

Tandem Master Cylinder - 7/8" Black **WB260-9439-BK**

Tandem Master Cylinder - 15/16" Raw **WB260-13375**

Tandem Master Cylinder - 15/16" Polished **WB260-13375-P**

Tandem Master Cylinder - 15/16" Black **WB260-13375-BK**

Tandem Master Cylinder - 1" Raw **WB260-8555**

Tandem Master Cylinder - 1" Polished **WB260-8555-P**

Tandem Master Cylinder - 1" Black **WB260-8555-BK**

Tandem Master Cylinder - 1 1/8" Raw **WB260-8556**

Tandem Master Cylinder - 1 1/8" Polished **WB260-8556-P**

Tandem Master Cylinder - 1 1/8" Black **WB260-8556-BK**

Replacement Lid Diaphragm Gasket **WB210-8458**

Replacement Lid **WB330-8573**

Universal Master Cylinder Pushrod Kit

Wilwood's Universal Brake Pedal Pushrod Kit allows many common configurations for custom installation of power boosters or manual master cylinders. Adjustable length kit contains all the necessary components for pedal engagement and height adjustment for most common types of installations. Kit includes: adjustable length pushrods, unions, clevis, eyelet and retainer.

WB330-13914

Master Cylinders

The Strange dual inline master cylinder is ideal for sportsman classes requiring four wheel braking. Assuming the rear wheels are equipped with 4-piston calipers; the 1.032" bore master cylinder should be used if 2-piston or single piston calipers are used for the front two wheels. The 1.125" bore master cylinder will allow optimum volume and pressure for vehicles using 4-piston calipers for the front two wheels. Strange master cylinders are supplied with mounting hardware and hard line fittings.

1.125" Bore Master Cylinder

1.032" Bore Master Cylinder

Replacement Cap

STB3359

STB3360

STM/CAP

Fast Fill**Master Cylinder**

The Strange fast fill master cylinder allows for maximum consistency and a pedal/handle feel which is unparalleled.

Designed for two wheel braking applications, the lightweight (body= .780 lb.- w/reservoir = .960 lb.) forged aluminium body features a premium grade banjo fitting for plumbing adaptability. The remote reservoir is machined from billet aluminium-not plastic. The reservoir is designed to resist heat and will not easily melt away like plastic. The remote feature enables the builder to eliminate external residual valves and its compact design grants freedom during mounting and plumbing.

Fast Fill Remote Master Cylinder

Replacement Cap

STB3362

STM/CAP

STRANGE FUNNY CAR & PRO MOD DUAL IN-LINE**MASTER CYLINDER**

The B3370 Master Cylinder is for professional racers who demand the best foundation for superior four wheel braking. The fast fill design allows the rear calipers to achieve exceptional caliper pressure with minimum pedal/handle travel. The body design further ensures maximum rigidity, while minimizing weight. The B3370 is self-proportioned, which in most cases eliminates the use of an external proportioning valve.

• Dual In-line Fast Fill Master Cylinder

• 6061-T6511 billet aluminium body

• Hard anodized with PTFE coating

• 1.123" primary bore initially moves a large volume of fluid to the rear brakes

• .875" secondary bore takes over and applies high pressure to the rear brakes

• Internal pop-off valve regulates this transition

• 1.123" third bore supplies fluid only to the front brakes

• Design eliminates the need for a proportioning valve

• Brake line banjo fittings with male 3 AN ends

• 3 AN brake fluid inlet fittings

• Side mount .375" holes on 3.750" centers

Funny Car & Pro Mod Dual In-Line Master Cylinder

Flange Kit to Suit STB3370

STB3370

STB3364S

Master Cylinder Bleeding Kit

Wilwood's Master Cylinder Bench Bleeding kit contains all fittings and hoses to properly bench bleed your master cylinder, either tandem or single outlet. Bench bleeding is a necessary to assure that system is completely bled and free from trapped air.

Master Cylinder Bleeding Kit WB260-11593

Shutoff Valve

This valve can be used as a brake shut-off. When energized, the valve will block pressure from reaching downstream.

The valve does not prevent fluid from returning to the master cylinder. This eliminates the possibility of trapping pressure when activating the valve. Requires a 12 Volt, 5 amp (recommended) fused power source through a toggle switch. Warning: Not a line lock assembly. Not for street use. Please read instruction sheet available at www.wilwood.com

Shut Off Valve

WB260-9921

Proportioning Valve

Wilwood's new Combination Proportioning Valve substantially simplifies mounting, plumbing, wiring and brake proportioning adjustments on vehicles with custom brake systems. The combination block maintains full isolation between front and rear fluid circuits and can be used in conjunction with any tandem outlet or dual mount master cylinder assemblies. The rear circuit has a single inlet and single outlet with the adjustable proportioning valve. The front circuit has a single inlet with two outlets. It can be run as a single outlet with one outlet plugged, or used to split the plumbing on its way to the front calipers.

4 Way Proportioning Valve

WB260-11179

Combination Proportioning Valve**Mounting Bracket Kit**

Wilwood finally has an elegant answer to the question,

"Where do I

mount my

Combination

Proportioning

Valve?"

with their new

Mounting Bracket Kit.

• Specifically designed to work in conjunction with Wilwood Aluminum Tandem Master Cylinders (P/N's 260-8555, 260-8556, 260-9439, 260-12900 or 260-13375), in manual or boosted system applications. Kit includes:

• Stainless steel fluid tubes are precision bent with preinstalled stainless tube nuts for a simple bolt-on installation between the Combination Proportioning Valve and the Wilwood Tandem Master Cylinder.

• Stainless steel button head fasteners thread into the black e-coated L/H bracket for a simple installation and years of durable, rust-free performance. This complete Mounting Bracket Kit includes all the mounting hardware, plus a Combination Proportioning Valve, 260-11179.

Mounting Bracket Kit with Combination

Proportioning Valve,

with L/H Bracket

WB260-13190

with R/H Bracket

WB260-15048

Proportioning Valves

The new generation of adjustable proportioning valves combines the latest refinements in manufacturing processes and materials to deliver precise pressure metering and unyielding strength from a compact and lightweight forged billet design. Pressure adjustments range from 100-1000 PSI and provide for a maximum decrease of 57% in line pressure, the most of any available valve. This adjustment lets you fine tune the front to rear braking balance by proportionally decreasing the rear (or in some cases the front) brake line pressure. Can also be used to adjust individual front wheel braking in dirt track applications. Valves weigh only 5.2 ounces (knob), 6.1 ounces (lever), and have two .25" side mounting holes spaced 1.00" apart. Standard in and out ports are 1/8-27 NPT.

Knob Style Proportioning Valve

Lever Style Proportioning Valve

WB260-8419

WB260-8420

Adjustable Proportioning Valve

This replaces OEM, non-adjustable proportioning valves or is added to aftermarket vehicles. Normally, in a drag race vehicle, the adjustable proportioning valve is installed into the front brake line. The front brakes are adjusted, reducing pressure until a desired front to rear distribution is created. Street vehicles usually install the valve into the rear brake line, to reduce rear brake pressure. The adjustable proportioning valve does not increase the given line pressure- it only reduces the amount of pressure to the caliper. The STB3369 is threaded 1/8"-NPT.

Adjustable Proportioning Valve

STB3369

COMBINATION PROPORTIONING VALVE BRACKET KIT

L/H combination prop valve bracket kit installation for remote tandem master cylinders **WB220-14247**

Residual Pressure Valves

These in-line pressure valves retain a minimum brake line pressure to help eliminate excessive pedal travel in both disc and drum brake systems. The two pound valve is used in disc brake applications where the master cylinder is mounted below the horizontal plane of the calipers and fluid drain back occurs from gravity and vibration. With drum brakes, a ten pound valve is used to compensate for return spring tension in the drums.

2 lb Residual Pressure Valve	WB260-1874
2 lb Residual Pressure Valve w/fittings	WB260-3278
10 lb Residual Pressure Valve	WB260-1876
10 lb Residual Pressure Valve w/fittings	WB260-3279
1/8-27 Double Ended Brass Fitting (each)	WB220-2415
1/8-27 to 3/8-24 Tube Adapter (4pk)	WB220-0628

External Residual Valves

External residual valves are installed as close as possible to the master cylinder when the master cylinder is below the calipers or when drum brakes are used. The external residual valve traps fluid from the valve to the brake caliper allowing for a quicker pedal. Drum brakes must have a 10lbs. residual valve to operate properly. Some disc brake applications require a 2lb. residual valve. Each external residual valve is manufactured from billet aluminium and is tapped 1/8"-NPT into both ends.

External Pressure Valve, Male/Female 2lbs	STB3366
External Pressure Valve, Male/Female 10lbs	STB3367

BRAKE FLUID

WILWOOD Dot Five Brake Fluid

Wilwood FIVE is a highly refined silicone brake fluid, formulated to preserve the looks and reliability on classic vehicles and show cars. Its non-hygroscopic blend blocks moisture absorption to inhibit internal system corrosion. It is paint friendly and will not harm most custom finishes should a spill or leak occur.

WB290-11084	DOT 5 Brake Fluid
WB290-11083	Pack of 24 bottles

WILWOOD Hi-Temp® 570 Racing Brake Fluid

Wilwood's specially formulated Hi-Temp® 570 Racing Brake Fluid has a minimum 570° F dry boiling point to withstand the severe heat requirements of automotive racing. Hi-Temp® 570's low viscosity allows easy bleeding of your brake system, eliminating aeration of the brake fluid caused by foaming due to excessive pumping of the pedal. Hi-Temp® 570 comes in convenient 12 ounce containers hermetically sealed to guarantee against unwanted absorption of moisture which can drastically lower the fluids boiling point (fluid from larger containers tends to become contaminated with moisture, lowering its boiling point and making it unsuitable for racing applications).

WB290-0632 Wilwood Hi-Temp® 570 Single Bottle

EXP 600 Plus Super

High-Temp Racing Brake Fluid

EXP 600 Plus is a highly refined blend developed for extreme performance under the high heat and extreme pressure of professional motorsports.

What's in a number? EXP 600 Plus has tested to 626 degrees F with a wet boiling point of 417 F. These numbers far exceed any DOT or SAE specifications. **What's the real test?**

It is true that racing fluids need to have high boiling points. It is also true that fluids need to have low moisture affinity to slow the natural absorption rate of water vapor. But the true test of any fluid is how well it resists aeration and compressibility after it has been heated and pressure cycled a few hundred times. The real test is at the track. EXP has proven to maintain firm pedal feel and quick response, long after others have failed.

Note: For optimum performance, EXP 600 Plus should not be diluted with any other brake fluids. Add new fluid to a clean system.

WB290-6209 Wilwood Hi-Temp® 600 Single Bottle

REDLINE DOT 4 Brake Fluid

DOT 4 brake fluid formulated with a precise mixture of Borate Esters and Glycol Ethers, plus moisture and corrosion inhibitors. Utilizing quality raw materials yields a superior fluid resistant to absorption and retention of moisture while providing the best protection against extreme temperatures.

Blendable with DOT 3, DOT 4 and DOT 5.1 fluids, RL-600 increases ABS cycle times for more responsive and consistent pedal feel.

For passenger vehicles, as well as racing car and motorcycles, track day project cars and other motorsport activity.

RL-600 REDLINE DOT 4 Brake Fluid

BRAKE SWITCHES

Universal Brake

Light Switches

Universal brake light switches, available in 2 or 4 terminal configurations.

Brake Light Switch - 2 Terminal	PW80172
Brake Light Switch - 4 Terminal	PW80176

Low Pressure

Brake Light Switch

Universal low pressure brake light switch.

Supplied with plug in pigtail. 1/8" NPT Thread.

Low Pressure Brake Light Switch	PW80174
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VACUUM TANKS

Brake Vacuum Reservoir Tank

Dimensions: 6.75"x170mm Tall, 5"x125mm long.

Polished Spun Alloy Tank with Fittings and Mounts **AF77-1018**

Black Spun Alloy Tank with Fittings and Mounts **AF77-1018BLK**

ELECTRIC VACUUM PUMPS



Twin Piston Vacuum Pump Kit

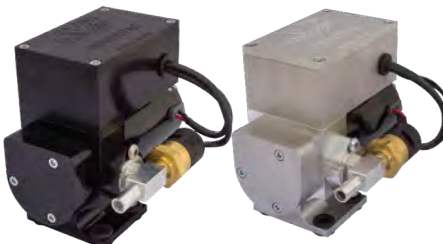
Engines with modifications such as aggressive cam profiles commonly have little to no vacuum, the AeroFlow Vacuum pump ensures that you always have maximum vacuum available for your brakes so you can always deliver max stopping assistance, bang for buck safety is never over rated. The twin piston design is what sets AeroFlow's vacuum pump apart. It gets to vacuum much faster than single piston vacuum pumps most commonly found in the market. Vacuum pumps are even more critical when running large multi piston calipers. Pump can be mounted on any plane to suit your application.

- 50% more vacuum than a diaphragm style pump.
- 20% less noise and vibration, similar to that of a performance electric fuel pump.

Kit includes vacuum pump with 9.52mm (3/8") fittings, 900mm (2ft 11-3/8") of vacuum hose 9.52mm (3/8") I.D., wiring loom, check valve, clamps, fuse, relay and vacuum pressure sensor. Twin Piston Vacuum

Pump Kit AF49-1050

Replacement inline check valve **AF59-1050**



12 VOLT ELECTRIC VACUUM PUMP

For vehicles using engine combinations that provide little or no manifold vacuum required for braking. When vacuum drops below 15 in. of vacuum the CVR Electric Vacuum Pump activates and increases the vacuum level to 20 in. of vacuum. Complete self-contained unit. Simply connect the positive/negative power and the unit will regulate the vacuum level itself.

NOTE: Unit can be mounted in any position.

• Patent Pending Design - Superior To Anything On The Market Today

- Precision machined
- Black hard anodized for extended wear and corrosion resistance
- Cast aluminium construction
- 20% less noise and vibration, similar to a performance electric fuel pump
- 50% more vacuum than diaphragm style pump
- Self-contained electronics for ease of installation
- Built-in relay with low amperage lead can be connected straight to key switch
- 12 volt, 6 amp draw
- Weight - 5.5 lbs.

Cast Aluminium	CVRVP655
Black Anodized	CVRVP665



CVR Electric Cast Body Vacuum Pump

VP555 contains same features as VP612. The pump is set to turn on when vacuum drops below 15 in. of vacuum, the pump activates and increases the brake vacuum level to 20 in. of vacuum.

Self contained unit with no need for wiring of relays and switches! Simply connect the positive/negative power and the unit will regulate the vacuum level itself.

• Economical version of VP612 • Unit can be mounted in any position • Unit draws 6 amps • Replacement Vac Switch CVRVS-19

Cast Body Vacuum Pump CVRVP555



LINE LOCKERS



Roll Control

Used primarily in drag racing to provide positive locking action to the front wheels of race cars, reducing the chance of "Rolling the Lights" and producing more effective "Burn Outs" for heating up the tyres. Rigorous testing has proved a 1/100,000 of a second release time and vibration tests have seen up to 30 G's applied without mechanical failure. Adaptable to most domestic and import hydraulic brake systems.

- Stainless steel valve assembly for ultimate corrosion resistance
- Fully enclosed epoxy molded electrical coil for reliability
- Attractive finned aluminium housing helps dissipate heat
- Wider lightweight base provides better mounting stability
- 150 micron screen filtered ports to prevent contamination
- Field serviceable for cleaning or rebuilding
- Extra threaded port for separate bleeder or pressure gauge
- Kit includes solenoid valve, snap-action switch, indicator light, 4-amp fuse, mounting screws and installation instructions
- 12-volt negative ground systems only.

Roll Control Kit

HU1745000

Roll Control Rebuild Kit

HU5671500



AF49-4078

AF49-4076



Launch Control Kit

AeroFlow's Launch Control (also known as: Roll/Stage/Brake Control, Line Lock, Roll Stop and Anti-Roll). AeroFlow's 12 Volt 2-Port Launch Control is designed to be installed into the vehicles existing brake system and can be used on either the front or rear brakes (Not for split or diagonal brakes). They are intended primarily as brake-locking devices for Drag Racing.

AF49-4076

Launch control line lock KIT (Includes Solenoid)

AF49-4075

Launch control line lock solenoid ONLY

AF49-4077

Button assembly momentary button style RED button

AF49-4078

Button assembly on/off style switch GREEN button



Anti-Roll

Line Locker Kit

Brake line locks are used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping in the lights. The Moroso Anti-roll design has better holding power than any other unit currently available and will work in applications with ABS. Kit contains a heavy duty push button switch, switch bracket, coiled wire, rebuildable line-lock valve, fuse holder, and indicator light. **NOTE:** Continuous use of solenoid for more than 30 seconds will damage the coil.

Anti-Roll Line Locker Kit

MO44050

Roll Control Installation Kit

The Roll/Control Installation Kit is designed to be used in conjunction with most brake holding devices on vehicles with imperial fittings. This kit contains brake lines and various brass fittings, connectors, adapters, unions and plugs necessary for an easy installation.

Roll Control Installation Kit HU5671510



Launch Control

The B&M Launch Control is a sophisticated device which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on a uphill grade. This high quality solenoid can be used on either the front or rear brakes of your vehicle and can handle pressure spikes up to 1500 psi or maintain constant pressure of 400 psi.

- The choice for performance & dependability
- Can control the front and rear brakes
- Can be used as a brake locking device for drag racing or as a hill holding device for street use
- Can be used with buttons & switches found earlier in catalogue

Launch Control Solenoid Only

BM46075

Launch Control Kit with Wiring & Button

BM46076

BRAKE PRESSURE GAUGES

STRANGE Brake Pressure Gauge

The STP2360 verifies pressure and is essential for trouble shooting brake system problems. The Strange pressure gauge makes it easier to determine appropriate changes in pedal ratio or to select the proper master cylinder bore size. Each gauge is shipped with a bleeder adapter for further convenience.

Brake Pressure Gauge STP2360



WILWOOD Brake Pressure Gauge

This easy to read two inch diameter non-hazing face allows for quick brake line pressure checks from 0-1,500 PSI with 20 PSI graduations and accuracy to 1.5%. Permits reliable brake bias setup and brake system troubleshooting. It is durable and corrosion resistant.

Brake Pressure Gauge WB260-0966



CROSS MEMBERS



AHRP Front Crossmember

This stamped steel front crossmember, with stock-location radiator mounts, lowers your rod 1 inch. The centre has a 7-degree rake to eliminate shackle bind and improve caster adjustment.

Suit 1928 - 32 Ford AHRP60611



Front Crossmember with Radiator Mounts

Replacement crossmember welds in. Includes new radiator mounts. Car will sit slightly lower.

CHEAU-2234



1933-34 Replacement X-Member Kit

Formed channel X-member gives excellent rigidity for fiberglass or steel bodies. Ideal for open cars but works well under closed cars too. Fits stock or repro frames. X-member is opened up for transverse clearance.

CHEAT-2034 X-Rails

CHEES-2134 Centre Trans Mount for TH350 & others



Universal Transmission Crossmembers

These crossmembers support most standard and automatic transmissions in open channel frames with frame rail widths between 26" to 36". Just cut the crossmember to fit the frame rail distance. The universal design allows you to position your engine and transmission exactly where you need them. They are built using sturdy .114" wall thickness tubing and are available with or without the transmission mount. Complete kits include a transmission mount for use GM transmissions, but they also allow the use of Ford style mounts for Ford transmissions.

Description		Without Mount	With Mount
Universal Transmission	Straight	TD4538	TD4558
Universal Transmission	3" Drop	TD4539	TD4559
Universal Transmission	6" Drop	TD9424	TD9444
TH-700, 4L60E & T56	Straight	TD6538	TD6558
TH-700, 4L60E & T56	3" Drop	TD6539	TD6559



CHASSIS & COMPONENTS

Chassis are available in Base and Complete configurations many other options are available please call for full specs and pricing. Pro Street Chassis & Air Spring Chassis also available.

Base Chassis Include:

- Complete Front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal • Complete Rear Suspension
- New Currie 9" Rear-End Housing with NEW Axles

Complete Chassis Include:

- Complete front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal
- Complete Rear Suspension • Booster & Master Cylinder Filled
- New Currie 9" Rear-End Housing with NEW Axles • Rear Brakes
- Front & Rear Spreader Bars on 1932 Chassis • Brake Lines (optional) • Anti Roll Bars (Optional)

From a bare frame to a complete chassis, Total Cost Involved can provide you with a chassis that will fit your needs.

1928-31 Model A FORD Base Chassis Packages

TOT101-1220-02 28-31	Base IFS Chassis Chrome/Stainless Pkg
TOT101-1220-00 28-31	Base IFS Chassis Plain Pkg
TOT101-1220-01 28-31	Base IFS Chassis Chrome Pkg
TOT101-1210-00 28-31	Base Dropped Axle Chassis Plain Pkg
TOT101-1210-01 28-31	Base Dropped Axle Chassis Chrome Pkg
TOT101-1210-02 28-31	Base Dropped Axle Chassis Chrome/ Stainless Pkg

1928-31 Model A FORD Complete Chassis Packages

TOT101-1200-00 28-31	Econo Chassis Raised/Narrowed
TOT101-1215-00 28-31	Complete Dropped Axle Chassis Plain Pkg
TOT101-1215-01 28-31	Complete Dropped Axle Chassis Chrome Pkg
TOT101-1215-02 28-31	Complete Dropped Axle Chassis Chrome Stainless Pkg
TOT101-1225-00 28-31	Complete IFS Chassis Plain Pkg
TOT101-1225-01 28-31	Complete IFS Chassis Chrome Pkg
TOT101-1225-02 28-31	Complete IFS Chassis Chrome/Stainless Pkg

1932 FORD Base Chassis Packages

TOT102-1220-02	32 Base IFS Chassis Chrome/Stainless Pkg
TOT102-1220-00	32 Base IFS Chassis Plain Pkg
TOT102-1220-01	32 Base IFS Chassis Chrome Pkg
TOT102-1210-00	32 Base Chassis Dropped Axle Plain Pkg
TOT102-1210-01	32 Base Chassis Dropped Axle Chrome Pkg
TOT102-1210-02	32 Base Chassis Dropped Axle Chrome/ Stainless Pkg

1932 FORD Complete Chassis Packages

TOT102-1215-00	32 Complete Dropped Axle Chassis Plain Pkg
TOT102-1215-01	32 Complete Dropped Axle Chassis Chrome Pkg
TOT102-1215-02	32 Complete Dropped Axle Chassis Chrome /Stainless Pkg
TOT102-1225-00	32 Complete IFS Chassis Plain Pkg
TOT102-1225-01	32 Complete IFS Chassis Chrome Pkg
TOT102-1225-02	32 Complete IFS Chassis Chrome/Stainless Pkg
TOT102-1285-00	32 Complete IFS Air Spring Chassis Plain Pkg
TOT102-1285-02	32 Complete IFS Air Spring Chassis 4-Link Rear Chrome/Stainless

1933-34 FORD Base Chassis Packages

TOT103-1210-02	33-34 St Axle Chrome/Stainless Pkg
TOT103-1210-00	33-34 St Axle Plain Pkg
TOT103-1210-01	33-34 St Axle Chrome Pkg
TOT103-1220-00	33-34 IFS Plain Package
TOT103-1220-01	33-34 IFS Chrome Pkg
TOT103-1220-02	33-34 IFS Chrome/Stainless Pkg

1933-34 FORD Complete Chassis Packages

TOT103-1215-00	33-34 Complete Dropped Axle Chassis Plain Pkg
TOT103-1215-01	33-34 Complete Dropped Axle Chassis Chrome Pkg
TOT103-1215-02	33-34 Complete Dropped Axle Chassis Chrome/Stainless Pkg
TOT103-1225-00	33-34 Complete IFS Chassis Plain Pkg
TOT103-1225-01	33-34 Complete IFS Chassis Chrome Pkg
TOT103-1225-02	33-34 Complete IFS Chassis Chrome/Stainless Pkg
TOT103-1285-00	33-34 Complete IFS Air Spring Chassis Plain Pkg
TOT103-1285-01	33-34 Complete IFS Air Spring Chassis Chrome Pkg
TOT103-1285-02	33-34 Complete IFS Air Spring Chassis Chrome/Stainless Pkg



Universal Engine Crossmembers

Trans-Dapt universal fit, crossmember style motor mount kits fit a wide variety of cars and trucks with open frame rails and straight front axles. Clearance should be double checked on 4WD pickups, trucks and passenger vehicles with independent suspension. To use this universal fit crossmember, simply measure the distance between the frame rails, cut the cross tube to fit, and bolt or weld the end caps to the cross pipe. Made with Heavy-Duty .114" thick tubing and supplied complete with rubber cushioned engine mounts.

Description	Part No.
Chev Small Block Universal Crossmember	TD4840
Chev Big Block Universal Crossmember	TD4841
Ford Small Block Universal Crossmember	TD4849
Ford 351c Universal Crossmember	TD4997
Ford Big Block 429-460 Universal Crossmember	TD9413

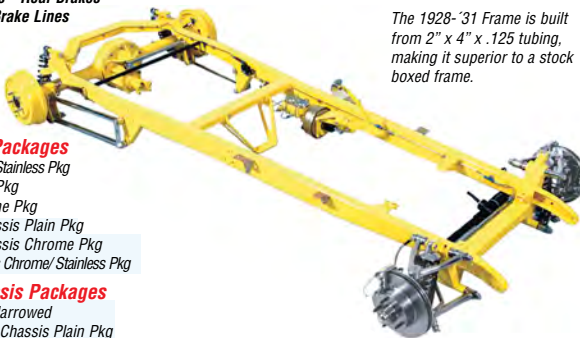


2" x 3" Dropped Crossmember

Fabricating a rear frame on a Pro Street or Drag Race car is easier and more professional with Competition Engineering's Dropped Crossmember. The sturdy 2" x 3" x .083" steel Crossmember is mandrel bent on computer-controlled equipment, providing uniform wall thickness and exact profile dimensions. The 60" length and full 3.5" drop-centre-profile makes this crossmember an ideal front attachment point on virtually any chassis design. Use with Competition Engineering's Formed Rear Frame Rails No. MOC3060, MOC3062 or any other suitable frame rail kit.

2" x 3" Dropped Crossmember

MOC3061



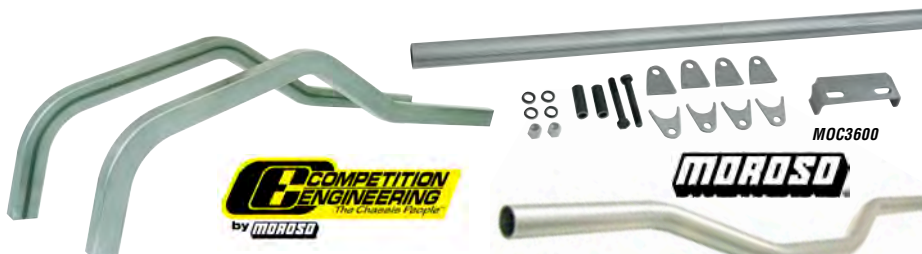
The 1928-'31 Frame is built from 2" x 4" x .125 tubing, making it superior to a stock boxed frame.



Total Cost Involved Engineering offers a completely engineered custom tailored chassis for your dream Deuce that provides the best foundation.



The 1933-'34 frames feature full-length boxed rails with rectangular X-members for strength and rigidity. Available with a 1" dropped stock style front crossmember or an IFS front crossmember and your choice of one of three different rear crossmembers.



Universal Rear Clip Frame Rails

Competition Engineering Universal Frame Rails are available for both 4-Link and Ladder Bar suspensions. They're the perfect way to narrow the rear chassis to accept extra-wide racing tires. Our universal design makes them adaptable to any car - Pro Street to Drag Race. The specially engineered profile allows adequate clearance for suspension and rear axle components, while accommodating a low ride height and tall racing tires. They're mandrel bent on precise CNC equipment for a wrinkle-free finish and identical dimensions.

NOTE: Installation of this product requires that the stock rear floor pan be substantially modified or removed. The addition of a full roll cage is also required for proper installation.

Universal 4-Link Frame Rails
Universal Ladder Bar Frame Rails

MOC3060
MOC3062

Transmission Crossmember

Allows quick and easy transmission installation and removal. Includes 42" x 1-5/8" x .134 wall HREW Tube, four Mounting Tabs (flat) and four Mounting Tabs (concave) with all hardware. Welding required.

Description

Universal
Universal with 3-1/2" Offset

Part No.
MOC3600
MOC3601



Heavy Duty Tail Shaft Loop

Safety loop helps contain the driveshaft and prevents flipping of the vehicle in the event of a front U-joint failure.

• Bolt together design allows for easy installation • Meets both ANDRA and CAMS requirements • Thickness 6.35mm/ 1/4" Width 50.8mm/ 2" • Total mount width 660mm (25-63/64")

Finish
Zinc Silver Plated
Black Oxide Coated Finish

Part No.
AF72-1005
AF72-1006



RPC Tailshaft Loop

A tailshaft loop is required for most drag vehicles and is highly recommended even in classes where it is not required. The tailshaft loop is designed to catch the front of the driveshaft in the event of a universal joint failure to prevent the driveshaft from digging into the ground and possibly flipping the vehicle.

Universal Tailshaft Loop

RPCR7120



To accommodate your personal taste and style, Total Cost Involved offers a variety of suspension selections. Available with either Mustang II, Custom IFS, or Air Spring Suspension. Offering that Cool Ride and Look that only Total Cost Involved can offer.

1935-40 FORD Base Chassis

TOT104-1230-00	35-40 IFS Leaf Spring Rear Plain Pkg
TOT104-1230-01	35-40 IFS Leaf Spring Rear Chrome Pkg
TOT104-1230-02	35-40 IFS Leaf Spring Rear Chrome/ Stainless Pkg
TOT104-1240-00	35-40 Mustang II Leaf Spring Rear Plain Pkg
TOT104-1240-02	35-40 Mustang II Leaf Spring Rear Chrome/ Stainless

1935-40 FORD Complete Chassis

TOT104-1235-00	35-40 Complete IFS Chassis Leaf Spring Rear Plain Pkg
TOT104-1235-01	35-40 Complete IFS Chassis Leaf Spring Rear Chrome Pkg
TOT104-1235-02	35-40 Complete IFS Chassis Leaf Spring Rear Chrome/ Stainless Pkg
TOT104-1245-00	35-40 Complete Mustang II Chassis Leaf Spring Rear Plain Pkg
TOT104-1245-02	35-40 Complete Mustang II Chassis Leaf Spring Rear Chrome/ Stainless Pkg
TOT104-1285-00	35-40 Complete IFS Air Spring Chassis Plain Pkg
TOT104-1285-01	35-40 Complete IFS Air Spring Chassis Chrome Pkg
TOT104-1285-02	35-40 Complete IFS Air Spring Chassis Chrome/ Stainless Pkg



AMERICAN STAMPING CORPORATION

Stamped 1932 Frame Rail and 1933-1934 Frame Rail

American Stamping Corporation are the standard in die-stamped frame rails. Their 1932 and 1933-34 Ford frame rails are made to original specifications, are quality one-piece construction, and show a fine attention to detail.

1932 Ford Parts

ASC10132	Replacement Frame Rails (6" x 12" x 149" -- 10 gage)
ASC10332	Full Length Boxing Plates (10 gage)

2-PIECE BOXING PLATE

ASC10332-D 1932 Ford Drilled & beveled Boxing Plate, 2-Piece Pair



ASC Universal

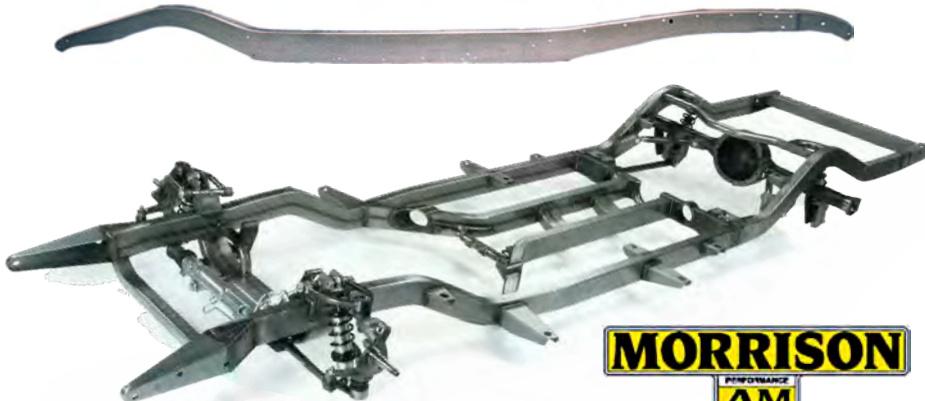
Weld in X-Member

ASC Univ Hot rod pre welded round tube crossmember kit, TIG welded, mandrel bent, jig built, just trim down fit & weld. Drop out trans mount available separately.

Universal X-Member
ASC-XMEMBER

1933-34 Ford Parts

ASC20134	Replacement Frame Rails (9" x 10" x 151" -- 10 gage)
ASC20334	Boxing Plates (3 pieces each side -- 10 gage)



ART MORISSON

For nearly five decades Art Morisson has been synonymous with Performance & quality, whether it is a complete bolt on GT- sport chassis or individual components Art Morisson has you covered. If your new project requires a serious level of performance, comfort & safety ask about Art Morisson products.

Current list of vehicles catered for with bolt on chassis include 1949-54 Chevrolet, 1955-57 Chevrolet, 53-62 Corvette, Camaro, GM A body and various other fitments. In addition to this there is also a full range of custom chassis that can be adapted to work in a multitude of vehicles.

For more details regarding available fitments & pricing please contact Rocket.

SPREADER BARS



1932 FORD GT2 S/S Rear Spreader Bar

This piece is top of the line and features full radius investment cast flanges. The design is back mounted showing no fasteners from the front side at all.

AHRP60647 GT2 32 S/S Rear Spreader Bar

Stainless Steel Rear Spreader Bars

Highly polished, stainless steel spreader bars
Stock width frame—2-inch diameter For 32 and 34 Fords.

AHRP61212	32 S/S Rear Spreader Bar
AHRP61214	34 S/S Rear Spreader Bar



S/S Front Spreader Bars

Highly polished, stainless steel spreader bars made in the USA. Available in straight or peaked (V). Front straight bars (1-1/2" dia.) and V-bars (1-3/4" dia.) are available in stock width or narrowed for pinched-nose and A-V8 frames. Please specify on your order. Also available for Model A and '34 hiboy. Measurements shown are outside flange-to-flange.

We also offer bars that feature built-in turn signals. The bar is polished and the turn signal lens is amber in color.

AHRP61205	'32 Front Bar Stock Width Frame Straight (23-3/16)
AHRP61209	'32 Stock Spreader Bar S/S with Lights
AHRP61201	'32 Front Spreader Bar Pinched (21 1/2")
AHRP61207	'32 Front Spreader Bar S/S Pinched w/Light 21-1/2"
AHRP61202	'32 V-Spreader Bar Stock (23-3/16)
AHRP61203	'32 V-Spreader Bar Pinched (21-1/2")
AHRP61210	'34 V-Spreader Bar Hiboy only (25-1/2)
AHRP61208	S/S V-Spreader Bar Pinched w/Turn Signals for '32
AHRP61216	S/S V-Spreader Bar Stock with Turn Signals for '32
AHRP61211	S/S V-Spreader Bar with Lights for '34
AHRP62703	Clear Replacement Lens
AHRP62704	Amber Replacement Lens

SO-CAL Spreader Bar Licence Plate Brackets

These brackets were originally designed for our straight front spreader bar with built-in turn signals. In reality they will fit any straight spreader bar that is 1.5" in diameter and cleverly mounts to the backside of the tube.

S0001-62709



ENGINE & TRANSMISSION MOUNTS



1932-48 FORD Engine Mounts

Includes rubber cushions, washers, bolt, and hardware for mounting the front of the Ford Flathead V8 to the frame. These are the biscuit style that mount under the water pumps. Two kits required.

1932-36 V8 Engine Mount	VIB-6038-S
1937-48 V8 Engine Mount	V78-6038-S
1937-41 Transmission Mount	V78-6038-S

1932 FORD FRONT ENGINE SUPPORTS

Original style front engine supports for your 1932 Ford V8 engine. These perfect copies will impress even the pickiest Early V8 customer. Not cast, but drop forged for added strength. With a minor modification they can be used by Hot Rodders to mount Small Block Chevy's in early Ford cars.

Application
Ford 1932 Car, Pickup & Commercial Front Support

Part No.
BD-18-6030/1



AHRP Motor Mounts

These beautifully sculpted products have become a mainstay for custom car builders across the USA. They come in 3 distinctive styles and are beautifully polished.

AHRP62802 Style (A)

Small Block Chevy S/S Motor Mounts: Even though this pair of motor mounts is designed to accommodate a small block Chevy into a '32 and '33/34 Ford chassis, we use them as universal mounts for almost anything including mid-50's shoe box cars. They are investment cast 17-4 S/S and come with trim-to-fit weld on frame mounting tabs.

AHRP62803 Style (C)

Ford Aluminium Motor Mounts: This pair of mounts accommodates both Windsor and Cleveland engines for '32 and '33/34 Ford chassis. They are CNC machined from 6061 Aluminium alloy and come with trim-to-fit weld on frame mounting tabs.



Energy Suspension

Performance HYPER-FLEX polyurethane engine and transmission mounts give both performance gains and longevity benefits. These babies will handle any and all torque and have a built-in torque-ready safety interlock.

Engine Mounts

Fits GM V-8 small and big blocks. Available Chrome or Zinc plated with either black or red polyurethane. Short style are 1-3/4" tall to bolt centres and tall style are 2-3/16" tall to bolt centres.

Description	Black	Red
Chev Short Style - Zinc	RPES-31114G	RPES-31114R
Chev Short style - Chrome	RPES-31115G	RPES-31115R
Chev Tall Style - Zinc	RPES-31117G	RPES-31117R
Chev Tall Style - Chrome	RPES-31118G	RPES-31118R
FORD S/B - Chrome	RPES6-503BL	RPES6-503
CHRYSLER S/B - Zinc		RPES4-504

Transmission Mounts

Energy Suspension automotive transmission mounts were the first to have a built-in metal safety interlock design- for added confidence from breakage. Bushing material made of performance HYPER-FLEX polyurethane.

Description	Part Number	Urethane Colour
GM P/Glide TH400 TH350	RPES3-1132G	Black
GM P/Glide TH400 TH350	RPES3-1132R	Red
Chev Style - 1-15/16" Tall	RPES-31108G	Black
Ford Style - 2-5/8" Tall	RPES6-1605	Red
Chrysler S/B - Fits 440	RPES4-1603	Red



Engine Swap Motor Mounts

Trans-Dapt engine swap motor mounts allow you to bolt a 1958 and later Chev small block V8 into 1949-57 model Chevy cars. Kits include frame mounts, mount pads and mounting hardware except for TD4175 which includes the mounting plates only.

Application

Chev SB '58-on into '49-54 Chevy (Kit)
Chev SB '58-on into '55-57 Chevy (Plates Only)
Chev SB '58-on into '55-57 Chevy (Kit)

Street Rod Motor Mounts

Trans-Dapt Universal fit, Street Rod style motor mounts are the best choice for street rod builders. The design allows for maximum flexibility in design, and provides a routing path for fuel or electrical lines. Simply bolt the mounts to the engine, measure the distance between the frame rails and the engine mounting bracket, then trim the frame mount to the required dimensions. Weld the frame mount to the frame, and you are ready to go. Every set comes complete with a pair of mounting brackets, mounting hardware and durable polyurethane bushings.

Application

Chev Small Block & Big Block Engines
Chev LS1-LS6 & Vortec Engines

Part No.
TD4196
TD4175
TD4195



Part No.
TD4500
TD4501

Biscuit Style Motor Mounts

Trans-Dapt Performance Products manufactures quality, "Biscuit-style" motor mounts to fit Chev & Holden LS Series engines to cars and trucks with open frame rails. Trans-Dapt biscuit-style motor mounts are available as bolt-in or weld-in mounts. Bolt-in models will work on applications with frame rail widths between 27" to 33", and the Weld-in models work on applications with frame rail widths between 24" to 30". Simply bolt mounts to engine, measure the distance between the frame rail and the mounts, select the proper mounting hole in the bracket, and install. Includes rubber mounts and hardware. Sold in pairs.

Application

LS Series Weld-In Mounts for 24-30" Frame Rails
LS Series Bolt-In Mounts for 27-33" Frame Rails

Part No.
TD4506
TD4509



Pioneer Engine & Trans Mounts

In many cases, engine mounts are never replaced in the service life of a car or truck. Pioneer highly recommends that the mounts be replaced when an engine is removed for major service or replacement.

Application

Chev SB & BB
Chev SB & BB, Locking Type
Ford Windsor & Cleveland
Ford 429-460 Big Block (RH)
Ford 429-460 Big Block (LH)
Ford 390-428 FE (RH)
Ford 390-428 FE (LH)
Chrysler 318-440
Chev Trans Mount
Chrysler Trans Mount
Ford Trans Mount

Part No.
PI602267
PI602285
PI602257
PI602723
PI602724
PI602270
PI602271
PI602250
PI622378
PI622340
PI622253



Solid Engine & Trans Mounts

These solid engine mounts prevent lateral engine movement, especially when a heavy pressure clutch is used in a manual application. An absolute must for the professional racer, it helps to eliminate excessive engine twisting. Supplied in pairs.

IMPORTANT: Must be used with a solid transmission mount.

Description

Solid Engine Mounts, Small Block Chev
Solid Trans Mount, GM 4-Speed Manual

Part No.
MG3671
MG3673



ENGINE MOUNT

ADAPTERS

Chev engine mount adapters to suit HQ-WB, LH-LX for use with Holden (GM Australia) mounts. Black powder coated steel. AF64-3050



CHEVROLET

LS Series

Motor Mount

Adapter Plates

• Simple and efficient way to adapt motor mounts to fit LS Series Engines

- Manufactured from 6061 T-6 Aluminium
- Black anodized finish resists corrosion
- Works with G.M. Factory 3-Bolt Mounts and Moroso Solid Motor Mounts Nos. 62500, 62510, 62515 and 62530
- Two per pack, with hardware
- Made in U.S.A.

Motor Mount Adapter Plates for LS Series To SB Mount

MO62555



Engine

Mount Shim Kit

Used to make slight adjustments to engine height to compensate for minor oil pan, linkage and header interference. Standard Chevrolet bolt pattern. Includes 2 each of 1/16", 1/8" and 3/16" thickness.

Chevrolet Engine Mount Shim Kit

MO62535



Engine Swap Motor Mount Kits

Trans-Dapt Performance started offering transmission adapters and engine swap motor mounts back in 1954. Our motor mounts make mounting your transplanted engine to the chassis easier, and more secure.

Part No.

Part No.	Application
TD4572	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (Factory location) - Mount Kit
TD4575	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (1" offset) - Motor Mount Plates Only
TD4592	Frame Mount Plates Chevy LS1/LS6/Vortec 4.8, 5.3, 6.0L V8 engine into a vehicle that is set up for a Chevy SB V8. Uses Mount Pad # TD9525
TD4595	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (1" offset) - Mount Kit

Pacemaker Engine Mount Adapters

Holden HK-T-G With SBC
Holden HQ-WB With SBC
(Also Suits Engine Swap With SBC & BBC)
BB Ford With Engine Swap

PHPEMP307
PHPEMP350
PHPEMP460



LS Series Engine Swap Mount Kit

The LS series engine swap mount kit is designed to locate a GEN III/IV (LS-1/LS-6/LS-2/LS-7) engine into the same position as a standard small block Chevy engine using a typical 3 bolt stock isolator mount for your application. NOTE: Use only small block Chevy frame mounts. Big block mounts will not work. Isolator mounts are not included in this kit, due to the variations between vehicle applications. Worn rubber and solid isolator mounts should be replaced to ensure proper fit of the headers and other engine components that you may be installing.

LS Series Engine Swap Mount Kit

Early SBC 3 " Forward
Early SBC 1-1/2" Forward
Early SBC 1/2" Forward

HK1261HKR
HK1262HKR
HK12623HKR
HK12624HKR



Mid-Mount Plates

Competition Engineering Mid-Mount Plates are designed to work in conjunction with our Front Motor Plates to eliminate torsional stress within the chassis. Installation of a mid-mount plate also allows easier transmission swaps, aligns the drive train to eliminate block twisting and broken transmission cases and provides smooth clutch operation. They're available for most Chevy, Ford and Mopar applications in .090" steel, the Chevy version is also available in .188" aluminium. Mid-Mount Plates include flywheel shims (except MOC4030) to ensure accurate torque converter to front pump engagement. Once the flywheel is spaced, transmissions can be removed and replaced quickly without worrying about losing the shims.

Description

Chev Small Block, Big Block & 90° V6, Aluminium
Chev Small Block, Big Block & 90° V6, Steel
Chev LS Series, Aluminium
Chev LS Series, Steel
Ford 289-302-351W & 302-351C, Steel
Ford Big Block 429-460 & 351-400M
Chrysler Small Block 273-360 with TF-727, Steel
Chrysler Big Block 383-440, Steel

Part No.

MOC4030
MOC4031
MOC4027
MOC4028
MOC4035
MOC4037
MOC4038
MOC4036



Front Motor Plates

You can be sure that your motor will stay in place when you use a Competition Engineering Front Motor Plate. On initial acceleration, torque produced by the engine causes it to twist in the chassis. This twisting action can waste valuable power that could be used to propel the car forward. By installing a front motor plate, you provide a solid connection between the engine and the chassis, eliminating the twisting action and ensuring that the power gets to the rear wheels. For years, leading chassis builders have relied on Competition Engineering Front Motor Plates to eliminate engine movement and provide a positive method of locating the engine in the chassis. These motor plates are also beneficial when performing engine swaps or setting the motor back in the chassis for increased weight transfer.

Application

Chev Small Block & 90° V6, 1-Piece
Chev Small Block & 90° V6, 2-Piece
Chev LS Series, 2-Piece
Chev Big Block Gen-IV, 1-Piece
Chev Big Block Gen-IV, 2-Piece
Chev Big Block Gen-V/VI, 1-Piece
Chrysler 318-360, 1-Piece
Chrysler 383-440 & 426 Hemi, 2-Piece
Ford 302-351 Cleveland, 1-Piece
Ford 289-302-351 Windsor, 1-Piece
Ford Big Block 429-460, 1-Piece
Chrysler 383-440, 426 Hemi

Part No.

MOC4004
MOC4006
MOC3995
MOC4005
MOC4007
MOC3997
MOC4000
MOC4008
MOC3990
MOC4001
MOC4002
MOC4009

Bellhousing Pin/Sleeve Kits

Allows easy engine removal and realignment during installation. Fits Chev small and big block and Ford small block.



Description

Use with 1/4" aluminium Mid Plate w/ Counter Bore/for Sleeve, Flange Style **MO37942**
Use with 1/4" Aluminium Mid Plate, Non-Flange Style **MO37943**
Use with 1/8" Steel Mid Plate, Welding Required **MO37944**

Part No.



Engine Limiter Kit

Competition Engineering has designed this Engine Limiter Kit to mount diagonally between the engine block and the frame rail preventing the forward and rearward movement of the engine transmission assembly during launch and braking conditions. Without this kit, the movement of the engine within the chassis would cause the front and rear motor plates to flex and eventually crack. We highly recommend the use of two engine limiter kits for high horsepower race cars, positioned on either side of the engine. Each Kit includes a 3/4" dia DOM steel tube, two chassis tabs, a 1/2" high-misalignment rod end, an engine mounting tube and complete instructions.

Engine Limiter Kit

MOC4034



Lateral Limiter Kit

Controls engine and transmission movement during hard acceleration or braking. With 4130 chrome moly tubing and brackets, this kit is recommended when using motor plates.

Universal Kit

PWC42-427

9" To Shortly Glide Kit

PWC42-429

Shortly Glide Bracket Only

PWC42-430

9" Bracket Only

PWC42-431

COMPLETE REAR SUSPENSION



1964-70 MUSTANG Torque Arm Rear

Introducing a rear torque arm suspension package designed to lower the stance and dramatically improve handling and braking. Built to control torque and get your horsepower to the ground. The torque arm rear is a bolt in product that comes with sub frame connectors, body stiffener, torque arm bar, rear panhard bar, frame brackets, coil-over shocks, shock crossmember, rigid torque arm, driveshaft loop and reinforcement plates. Also available is a complete Ford 9" rear end with open centre and drum brakes.

Description

1964-70 Mustang Torque Arm Rear (Plain) **TOT530-5102-00**
1964-70 Mustang Torque Arm Rear (Chrome) **TOT530-5102-01**
1964-70 Mustang Torque Arm Rear (Stainless) **TOT530-5102-02**
1964-70 Mustang 9" Rear End w/ Drum Brakes **TOT530-5005-00**

Options

Anti-Roll Bar (Plain) **TOT430-4856-00**
Anti-Roll Bar (Chrome) **TOT430-4856-01**
Adjustable Coil-Overs (Plain) **TOT400-4930-00**
Adjustable Coil-Overs (Polished) **TOT400-4930-03**
12" Drilled Rotors w/ Polished 4-Piston Calipers **TOT600-6912-03**
13" Drilled Rotors w/ Polished 4-Piston Calipers **TOT600-6913-03**
Detroit Truetrac Posi Unit **TOT500-5964-00**



TCI 1967 - 1969 CAMARO / Firebird Straight Line Mini Tub Performance Style 4-Link Part

The rear performance style 4-link complete assembly is engineered for: '67-'69 Camaro, '67-'69 Firebird & '68-'72 Nova.

Built for: Standard Street and Straight Line Applications

The Best Proven Bolt-on Performance - You Can Buy!!

Rear Performance Style 4-Link with (Mini Tub) Features:

- Lower the stance and centre of gravity
- True bolt-in with no cutting into the floor required
- All hell-arc welded for the highest quality and strength
- Un-equal length adjustable 4-Link bars helps eliminate wheel hop
- Opens up wheel well about 2 inches
- Bolt-on Rear Suspension Assembly Includes:
 - NEW 11 1/4" High Performance Bars
 - 1" adjustable panhard bar w/LH & RH rod ends
 - Adjustable 4-Link Bars
 - Steel All American coil-over shock
 - Black powder coated springs
 - Rear coil-over crossmember
 - Floor reinforcing plates
 - Adjustable panhard bar
 - Sub-frame connectors
 - Weld-on axle brackets
 - Hardware kit
 - Detailed instruction sheet

TCI 67-69 Rear 4 Link Mini Tub

Complete Assembly - Plain **TOT529-5150-00**

TCI 67-69 Rear 4 Link Mini Tub

Complete Assembly - Polished S/S **TOT529-5150-02**



1967-69 CAMARO

Performance 4-Link Rear

Performance Style 4-Link is a true bolt-in with no cutting into the floor required. Un-equal length, adjustable 4-Link eliminates wheel hop. Kits include: adjustable 4-link, coil-over crossmember, coil-over shocks, and adjustable track bar. Also available is a complete Ford 9" rear end with open centre and drum brakes.

Description

1967-69 Camaro 4-Link (Plain) **TOT529-5102-00**
1967-69 Camaro 4-Link (Chrome) **TOT529-5102-01**
1967-69 Camaro 4-Link (Polished Stainless) **TOT529-5102-02**
1967-69 Camaro 9" Rear End w/ Drum Brakes **TOT529-5005-00**

Options

Sub Frame Connectors (Stock Clip) **TOT429-4623-00**
Sub Frame Connectors (TCI clip) **TOT429-4621-00**
Anti-Roll Bar (Plain) **TOT429-4856-00**
Anti-Roll Bar (Chrome) **TOT429-4856-01**
12" Drilled Rotors w/ Polished 4-Piston Calipers **TOT600-6912-03**
13" Drilled Rotors w/ Polished 4-Piston Calipers **TOT600-6913-03**
Detroit Truetrac Posi Unit **TOT500-5964-00**

MORRISON



Triangulated 4-Bar Rear Clip Package

For the growing numbers of street rodders who appreciate good handling, Art Morrison has developed the triangulated 4-bar rear suspension. The crossmember has passages for the exhaust and for the driveshaft for a low center of gravity and improved handling. The "big tube" 1-3/8" diameter bars feature Morrison poly-bushed stainless steel rod ends. The rear sway-bar, coil-over shocks and 9" housing complete the package. These are available for all styles of vehicles including Camaro and Mustang. call Rocket for your specific needs.

COMPLETE FRONT SUSPENSION

MORRISON



AME GT Sport Front Clip

AME GT Sport Front Clip for 1967-69 Camaro & 68-74 Nova. Destined to become one of the most popular bolt-in chassis modifications of all time, Bolt-In installation for 1967-69 Camaro and Firebird, plus 1968-74 Chevy Nova & 1971-81 Camaro & Firebird.



1967-69 CAMARO Coil-Over IFS

Front suspension clip features double rail, mandrel-bent design that provides superior strength with higher durability. Engine mounts, core support, body mounts, and suspension brackets come installed. All hell-arc welded for highest quality strength and finish available. Engine mounts are designed to accept small block, big block and LS1 engines (optional brackets and Camaro oil pan required with LS1). Bolt-in multi position transmission mount is included. Urethane bushed tubular A-arms, spindles (2" drop), new manual rack and pinion gear, GM disc brake kit, black powder coated springs, anti-roll bar, and billet coil-overs and transmission mount come standard with kit. Show package features: polished stainless A-arms, chrome spindles, chrome steering arms, chrome anti-roll bar, polished billet coil-overs, and custom 11" brakes with polished billet calipers and polished backing plates.

Description

1967-69 Camaro Plain Assembly **TOT229-2202-00**
1967-69 Camaro Show Package **TOT229-2206-12**

Options

12" Drilled Rotors w/ Polished 4-Piston Calipers **TOT600-6917-03**
13" Drilled Rotors w/ Polished 6-Piston Calipers **TOT600-6918-03**
Upgrade Black Springs to Chrome **TOT400-4905-01**
Upgrade Plain A-arms to Black Powder Coated **TOT200-2905-05**
LS1 Engine Mounts **TOT729-7032-00**
LS1 Engine Mounts (Chrome) **TOT729-7032-01**

Part Number

TOT229-2202-00
TOT229-2206-12

Part Number

TOT600-6917-03
TOT600-6918-03
TOT400-4905-01
TOT200-2905-05
TOT729-7032-00
TOT729-7032-01



1928-34 FORD Custom IFS

Total Cost Involved Custom IFS unit's caster and camber is made simple with adjustable stainless eccentrics. Every plain Custom IFS features: Crossmember, 1" upper and 1-1/8" lower tubular A-arms, new manual rack & pinion steering gear, 11" disc brakes and adjustable billet coil-overs with black powder coated springs. Show custom IFS features: polished stainless A-arms, chrome steering arms, chrome spindles, polished billet coil overs and custom 11" brakes with polished calipers and backing plates.

Description	Part Number
1928-31 Plain Assembly	TOT201-2200-00
1928-31 Show Assembly	TOT201-2204-12
1932 Plain Assembly	TOT202-2200-00
1932 Show Assembly	TOT202-2204-12
1933-34 Plain Assembly	TOT203-2200-00
1933-34 Show Assembly	TOT203-2204-12

Options	Part Number
Custom Brakes	TOT600-6902-12
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03
Upgrade Plain A-arms to Black Powder Coated	TOT200-2925-05
Anti Roll Bar (Plain)	TOT401-4806-00
Anti Roll Bar (Chrome)	TOT401-4806-01



1935-48 Ford Custom IFS

Total Cost Involved Custom IFS unit's caster and camber is made simple with adjustable stainless eccentrics. Every plain Custom IFS features: Crossmember, 1" upper and 1-1/8" lower tubular A-arms, new manual rack & pinion steering gear, 11" disc brakes and adjustable billet coil-overs with black powder coated springs. Show custom IFS features: polished stainless A-arms, chrome steering arms, chrome spindles, polished billet coil overs and custom 11" brakes with polished calipers and backing plates.

Description	Part Number
1935-40 Plain Assembly	TOT204-2200-00
1935-40 Show Assembly	TOT204-2204-12
1942-48 Plain Assembly	TOT206-2200-00
1942-48 Show Assembly	TOT206-2204-12

Options	Part Number
Custom Brakes	TOT600-6902-12
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03
Upgrade Black Springs to Chrome	TOT400-4905-01
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Anti Roll Bar (Plain)	TOT401-4806-00
Anti Roll Bar (Chrome)	TOT401-4806-01
Power Steering Rack	TOT300-3910-00



1928-54 CHEVY Car MUSTANG II IFS

Our Mustang II IFS units feature: Bolt in crossmember, weld on coil spring-shock towers, 1" tubular A-arms, 2" drop spindles, new steering rack, 10.5" disc kit, black powder coated springs and painted shocks.

Description	Part Number
1937-48 Chevy Car Kit	TOT222-2354-00
1949-54 Chevy Car Kit	TOT224-2354-00
1953-62 Chevy Corvette Kit	TOT244-2354-00

Options	Part Number
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Upgrade Plain A-arms to Polished Stainless	TOT200-2902-02
Anti-Roll Bar (Plain)	TOT400-4916-00
Anti-Roll Bar (Chrome)	TOT400-4916-01
Power Steering Rack	TOT300-3910-00
Air Spring Kit	TOT400-4420-00
Stock Height Spindles	TOT200-2920-00
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6922-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6923-03

CHEVY & FORD Pick-Up MUSTANG II IFS

Our Mustang II IFS units feature: Crossmember, coil spring-shock towers, 1" tubular A-arms, 2" drop spindles, new steering rack, 11" disc kit, black powder coated springs and painted shocks.

Description	Part Number
1937-39 Chevy Pickup Kit	TOT230-2354-00
1940-46 Chevy Pickup Kit	TOT231-2354-00
1947-54 Chevy Pickup Kit	TOT232-2354-00
1955-59 Chevy Pickup Kit	TOT233-2354-00
1948-52 Ford Pickup Kit	TOT212-2352-00
1953-56 Ford Pickup Kit	TOT213-2352-00
1957-64 Ford Pickup Kit	TOT214-2352-00



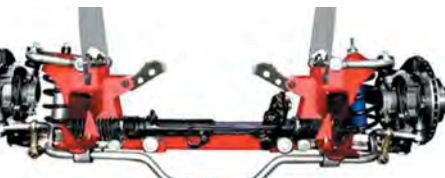
1964-70 MUSTANG Coil Over IFS

Introducing a front end suspension package designed to: lower the stance, dramatically improve handling and braking and open up engine compartment area for header clearance and big block engine installs. Turns your mustang into a low slung, corner-hugging, stop on a dime touring car. This complete weld in assembly comes with: frame reinforcing plates and inner fender panels, crossmember, upper A-arm and shock mounting tower, urethane bushed tubular A-arms, power steering rack, coil-over shocks and 11" disc brakes with OEM calipers.

Show package features: polished stainless A-arms, chrome spindles, chrome steering arms, chrome anti-roll bar, polished billet coil-overs And custom 11" disc brakes with polished billet calipers and polished backing plates.

Description	Part Number
1964-70 Mustang Plain Assembly	TOT230-2200-00
1964-70 Mustang Show Package	TOT230-2204-12

Options	Part Number
Upgrade Black Springs to Chrome	TOT400-4905-01
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Anti-Roll Bar (Plain)	TOT430-4916-00
Anti-Roll Bar (Chrome)	TOT430-4916-01
Billet Coil-Overs (Plain)	TOT400-4930-00
Billet Coil-Overs (Polished)	TOT400-4930-03
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03



TCI (Total Cost Involved) - 1960-65 FORD FALCON 1962-65 RANCHERO/COMET Coil-Over IFS (1960, 1961, 1962, 1963, 1964, 1965)

This TCI Product opens up the engine compartment area for header clearance and big block engine installs.

New Standard Products Include:

- 1" High Performance Anti-Roll Bar
- Steel Inner Fender Panels
- New Big Bore Calipers
- Drilled & Slotted & Zinc Plated Rotors
- The TCI custom front end is a weld-in product
- TCI product package includes:
 - TCI 2" drop spindles or stock height
 - New manual rack and pinion steering gear
 - 1 1/8" Lower tubular A-arms
 - 1" Performance anti-roll bar
 - Frame reinforcing plates
 - Synthetic greasable urethane bushings
 - 11" Drilled & slotted zinc plated rotors
 - Big bore calipers (with 20% better clamping force)
- Small Block Motor Mounts
- 2" Drop Spindle

Description	Part Number
1960-65 Ford Falcon Coil-Over IFS	TOT227-2352-00
TCI (Total Cost Involved) 1932 - 1934 Rear Anti-Roll Bar Kit for 4-Link Setup	TOT402-4856-00
TCI Rear 32-34 Anti Roll Bar	TOT402-4856-01
TCI Rear 32-34 Anti Roll Bar Chrome Kit	
TCI 1935 - 1940 Stock Rear 4-Link for Part 35-40 Ford Parallel Rear 4 Bar Suit Stock Chassis	TOT504-5105-00

Chevy & FORD Pick-Up MUSTANG II IFS

Options	Part Number
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Upgrade Plain A-arms to Polished Stainless	TOT200-2902-02
Anti-Roll Bar (Plain)	TOT400-4916-00
Anti-Roll Bar (Chrome)	TOT400-4916-01
Power Steering Rack	TOT300-3910-00
Air Spring Kit	TOT400-4420-00
Stock Height Spindles	TOT200-2920-00
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6922-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6923-03

HOT ROD REAR SUSPENSION



Model 'A' Rear Spring U-Bolt Kit

This kit is a direct replacement for '28 to '31 Model 'A' Ford stock rear crossmembers. It has a fabricated steel base plate, 9/16-18 threaded mild steel u-bolts and nylon lock nuts.

S0001-62175 Model 'A' Rear Spring U-Bolt Kit

Rear Buggy Spring Hangers

These hangers are designed to be slipped over 3" diameter axle tubing and welded into place.

Includes gusset plates.

Rear Buggy Spring Hangers (Pair)

S0001-63201F

SO-CAL Speed Shop

Forged Ladder Bar

Rear End Housing

Brackets

Forged Ladder Bar Rear End

Housing Brackets: Forged steel 1/2" thick ladder bar housing brackets that feature I-beam construction, 3" dia. angle/oval holes for tubular/stamped housings, they have 7/16" dia. clevis holes on 5/4" centers.

AHRP74003F Sold as pair

SO-CAL Speed Shop

Forged Rear

Buggy Spring

Hangers

Forged Rear Buggy Spring Hangers:

These forged steel 7/8" thick rear spring hanger brackets feature I-beam construction, 3" dia. holes for tubular/stamped housings. Note: Do to I-beam design; angle support gussets are no longer necessary.

AHRP63201F Sold as pair

SO-CAL Rear Shackles

These shackles are designed to work with original Ford and aftermarket rear springs and hangers. They feature urethane bushings, lock nuts and are finished in polished stainless steel.

AHRP60607

GT2 S/Steel

Spring Clamp

This stamped polished S/S clamp kit is available for 1-3/4" and 2-1/4" width springs assuring perfect leaf alignment.

Description

1-3/4-inch Clamp Polished S/S

1-3/4-inch Clamp Plain

REAR SPRING CLAMP

Polished S/S Rear Spring Clamp

Suit 2-1/4" Wide Spring

SO-CAL Speed Shop

Weld On Lower Rear

End Shock Mounts

These investment cast steel lower rear mounts are designed for regular tube type shock absorbers. They offer a variety of mounting holes and weld-on to the rear end housing.

AHRP163202F Rear mount without shock studs

AHRP163205F Rear mount with shock studs

Rear Coil Over

Shock Mounts

These investment cast steel mounts offer 3 choices of mounting holes and weld-on to the rear end housing. Also offered with the coil over mounting hardware.

Description

Rear Coil Over Shock Mounts

Rear No AHRP63203F

Lower Rear End Shock Mounts

These stamped and formed lower rear mounts are designed for regular tube type shock absorbers. They offer a variety of mounting holes and welds onto the rear end housing. Includes hardware.

S0001-63205 Rear Shock Mount with Hardware



1932 FORD TRIANGULATED 4-LINK KIT

Stainless Steel Kit **RPCR802**
Raw Steel Kit **RPCR803**



1928-34 Ford 4-Link Rears

Rear 4-link features: 1" bars, 3/4" stainless adjusters, urethane bushings, housing brackets, frame brackets and hardware.

Available in plain or polished stainless.

1928-34 Parallel Kit (Plain)	TOT502-5104-00
1928-34 Parallel Kit (Polished Stainless)	TOT502-5104-02
1928-34 Triangulated Kit (Plain)	TOT502-5110-00
1928-34 Triangulated Kit (Polished Stainless)	TOT502-5110-02

COMPETITION REAR SUSPENSION



Standard 4-Link

Offers increased adjustability over a Ladder Bar suspension for increased performance. By locating the bars with the various mounting holes in the brackets, you can create an instant centre that is correct for your application. Each kit includes four 17-1/4" directly threaded 1" OD x .156" wall seamless steel tubes with permanently mounted adjusting nuts. Also included are 3/4" Grade 8 fasteners and jam nuts. Rod ends are not included (Chrome Moly Rod Ends MOC6160 and MOC6161 recommended).

- Allows increased adjustability over Ladder Bar
- 17-1/4" long, 1" dia. x .156" direct threaded links
- Adjusting nuts for quick tuning
- 3/16" thick mounting brackets stamped from cold rolled steel
- Does not include rod ends
- Includes complete hardware and instructions
- Welding required

Standard 4-Link Kit

MOC2017



ULTRA MAGNUM 4-LINK KIT

Design provides additional adjustment over standard and traditional style 4-Link Kits

Designed to be used in high horsepower race cars. This innovative 4-Link suspension Kit offers increased adjustability by incorporating a system of multi-hole brackets that weld to the chassis and bolt-on chassis brackets. Substantial gains in chassis tuning can be obtained with this new Ultra Magnum 4-Link Kit.

- 3/4" x 1/2" Chrome Moly rod ends
- 4130 Chrome Moly tubes (.095" wall thickness)
- 1/2" NAS quality, flare head bolts & nuts
- Housing brackets with integral anti-roll bar mounts (1/4" plate)
- Made in USA
- Sold in pairs

Ultra Magnum 4-Link Kit **MOC2029**



MAGNUM Series 4-Link

Created specifically for ultra high horsepower Pro-Mod type race cars, this Magnum Series 4-Link will withstand the punishment these cars dish out. Each kit includes 1/4" thick housing and frame brackets (most competitors kits have 3/16" brackets) with 5/8" mounting holes on a 21" radius, as well as 1-1/4" holes for additional tube gusseting. Directly-threaded links won't hold up under these conditions so we designed special threaded tube inserts that weld into Chrome Moly Tubing. We use a 1-1/4" OD. x .095" wall top tube and a 1-3/8" OD. x .095" wall bottom tube to handle the shock loads without flexing. All hardware and mounting instructions are included to ensure an effortless installation.

- Rod Ends are included. Welding required.
- Designed for ultra high horsepower cars
- 1/4" thick mounting brackets to eliminate bending
- Chrome Moly steel link tubes for added strength
- 21" mounting radius
- Computer machined threaded tube ends
- 1-1/4" holes provided in brackets for additional gusseting
- Integral Wheel-E-Bar mounts
- Does not include rod ends
- Welding required

Heavy Duty 4-Link Kit

MOC2028

MAGNUM Series 4-Link Bracket

This radiused bracket replaces the universal, square-end brackets found in our Magnum Series 4-Link to mate perfectly with our 4-Link Frame Rails. The radiused profile simplifies welding and saves hours of fabrication time.

- Rugged 1/4"-thick steel construction
- Nine mounting holes provide a wide range of chassis adjustments
- Accepts 5/8" hole, 3/4" shank rod ends
- One per package; four brackets required per car

Magnum Series 4-Link Bracket

MOC3421



Ladder Link

The dual pivoting adjustable lower link on the Ladder Link allows the racer to fine tune the suspension without removing the bar from the car. By simply loosening the jam nuts on the link and rotating it in the desired direction, both pinion angle and chassis preload can be changed. Unlike other so-called adjustable Ladder Bars, the Ladder Link does not create a binding situation when it is adjusted.

- Pivoting lower adjusters eliminate the bind found in competitor's bars
- 33-1/2" overall length
- Adjuster allows quick on-vehicle preload adjustments
- High quality spherical front rod ends • 1" dia. x .156" wall DOM steel tube construction • Black powder coat finish • Forged solid rear rod ends • Welding required

Ladder Link Kit

MOC2005

"MAGNUM SERIES", DOUBLE ADJUSTABLE LADDER BAR, UNIVERSAL

What separates Competition Engineering's "Magnum Series" Double Adjustable Ladder Bar TM from others? It comes with two different styles of NHRA Approved safety retainers for the front ends. You can use the Safety Cable style on the Ladder Bar, which allows you to make adjustments to the front rod end without removing the cable itself. Or, the more traditional usage would be the Safety Bracket style retainer which still allows adjustments by removing only the bracket, not the entire Ladder Bar. Another Magnum Series distinction are the two unique one-piece brackets which get welded to the rear end housing, cutting down on installation time and errors.

- Comes with two Ladder Bars and hardware
- Comes with your choice of Safety Cables or Safety Brackets
- One piece 3/16" steel mounting brackets make installation easier
- 33-1/2" overall length
- 1" dia. x .156" wall DOM steel tube construction
- Black powder coated finish • Fully machined, solid rear rod ends
- Chrome Moly spherical front rod ends
- Safety cable with 3/8" bolt & lock nut • Welding required

Double Adjustable Ladder Bar

MOC2008



Competition Ladder Bar

Ladder Bars act as a solid connection between the rear axle housing and the chassis, making sure that all of the engine's power gets to the track. Without them, wheel hop would wreak havoc on the rear suspension causing extensive driveline damage. The Competition Engineering Ladder Bar is the result of years of research and development to create the finest Ladder Bar on the market. With a 33-1/2" overall length from axle housing centre to front rod end centre, this bar will fit the majority of cars used in drag racing today. By using 1" O.D. x .156" wall DOM steel tubing and directly threading the ends for 3/4" rod ends, maximum strength is assured. We use only the finest solid forged rod ends in the rear of our bars to eliminate rod end failure. Competition Engineering's Ladder Bars are legal for all sanctioning bodies and include the mandatory front rod end safety brace at no additional charge. Additional gusseting material is also included in the kit to allow the rear brackets to be boxed for added strength.

- 33-1/2" overall length • Rod end safety brackets installed
- 3/16" hot rolled steel mounting plates
- Mounting bracket gussets included
- 1" dia. x .156" wall DOM steel tube construction
- High quality spherical front rod ends
- Forged steel rear rod ends
- Black powder coat finish • Welding required

Competition Ladder Bar Kit

MOC2006



Universal "MAGNUM Series" Anti-Roll Bar Kit

- Includes a formed, heavy gauge frame mounts, enabling you to install the torsion tube through the frame rails for increased strength
- Billet aluminium arms incorporate special splines to prevent arms from slipping on torsion tube. Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, elimination body roll during hard launches
- Allows the Drag Race car to drive straighter off the starting line, helping to improve 60-foot times
- Features ball bearing pivot point, which makes for smoother functioning and the unit can be disassembled for maintenance
- Kit includes: 1-4130 Chrome Moly torsion tube, 2-Adjustable splined billet aluminium arms, 2-Mounting brackets, 2-Adjustable links, 4-Rod Ends, 4-Weld in threaded adjusters, 2-Bearings flange mounted, and hardware
- Welding required

Universal "Magnum Series" Anti-Roll Bar Kit

MOC2027



Torsion Bar Kit

Eliminates body roll for equal traction of both rear tyres. Torsion bar is 30" long and may be shortened as needed. CNC machined billet aluminium arm adjuster links are 6-1/2" long centre to centre and include chrome moly rod ends. Kit includes torsion tube, mount tube, tabs, bushings and hardware.

Torsion Bar Kit

PWC52-100

Arm Only

PWC52-105



MAGNUM Series Diagonal Link

By bolting the Diagonal Link between the front mounting bracket of the Ladder Bar or 4-Link and the rear housing mounting bracket on the opposite side, you create a link that eliminates lateral movement of the rear housing within the chassis. For racing, Competition Engineering Diagonal Links are superior to the Panhard Bar in that the up-and-down chassis movement does not produce side-to-side movement. Each kit includes all the necessary brackets and hardware as well as link tubing that can be trimmed to the exact length for even the narrowest of suspensions. The Magnum Series Diagonal Link offers the strength of 1" x .065" wall chrome moly tubing with weld-in tube adapters and 5/8" hole mounting brackets that will mate it up perfectly with our Magnum Series 4-Link (MOC2028). It's tube length is 36" overall.

- Eliminates sway in Ladder Bar and 4-Link suspensions
- Left and right hand rod ends allow for on-car adjustments
- Length can be shortened to accommodate narrow chassis
- Includes all rod ends and mounting hardware
- Welding required

Magnum Series Diagonal Link

MOC2031

Wishbone Rear Axle Housing Locators

The Competition Engineering Wishbone Rear Axle Locator is the ultimate locating device for both Pro-Street and Drag Race applications. The precision fit sliding link eliminates all bind within the rear suspension, allowing it to pivot freely without creating bind or altering the geometry. It features Chrome Moly tubing, precision machined 4130 tube inserts, 5/8" bolt mounting brackets and a centreless ground sliding link with machined wrench flats to ensure a precise fit. This kit also includes a high strength 3/4" spherical rod end for the front pivot and high misalignment rod ends for the side pivots. The sliding link is black oxide plated to eliminate corrosion and binding. The universal design offers you the ability to tailor the overall width and length for your specific application. Welding is required.

- Eliminates sway in Ladder Bar and 4-Link suspension systems
- Positively locates rear axle housing for super straight launches
- Adaptable to any application
- Welding Required

Magnum Series Wishbone Locator

MOC2024



STROUD AXLE/CHASSIS ATTACHMENT STRAPS

Race car axle/chassis tie down attachment straps (Pair)
SS36620



Mild Steel Shock Brackets

Mild steel shock absorber mounts for tube or flat mounting. Sold individually with bushes included.

Description	Size	Part No.
1/2" Bolt Radius Mt (Right)	1-1/2" (Diam)	PWC73-155
1/2" Bolt Radius Mt (Left)	1-1/2" (Diam)	PWC73-156
1/2" Bolt Flat Mt	1-1/4" (Flat)	PWC73-157
1/2" Bolt Flat Mt	1-7/8" (Flat)	PWC73-158
1/2" Bolt 2 Piece Radius Tab	1-1/8" (Diam)	PWC73-159
Bushing Only (4 Pack)	1/2" ID x 1/2"	PWC73-165-4
Bushing Only (4 Pack)	1/2" ID x 7/8"	PWC73-169-4

Upper Coil-Over Shock Mount Kit

The Competition Engineering Upper Coil-Over Shock Mount Kit works in conjunction with our MOC2047 Lower Coil-Over Shock Mount Kit to provide a solid mounting point for the top of your shocks. The kit is designed to mount between the rear frame rails on any Drag Race, Pro Street or Street Rod application. Its lightweight, tubular design makes it perfect for mounting shocks when "back-halving" a vehicle. Kit includes one 40" long x 1.625" dia. mounting tube, four shock mount tabs, four shock spacers for older style coil-over shocks and all mounting hardware.

- Fits most popular coil-over shocks
- Includes .188" thick shock mounting brackets
- Includes Grade 8 hardware and spacers
- Welding required

- Fits most popular coil-over shocks
- Includes .188" thick shock mounting brackets
- Includes Grade 8 hardware and spacers
- Welding required

Upper Coil-Over Shock Mount Kit

MOC2046



Lower Coil-Over Shock Mount Kit

The Competition Engineering Lower Coil-Over Shock Mount Kit is designed to be used either by itself or in conjunction with our MOC2046 Upper Coil-Over Shock Mount Kit. This kit provides a solid, adjustable mounting point for racing coil-over shocks. Machined spacers are included to adapt our mount to various coil-over shocks. Each kit mounts two shocks.

- Fits housings with 3" O.D. axle tubes
- Allows 6" of height adjustment in 1/2" increments
- 1/4" thick housing brackets, 3/16" thick shock brackets
- Fits most popular coil-over shocks
- Includes Grade 8 hardware and spacers
- Welding required

Description
Lower Coil-Over Shock Mount Kit
Replacement Shock Bracket - Right
Replacement Shock Bracket - Left

Part No.

MOC2047

MOC3417

MOC3419



Slide-A-Link

A revolutionary, completely bolt-on traction device, the Slide-A-Link, designed for both street and strip use is track tested and competition proven to outperform conventional "Slapper" bars. Each kit includes replacement lower axle mount pads, 1/2" U-bolts, replacement aluminium front spring eye bushings, hardware and complete instructions.

- Offers the adjustability of a 4-link for better 60-foot times
- Makes on-car pinion angle and preload changes quick and easy
- Mounts to factory locations. No welding required
- Special durometre urethane bushing

Description

Slide-a-Link; 1965-70 Mustang, Falcon with 9" Diff
Slide-a-Link Adjusting Wrenches (Pair)

Part No.

MOC2094

MOC2199



CALTRAC

Specializing in leaf spring traction enhancement systems for over 25 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever! With unsurpassed quality and craftsmanship, all competition is eliminated. Don't settle for anything less than the original system that set the standard.

- Complete bolt-on, no cutting, welding, or modifications to OEM suspension
- Keeps axle from rotating, and helps maintain pinion angle
- Improves 60ft times
- Full preload adjustability
- Powder coated gloss black finish for durability
- Illustrated instruction guide

Application Standard Part No. Low Pro Part No.

CHEVROLET

Camaro 67-69
Camaro 70-81

CT2300
CT2400

CT2301
CT2401

HOLDEN

HK, HT, HG
with Original SPRINGS 68-71
HK, HT, HG
with Mono leaf Only 68-71
HQ-WB Ute with
Original Springs 71-84
HQ-WB
with Mono leaf Only 71-84

CT11600STD

CT11600MOD

CT9100STD

CT9100MOD

DODGE

Challenger 70-74
Charger 66-73
Charger 75-78
Coronet 66-76

CT4220
CT4220
CT4220
CT4220

CT4221
CT4221
CT4221
CT4221

FORD

Capri with
Original Springs 69-74
Capri with
Monoleaf Springs 69-74
Falcon 64-65
Mustang 64-73
Mustang 64-66,
(With original 8" housing
Falcon FG Ute 2009-2010
(Stock mid eye)
Falcon FG Ute 2009-2010
(Reverse eye
Falcon XR-XD
(2.810" axle tube x 3" Perch width
Falcon XR-XD
(2-3/4", 3" Axle tube with 3-1/4", 2-1/2" Perch width)

CT11700

CT11700MOD

CT6400

CT6400

CT6410

CT6805

CT6806

CT6821

CT6841

CT6401
CT6401
CT6411

CT6806

CT6821

CT6841

PLYMOUTH

Barracuda 70-73
Belvedere 66-70
Fury 65-70
Fury 75-78
GTX 67-71
Road Runner 68-73
Satellite 66-74

CT4220
CT4220
CT4220
CT4220
CT4220
CT4220
CT4220

CT4221
CT4221
CT4221
CT4221
CT4221
CT4221
CT4221

PONTIAC

Firebird/Trans Am 67-69
Firebird/Trans Am 70-81

CT2300
CT2400

CT2301
CT2401

CALTRAC ACCESSORIES

CALTRAC HANGERS

Required for equipping the CalTracs system for the following applications

Application
67-69 F-Body

Part No.
CTH23



Calvert Adjustable Wrenches-01
CTWR-01



GM Adapter Plates

CTSP-1
CTSP-3

Multi-Leaf
Mono-Leaf

SPRING PEARCHES

Rear Axle Spring Perch

Precision stamped for easy weld-on installation. Fits Ford 9", Dana 60, and other 3" diameter axle housings.

Rear Axle Spring Perch.
2 per package M085090

REAR AXLE SPRING PERCHES

Aeroflow's rear housing mounts are ideal for installing a new rear-end housing or relocating rear springs. Precision stamped for easy weld-on installation. They provide a strong spring mount, Made from 3/16" (5mm) thick mild steel, they fit 3" (76mm) diameter axle tubes and are 2-1/2" (63mm) wide.

AF72-1500



HEAVY DUTY LEAF SPRING PERCH

Available for axle tube diameters of 2.75", 3.00" and 3.25" axle tubes, please specify when ordering of needed size.

- Perch extends up to centre of axle tube for improved contact surface.
- Tabs space housing off perch for best welding penetration
- Integrated gussets add necessary strength

Description

Heavy Duty Leaf Spring Perches for
2.75" OD Axle Tubes (Pair)
3.00" OD Axle Tubes (Pair)
3.25" OD Axle Tubes (Pair)

Part No.

CTHDP-275
CTHDP-300
CTHDP-325

LEAF SPRINGS

LEAF SPRING SHACKLE KIT

Replace old worn out shackles with new shackles along with polyurethane bushings for the upper frame as well as the rear spring eye to reduce suspension binds and ensure a long service life.

Description

GM with Calvert Split Mono Leaf (Pair)
GM with Factory Mono Leaf (Pair)
Mopar A-Body (Pair)
Mopar B & E Body (Pair)

Part No.

CTSH-325X562
CTSH-435X562
CTSH-300X562
CTSH-300X562

GM UPPER FRAME BUSHING KIT

This kit includes polyurethane bushings to replace worn factory rubber shackle bushings in the upper frame rail of many GM cars, including '67-'81 Camaro/Firebird, 62-'78 Nova, '71-'77 Ventura/Omega. Polyurethane bushings ensure your vehicle is free of chassis binds as well as provides a longer service life in comparison to rubber bushings. This kit does NOT include rear spring eye bushings.

GM Upper Frame Shackle Bushes for Camaro, Nova, Firebird

CTM20973

STACKABLE LOWERING BLOCKS

Lowering blocks. These blocks are interlocking and stackable onto each other via a 1/2" or 9/16" centering pin and recess for most applications, 2-3/8" Wide U-Bolts not included.

Description

1/2" Thick 1/2" Pin,
Stackable (Pair)
1/2" Thick 9/16" Pin,
Stackable (Pair)

Part No.

CTLB-01

CTLB-02



LEAF SPRING U-BOLTS

Set Of 4 with Nuts & Washers

Description	Part No.
2.25" X 6" Long	CTUR225X60
2.50" X 6" Long	CTUR250X60
2.75" X 7" Long	CTUR275X70
3.00" X 7" Long	CTUR300X70
3.00" X 9" Long	CTUR300X90
3.25" X 7" Long	CTUR325X70
3.25" X 9" Long	CTUR325X90



LEAF SPRING SLIDERS

Calvert Racing Sliders for Calvert Mono Leaf Springs. These will only fit Calvert Racing Split Mono springs or Chrysler leaf springs due to rear bushing size.

Leaf Spring Sliders (Pair) Bolt On, Replaces Shackles
CTSL-300CR



CT11700MOD-SPRIN

SPLIT MONO LEAF SPRINGS

Calvert Racing's Split Mono-Leaves are used by drag race enthusiasts across the nation that demand nothing but the best performance! Tested on the fastest stock suspension cars in the world. They have been proven to withstand over 1,500 HP and 1/4 mile ETs in the low 7s! These leaf springs were designed to control and reduce excessive body separation in the rear suspension. Yet, are very active. Helping plant the rear tire without unloading. They also offer great stability at top end. Heavy duty springs help reduce spring wrap. All springs are assembled with grade 8 hardware, and heavy duty alignment clamps unlike any other. Aluminium bushings are pressed in front spring eyes, and polyurethane bushings are in rear spring eyes.

- Direct replacement* • Various ride height options
- Heavy duty 2 leaf design • Heavy duty alignment clamps
- Aluminium bushings in front spring eyes included
- Polyurethane bushings in rear spring eyes included
- Durable gloss black finish

*Made in the USA

Model	Year	+1"	Standard	-1"
AMC				
AMX Javlin	68-74	Custom	Custom	Custom
CHEVROLET				
Camaro / Firebird	67-69	CT230-45	CT230-44	CT230-43
Camaro / Firebird	70-81	CT230-45	CT230-44	CT230-43
Nova Chevy II	63-67	CT220-36	CT220-35	CT220-34
Nova	68-78	CT230-46	CT230-45	CT230-44
S-10	85-02	CT370-36	CT370-35	CT370-34
DODGE				
Challenger	70-74	CT422-37	CT422-36	CT422-35
Charger	66-73	CT422-37	CT422-36	CT422-35
Charger	74	CT422-37	CT422-36	CT422-35
Charger	75-78	CT422-37	CT422-36	CT422-35
Coronet	65	CT421-37	CT421-36	CT421-35
Coronet	66-76	CT422-37	CT422-36	CT422-35
Dart	63-76	CT420-37	CT420-35	CT420-34
Demon	62-76	CT420-37	CT420-35	CT420-34
FORD				
Fairlane	62-65	CT650-36	CT650-35	CT650-34
Fairlane	66-67	CT652-36	CT652-35	CT652-34
Fairlane	68-70	CT653-36	CT653-35	CT653-34
Falcon	60-63	CT610-36	CT610-35	CT610-34
Falcon	64-65	CT640-36	CT640-35	CT640-34
Falcon	66-70	CT613-36	CT613-35	CT613-34
Falcon XR-XD		CT680-36		CT680-34
Galaxi	59-62	CT620-36	CT620-35	CT620-34
Galaxi	63-68	CT622-36	CT622-35	CT622-34
Maverick	70-75	CT660-36	CT660-35	CT660-34
Mustang	64-73	CT640-36	CT640-35	CT640-34
Pinto	70-80	CT670-36	CT670-35	CT670-34
Torino	68-76	CT652-36	CT652-35	CT652-34
Capri with	68-73			
CT11700MOD Caltracs			CT11700MOD-SPRIN	
MERCURY				
Comet	60-67	CT630-37	CT630-36	CT630-35
Cougar	67-73	CT680-37	CT680-36	CT680-35
PLYMOUTH				
Barracuda	64-69	CT420-37	CT420-35	CT420-34
Belvedere	65	CT421-37	CT421-35	CT421-34
Belvedere	66-70	CT422-37	CT422-36	CT422-35
Duster	70-76	CT420-37	CT420-35	CT420-34
Fury	65-70	CT422-37	CT422-36	CT422-35
GTX	67-71	CT422-37	CT422-36	CT422-35
Road Runner	68-75	CT422-37	CT422-36	CT422-35
Satellite	65-74	CT422-37	CT422-36	CT422-35
Savoy	62-64	CT420-37	CT420-35	CT420-34
Scamp	60-76	CT420-37	CT420-35	CT420-34
Valiant	60-66	CT420-37	CT420-35	CT420-34
HOLDEN				
HQ-WB with	71-84			
CT9100MOD Caltracs			CT9100MOD-SPRING	
HK, HT, HG				
with 11600MOD	68-71			CTPS840-3

PINION ANGLE SHIMS

Billet aluminium pinion shims. Available in 2 or 4 degree to shim underneath spring perches to correct pinion angle.

Description

Pinion Angle Shims, 2 Degree Pair of Wedges
Pinion Angle Shims, 4 Degree Pair of Wedges

Part No.
CTPS-02
CTPS-04



FRONT AXLES & COMPONENTS

Complete Front End Packages

Nothing says hardcore hot rod more than a dropped I-beam front end. These complete front end kits are supplied un-assembled and include a plain steel axle and polished stainless components:

- Shocks - Polished
- Forged front axle - Plain
- Hairpin or four bar radius rod kit - Polished
- Forged stainless steel spring perches - Polished
- Front spring, 29-1/4" centre to centre
- Stainless steel front shackles - Polished
- Forged steel spindles
- Stainless steel steering arms - Polished
- Stainless steel King Pin kit - Polished
- Tie rod kit, 44-1/2" centre to centre - Polished
- Steering stabilizer - Chrome
- Stainless steel panhard bar 28", stock frame - Polished
- Stainless steel steering arm bolt set - Polished

Complete Hairpin Front End AHRP60901
Complete Four Bar Front End AHRP60902



So-Cal 4" Drop Forged Axles

SO-CAL's engineering staff spent the better part of three years refining a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components. This new forged 1045 heat treated steel 4" dropped axle does that and more. The real test is trying to install stock spindles and having them go lock to lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone so when it's time to install reproduction parts, there's no problem. The forged axle measures 47" through the King Pin centres, and 34" at the 2.25" thick spring perch boss. It is offered in five finishes: plain, chrome plated, plain with drilled web, plain with pre-polished drilled web (use your plater) and chrome plated with drilled web.

Description

4" Dropped Axle, Style (A) - Plain
4" Dropped Axle, Style (B) - Chromed
4" Dropped Axle, Style (C) - Plain Drilled
4" Dropped Axle, Style (D) - Plain Drilled Polished
4" Dropped Axle, Style (E) - Chromed & Drilled

Part No.
AHRP70503
AHRP70503C
AHRP70505
AHRP70504
AHRP70504C



Tube Axles

Our most popular tube axles are a four inch drop that are machined to accept the early Ford spindle and come in two standard widths, 46 1/2 inches and 49 inches from kingpin to kingpin. However, special order tube axles can be made in any length between 42 to 49 inches and have several choices of spindle applications and drop distances. Tube ends are cast from 65-45-12 ductile iron and our tubes have a 2 inch outside diameter. 4" Drop with Ford Spindle.

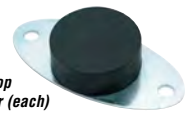
Plain Part No	Chrome Part No	King Pin Centres	Perch Centres	Perch Boss	Spring Width
SB1001	SB1001-C	49"	36-1/2"	2-1/4"	31"
SB1002	SB1002-C	49"	36-1/2"	2"	31"
SB1011	SB1011-C	46-1/2"	34"	2-1/4"	29"
SB1012	SB1012-C	46-1/2"	34"	2"	29"

BUMP STOPS

SO-CAL Bump Stops

S0001-62136

Rubber Bump Stop
Suit Front & Rear (each)



Rear Axle Bumpers, Fits - 1935-38

Quality rubber bonded to metal, super tough for any bumpy road. Fits under frame rail just above axle.

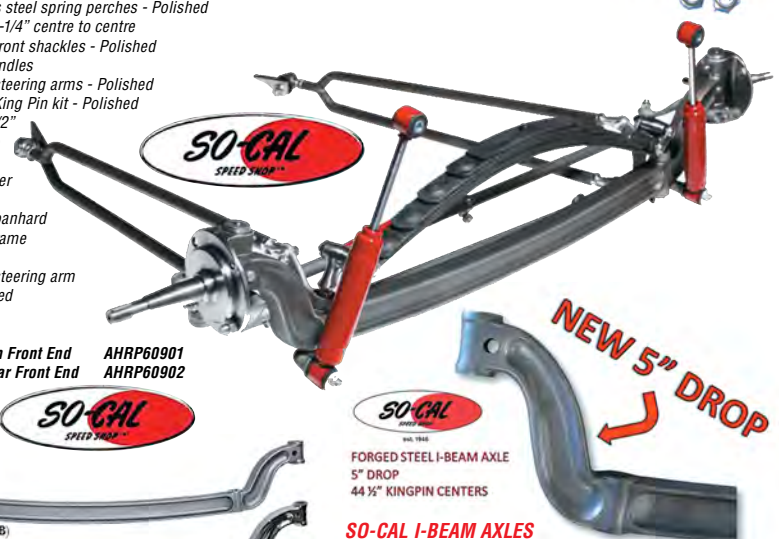
Ford Script. Rear. Pair.
BD48-5783



Traction Bar Rubber Bumpers

Universal design for use with most traction bars. Rubber bumper can be trimmed for adjustment. Threaded base allows adjustment for street or track.

Traction Bar Rubber Bumpers (Pair)
MG1608



SO-CAL I-BEAM AXLES

5" Drop Forged I-Beam Axles

The latest addition, and now a cornerstone of the SO-CAL family of chassis components, is our forged 5" dropped axle. SO-CAL's engineering staff spent the better part of three years refining a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components. This new forged 1045 heat treated steel 5" dropped axle does that and more. The real test is trying to install stock spindles and having them go lock to lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone so when it's time to install reproduction parts, there's no problem. The forged axle measures 44 1/2" through the king pin centers, (which is perfect for fendered cars) and 34" at the 2.25" thick spring perch boss. It is offered in plain finish only. We also carry a nice selection of 4" dropped forged axles in 5 different finishes.

AHRP70506 - 5" drop 44-1/2" Centers

4" Drop Forged I-Beam Axles

New Traditionalist™ Forged Steel 4" Drop I-Beam Front Axles: The latest addition to the SO-CAL family of chassis components is our forged steel dropped axles which is now the corner stone of the product line. SO-CAL's engineers refined a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components (Figure F). These new 4-inch dropped axles do that and more. The real test is trying to install stock spindles and having them go lock-to-lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone. So when it comes time to install reproduction parts, there's no problem.

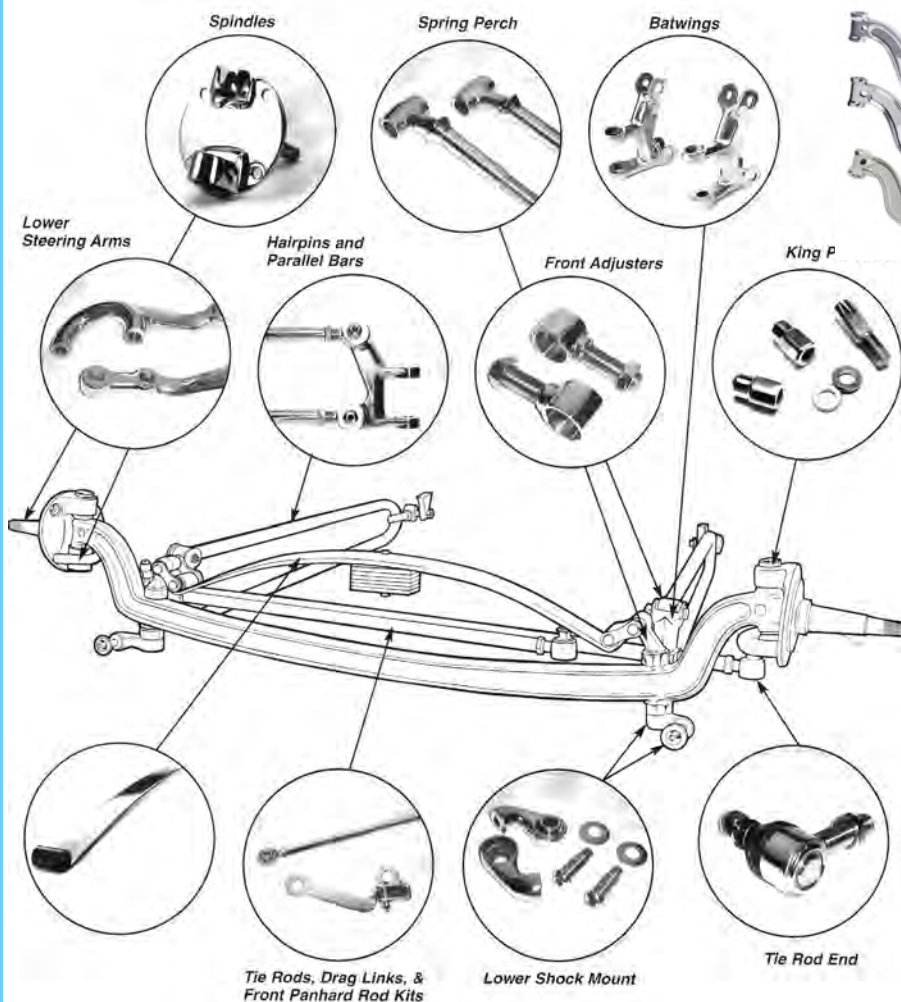
AHRP70507 - 4" drop 48" Centers



I-Beam Axles

Cast from high strength 65-45-12 ductile iron, Super Bell's I-Beam axles are designed to accept '37-'48 Ford passenger car or Econoline spindles. Applications include '28-'34 Ford. 1/2 ton Ford trucks up through 1941, and '35-'36 Fords when you split the original bones. Split wishbone kits and instructional sheets are also available. Axles are 4" drop with Ford spindle. Drilled axles have -D on part number and filled axles have -F on part number.

Plain Part No.	Chrome Part No.	King Pin Centres	Perch Centres	Perch Boss	Spring Width
SB1021	SB1021-C	47-3/4"	36-1/2"	2-1/4"	31"
SB1021-D	SB1021-DC	47-3/4"	36-1/2"	2-1/4"	31"
SB1021-F	SB1021-FC	47-3/4"	36-1/2"	2-1/4"	31"
SB1022	SB1022-C	47-3/4"	36-1/2"	2"	31"
SB1022-D	SB1022-DC	47-3/4"	36-1/2"	2"	31"
SB1041	SB1041-C	46"	34"	2-1/4"	29"
SB1041-D	SB1041-DC	46"	34"	2-1/4"	29"
SB1041-F	SB1041-FC	46"	34"	2-1/4"	29"
SB1041-FD	SB1041-FDC	46"	34"	2-1/4"	29"
SB1042	SB1042-C	46"	34"	2"	29"
SB1042-D	SB1042-DC	46"	34"	2"	29"



Aluminium-I-Beam Forged Axles

Completely Computer designed and strength tested, the new Forged Alum-I-Beam axle combines Super Bell's traditional I-beam 'narrow upsweep' with the original 1932 truck (wider style) belly and features a raised "Super Bell" shield on only one side of the beam. Measuring 46" King Pin to King Pin centres, the Alum-I-beam is designed for use under the '28-'34 Ford using the '37-'48 Ford spindles. Forged from 7175-T74 aircraft aluminium and "Made in the USA", Super Bell's Alum-I-beam is lighter (9.5 lbs.), stronger (tested in the real world), and better than ever. Originally offered in highlighted or fully polished with a round drilled hole option (1" lightening holes), it's now available with oval drilled hole option too! The standard finish comes with the edges of the beam polished.

(Alum "I" Beam must use anti-seize)

Axle Drop	King Pin Centres	Perch Centres	Perch Boss	Spring Width	Spindle Ford
4"	46"	34"	2-1/4"	29"	
Finish					Part No.
Undrilled with Highlight Polish					SB1061-H
Undrilled with Full Polish					SB1061-F
Round Drilled with Highlight Polish					SB1061-DH
Round Drilled with Full Polish					SB1061-DF
Oval Drilled with Highlight Polish					SB1061-ODH
Oval Drilled with Full Polish					SB1061-ODF

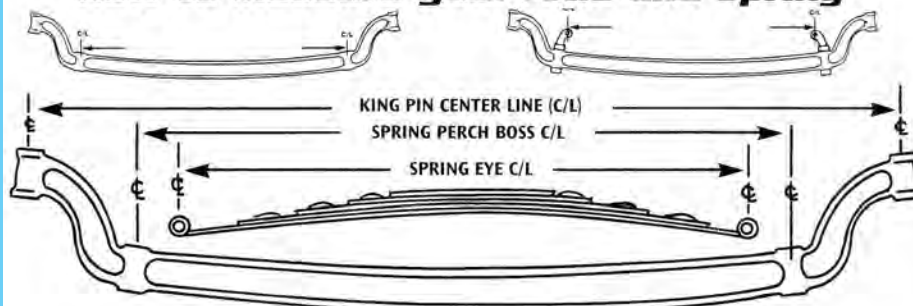


GT2 Hair Pin Front Suspension Kit

Hair pin radius rods have long been recognized as the traditional front end for hot rods. This particular kit fits that description perfectly and the bars are adjustable front and rear. They feature S/S construction, GT2 Batwings, Urethane bushings, S/S fasteners, weld-on frame bracket and the kit is fully polished. Also available with steel hairpins

AHRP61601
AHRP61604
AHRP60617

How to Measure your Axle and Spring



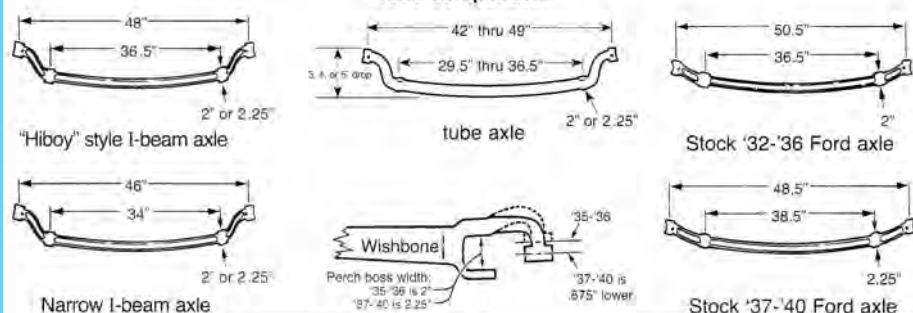
To measure your axle for a super slide spring:

Measure C/L of spring perch boss to C/L of spring perch boss. Take that measurement and deduct 5". This will give you the size of your spring.

To measure your perches for super slide spring:

Measure C/L of perch to C/L of perch. Take that measurement and deduct 3". This will give you the size of your spring.

Axle Comparison



TCI 1928-34 FORD Parallel 4-Link Fronts

1928-34 Ford 4 links feature 7/8" bars, urethane bushings, frame brackets, stainless cup washers, stainless batwings, stainless adjusters, hardware and instructions.

Description
1928-31 Polished Stainless Kit
1932-34 Polished Stainless Kit

Part No.
TOT201-2120-02
TOT202-2120-02



AHRP Early Ford Steel Spindles

Plain Steel spindles for early Ford King Pin axles. Made from heat treated 1045 steel and supplied in pairs. Also available to suit Ford Falcon XA-On brake discs.

Early Ford Plain Steel Spindles (pair)
Early Ford Plain Steel Spindles for Falcon Discs
2 X Castle Nuts & Washers With Split Pins

AHRP60104
AHRP60104AU
AHRP60103

Vr-Vs Commodore Caliper Brackets

Plain steel VR-VS Commodore caliper brackets suit 1937-41 Ford spindles, sold as a pair.

SCW046



King Pin Kits

Complete kits including king pins, bearings, all bushings, keepers, nuts, shims and O-rings. Stainless kits include S/S topped King Pins, S/S encased bearings, S/S keepers and stop nuts.



Description

Part No.

1937-41 King Pin Kit - Polished Stainless **AHRP60701**
1937-41 King Pin Kit - Plain Steel **AHRP60706**
1942-48 King Pin Kit - Plain Steel **AHRP60708**
Polished Stainless Lock Stops **AHRP60102**



GT2 S/S Batwings

These beautiful investment cast "bushing style" S/S Batwings offer some of the nicest styling in the business. Not only good looking, they feature built-in lower shock mounts, come highly polished and ready to install.

AHRP61001

S/S Front Spring Perches

This spring perch design is the industry standard as it closely replicates the original Ford part manufactured between 1928 and 1934. This is what hard core builders use when creating traditional hot rods. They feature S/S construction, 3/4" I.D. bushing eyes, 5/8-18 Nyloc nuts and come fully polished.

Description

Front Spring Perches - Polished
Front Spring Perches - Unpolished
Front Spring Perches - Raw Steel



Part No.

AHRP61101
AHRP61102
AHRP61113

Adjustable Dead Perch Set

This set is really for the hard core builder and emulates front suspension designs used exclusively on the oval dirt tracks of the 50's and 60's to eliminate bump steer during racing. Features S/S construction; 3/4" spring eye bushings, all necessary hardware.

Description

Polished Set
Dead Perch Only - Polished



Part No.

AHRP61103
AHRP61106

TAPERED S/S PERCH

NUTS & BUNGS

These stainless nyloc perch nuts and cone-shaped tapered bungs are for use in the bottom of stock-style batwings.

Description

Tapered S/S Perch Nuts
Cone Shaped Bungs



Part No.

S0001-60401
S0001-62179

Front Lower Shock Mount

Polished Stainless steel lower shock mount fits under any 1928-1934 axle. Requires a long spring perch. Mount is keyed to the spring perch to prevent it turning during use. Should be used with our SS spring perch.

AHRP60656

GT2 Lower Front Shock Mounts

These polished stainless lower shock mounts perfectly complement our stainless spring mounts.



AHRP60643

AHRP60643N

GT2 Lower Polished Front Shock Mounts
S/S Natural Lower Front Shocks Mounts

SO-CAL F1-Style

Upper Shock Mounts

These polished stainless F1-style mounts can be used with most styles of lower mounts and match perfectly those on the SO-CAL batwing. The upper rubber shock bushings are included as is all mounting hardware including the weld-in chassis bungs.

S0001-60600

S0001-60650

Suit Hiboy Cars Only
Suit Fenderless Cars



Upper Front Shock Mounts

SO-CAL carries a number of other styles of bolt- and weld-on upper front shock mounts to fit a wide variety of applications Model A through 39 Ford.

S0001-50104

S0001-50106

S0001-50107

Bolt on Model 'A' & 32 Ford

Bolt on 1933-34 Ford

Weld on for Hiboy or Full Fendered



Upper Shock Mounts

Engineered for stability and great looks. These solid stainless mounts can be bolted to non-boxed frames or use the supplied weld-in threaded bosses for boxed frames. Easy to install, made by Drake. (For use on hiboy fenderless cars only)

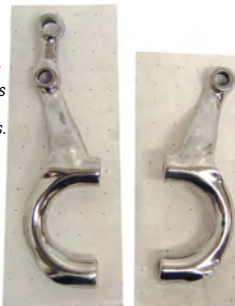
Upper Shock Mounts

BD-60600



GT2 S/S Front Spindle Steering Arms

These stainless steering arms are designed for drop axles and suit right hand drive cars. Conventional arms are fastened to the spindle and threaded into a blind hole. This new product offers a "through bolt" design and they fit stock or reproduction '37 to '48 Ford spindles.



Description

Polished Stainless Front Spindle Steering LHS Arms
Polished Stainless Front Spindle Steering Arms
Plain Stainless Front Spindle Steering Arms
Deep Drop S/S Steering Arms Suit 5" Axle -
Deep Drop S/S Steering Arms Suit 5" Axle (RH)
S/S Steering Arm Side Steer Suit Drop Axle Font

Part No.

AHRP60301
AHRP60301RH
AHRP60307
AHRP60304
AHRP60306RH
AHRP60309

Headlight Shock Mount Combo

Accepts all headlight sockets. Weld on unit works on most fenderless cars.



Shock mount
weld on bracket
SBP1095

Spindle Steering Arm

Bolt Kit

These kits are designed FOR our "through bolt" steering arms and spindles when used in conjunction with an aftermarket disc brake kit. The bolts are compatible with most brake kits.

Description

Steering Arm Bolts for Wilwood Brakes
Steering Arm Bolts for SO-CAL Brakes



Part No.

AHRP60302
AHRP60644

RHD Vega Style

Steering Box

This is a brand new steering gear box that may be used for many different steering conversions including 1932 Fords, Model A's, Early Chevys, Chryslers and many custom Hot Rods. This unit provides a compact fit, while being able to perform better than the original. If you are working on a project vehicle this will be the gear box to get!

- Our Vega steering gear boxes are built to precise specifications and tolerances.
- This gear box is a direct bolt in, no welding involved!
- For cars 2800 lbs. or less.
- 3.5 lock to lock standard, but may vary depending on size of wheel.

Description

Left hand drive Vega Style Steering Box
Right hand drive Vega Style Steering Box
(Use Mount AHRP62160-RHD)

Part No

AHRPGM1140-LHD
AHRPGM1140-RHD

RHD Vega Style Box Mount

AHRP62160-RHD



Vega Pitman Arm

This superbly engineered Vega pitman arm is constructed of investment cast 17-4 stainless steel and fits the sector shaft spline perfectly. The tie rod end hook-up point is tapered from the top side only and the arm comes in either a plain or polished finish. Measures 6 1/4" centre to centre

Polished Vega Pitman Arm **AHRP60201**

HQ HOLDEN

Pitman Arm

Shortened Polished stainless steel pitman arm to suit HQ steering boxes, suitable for tight fitments enabling steering box to be mounted away from the engine.

AHRP001-60201HQ

(Polished)

AHRP001-60203HQ

(Plain)

HQ HOLDEN Steering Box Mount

HQ Holden steering box mount suitable for weld on applications plain steel.

SCW049

S/S Tie Rod Ends

11/16-18 Tie Rod Ends

Forged, polished and self-lubricating stainless steel tie rod ends in 11/16-18 right and left-hand thread.

Description

RH S/S Tie Rod End polished
LH S/S Tie Rod End polished
RH Steel Tie Rod End
LH Steel Tie Rod End

Part No.

AHRP60506
AHRP60505
AHRP60504
AHRP60503



SO-CAL FRONT WISHBONE SPLIT KIT

SO-CAL offers a split kit for those using "A" to '40 Ford stock front wishbones. The kit includes (2), 3/4" forged tie rod ends with hardware, jam nuts and machined steel weld-in tie rod/wishbone adapters.

S0001-60525

S/S Adjustable Rod Ends

Originally designed as a 4-link adjuster, these rod ends have been used as a problem solver for years. They offer a 5/8-18 shank, urethane bushings, 1/2" or 5/8" I.D. sleeves and jam nut.

AHRP63701

AHRP63702

AHRP60605

AHRP60605L

Adjuster 11-Degree S/S

Adjuster Straight 5/8" -18

Adjuster Straight 3/4" -16

Adjuster Straight 3/4"-16 L/H Thread



SO-CAL Steering Damper

This damper improves steering smoothness and eliminates the possibility of front end shimmy. Includes stainless steel hardware, including stainless clamps.

Chrome Damper S0001-60771

Black Damper S0001-60770



Drag Links & Tie Rods

Tie Rod Ends sold separately.

Drag links and tie rods in polished stainless steel.

Axle Length

46 inches

47-inch

Drag Link

26-1/2" **AHRP60801**

27-1/2" **AHRP60802**

Tie Rod

40-1/2" **AHRP60509**

41-1/2" **AHRP60510**



GT2 4-Link Front Panhard Bar Kit

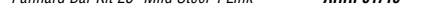
The front panhard bar kit has always been a must for Vega-style cross steering systems. Now it is available with the GT2 styling. An adjustable bar bolts to the S/S investment cast batwing bracket and to another bracket that gets welded to the frame. The kit is available in either S/S or plain mild steel.

Description

Panhard Bar Kit 25" Stainless Steel 4 Link
Panhard Bar Kit 25" Mild Steel 4 Link

Part No.

AHRP61714
AHRP61716



SO-CAL Front Crossmember Spring Clamp with Bump Stop

Improved front spring clamp to incorporate a bump stop that can protect your axle. The innovative spring clamp design also makes shimmiing for different numbers of leaves simpler. The bottom plate is easily removed and changing out the bolts when a short clamp is needed is much easier than modifying U-bolts. The clamp comes with an aluminium spacer block which is used for tuning the spring.

Front Spring Clamp with Bump Stop S0001-62135

GT2 Front Spring

We offer three sizes of front springs to meet your hot rod requirements. All springs have 3/4" reversed eyes and are de-arched for that low ride. They feature GT2 Nyloglide inserts, 6 leaf construction and come in three widths.

Description

GT2 Front Spring 29 1/4" C to C, fits 46" Axles
GT2 Front Spring 30" C to C, fits 47" Axles
GT2 Front Spring 31 1/2" C to C, fits 48" Axles

Part No.

AHRP63002
AHRP63003
AHRP63004

GT2 S/S Front Spring Shackle

The sculpted "dog bone" shackle design dates back to the early days of hot rodding. This beautifully polished investment cast assembly includes urethane bushings and stainless hardware.

GT2 S/S Front Spring Shackle

AHRP60603

GT2 S/S Front Spring U-bolt Kit

This kit is the closest you'll find to the original Ford design and it's 100% stainless steel. The clamp plate is investment cast S/S, the u-bolts are 304 S/S as are the fasteners and come fully polished.

U-bolt Kit S/S Polished

AHRP63303

Steel Front Spring U-bolt Kit

Plain steel front spring U-bolt kit. Includes spring pad, U-bolts and nuts.

Steel Front Spring U-bolt kit

AHRP63302

SHOCKS & ACCESSORIES

1935-40 Ford Front Shock Kit

Super strong three point mounting on upper bracket insures against breakage. Bolt on kit includes all the necessary parts: two upper brackets, two adjustable shock absorbers, two combination spring shackles and lower shock mounts and all necessary bolts and instructions. Will not work on 1940 using sway bar.

Front Shock Kit with Plain Shocks

CHEAR-2037

Front Shock Kit with Chrome Shocks

CHEAR-2037C

SO-CAL Speedshocks

These nitrogen filled gas shocks are engineered specifically for hot rod applications and are offered in the "Standard" length of 9-1/4" closed and 14 1/4" extended or "Shorty" length of 7-7/8" closed and 11-1/4" extended. They are manufactured with or without dust covers and can be run on the front or rear of the car in either configuration. The distinctive design of the dustcover is reminiscent of the "airplane shocks" used on early hot rods during the 40's and 50's. Other features are 90 durometre replaceable 5/8" ID lower and 7/16" ID upper neoprene rubber bushings and they come finished in either high gloss SO-CAL red or show chrome.

Standard Length with Covers - Red S06068005
Standard Length with Covers - Chrome S06068205
Standard Length without Covers - Red S06068405
Standard Length without Covers - Chrome S06068605
Shorty Length with Covers - Red S060681
Shorty Length with Covers - Chrome S060683
Shorty Length without Covers - Red S060685
Shorty Length without Covers - Chrome S060687



SO-CAL Coil-Over Speedshocks

Alloy gas filled coil-over SO-CAL Speedshocks: Manufactured in the USA to the highest standards in the industry, these brush finished 6061 aluminium coil-over shocks have a six position rebound adjustment, black powder coated silicon wire springs and a collar nut for quick pre-load changes. There is a 9/16" piston shaft for added strength, urethane bushings and the unparalleled design of the upper and lower shock eyes. 10" x 13-1/2"

Coil-Over Speedshocks with 220lb Springs
Coil-Over Speedshocks with 250lb Springs
Coil-Over Speedshocks with 300lb Springs
Coil-Over Speedshocks with 350lb Springs

AHRP60646-220
AHRP60646-250
AHRP60646-300
AHRP60646-350

Suggested Spring Rates

Refer to the A-arm diagram if shock is mounted at an angle

FRONT		REAR	
Rate	Total Weight on Front Wheels	Rate	Total Weight on Rear Wheels
200	600-800 lbs.	65	Under 800 lbs.
250	800-1000 lbs.	80	800-1000 lbs.
275	1000-1100 lbs.	95	1000-1100 lbs.
300	1100-1200 lbs.	110	1100-1200 lbs.
350	1200-1500 lbs.	130	1200-1300 lbs.
400	1500-1800 lbs.	140	1300-1400 lbs.
450	1800-2000 lbs.	150	1500-1700 lbs.
500	2000-2300 lbs.	170	1700-2300 lbs.
550	2300-2500 lbs.	200	2600-2900 lbs.
650	2600 lbs. & up	250	2600-2900 lbs.
300	2900-3200 lbs.		

Replacement Coil Over Springs

S0001-60671 Speedshock Coil Spring pr 250LB
S0001-60672 Speedshock Coil Spring pr 300LB
S0001-60673 Speedshock Coil Spring pr 350LB

S/S Coil Over Shock Mount Spacers

These investment cast stainless steel spacers are manufactured in three different thicknesses and designed to accommodate even the most complicated ride height coil over shock absorber applications. They come in 1-1/4", 1-1/2" and 1-3/4" thickness and are available in a plain or polished finish. Sold in pair

AHRP63101 Polished 1-1/4"
AHRP63102 Polished 1-1/2"
AHRP63103 Polished 1-3/4"

SO-CAL SPEEDSHOCK BUSHING

Replacement upper & lower bush for So-Cal Speedshocks, (sold each)
S0001-60692

SO-CAL Rear Shock Mounting Stud

SO-CAL Shock stud that allows ample clearance between the shock (especially covered shocks), And the rear end housing. Studs come complete With hardware.
S0001-62004 Rear Shock Mounting Studs



BILLET ALUMINUM STREET SHOCKS

- High performance handling for every generation.
- Shocks offer velocity sensitive deflective disk valving which optimizes
- control and handling.
- Adjustable shocks provide countless tuning options giving you full
- control over your car's handling capabilities.
- 100% dyno-tuned for accuracy and quality.

STROKE	COMP	EXT	SPRING	SHOCK LEN	BEARING	5/8" BUSHING
3"	9.32"	12.25"	7"	10-11"	AFC1330SRT	AFC1330SRBT
4"	10.32"	14.25"	7-8"	11-12"	AFC1340SRT	AFC1340SRBT
5"	11.32"	16.25"	10-12"	13-14"	AFC1350SRT	AFC1350SRBT
7"	13.32"	20.25"	14"	15.5"-17.5"	AFC1370SRT	AFC1370SRBT



BIG GUN X ADJUSTABLE COIL OVER SHOCKS

The Big Gun X Double Adjustable Twin Tube shocks are specifically valved for high horsepower drag radial tyre equipped applications. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tyre to the track. Superior traction is achieved through a high flow piston that delivers constant performance, pass after pass. If you have 1,000-1,500 horsepower and are on a drag radial tyre, this is the valving package you need to complement your race package. For quicker adjustments, mount your AFCO shocks upside down for unsprung weight savings and ease in accessing the rebound adjuster

- Double Adjustable - Broadest range of adjustment in the industry
- Big Gun X Valving - Specifically valved for high horsepower applications
- Great for BIG or SMALL tire Doorslammers
- Rebuildable and revalvable
- Body mount: 1/2 I.D Bearing (1" Wide)
- Shaft mount: 1/2 I.D Bearing (1" Wide)

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11"	14.92"	12.25"-13.25"	8"	AFC3840BGX
5"	12"	16.92"	13.75"-14.75"	10"-12"	AFC3850BGX
6"	13"	18.92"	14.75"-16.75"	12"-14"	AFC3860BGX
7"	14"	20.92"	15.50"-18.50"	14"	AFC3870BGX

BIG GUN TWIN TUBE COIL OVER SHOCKS

Big Gun shocks are specifically valved for high horsepower rear shock applications. Recommended for applications 1,000-1,500 hp. Both small tire and big tire cars can better control the hit to the tire with this series of shocks. May be mounted shaft down for reduced unsprung weight and easier access to rebound adjuster.

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11"	14.92"	12.25"-13.25"	8"	AFC3840BG
5"	12"	16.92"	13.75"-14.75"	10"-12"	AFC3850BG
6"	13"	18.92"	14.75"-16.75"	12"-14"	AFC3860BG
7"	14"	20.92"	15.50"-18.50"	14"	AFC3870BG

BIG GUN X "SLICKS" COIL OVER SHOCKS

- Big Gun Valving - Specifically valved for high horsepower applications.
- Large piston provides superior launch stability.
- Gas pressure eliminates cavitation and allows shock to recover faster.
- Double Adjustable - broad range of adjustment, click-by-click.

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11.20"	15.20"	13.00"-13.50"	8"	AFC3240BG
5"	12.20"	17.20"	13.50"-14.50"	10"-12"	AFC3250BG
6"	13.20"	19.20"	14.50"-16.50"	12"-14"	AFC3260BG
7"	14.20"	21.20"	15.50"-18.50"	14"	AFC3270BG

BIG GUN X "RADIALS" COIL OVER SHOCKS

The Big Gun X Series Double Adjustable Monotube shocks are specifically valved for extremely high horsepower drag radial tyre equipped applications. With this valving package, chassis tuners can better control the "hit" to the tire using this series of shocks. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tyre to the track. Don't "drive thru" your shocks with that big power! If you have 1,500+ horsepower and are on a drag radial tyre, or are using stock suspension, this is the valving package you need to complement your race program. Choose this series of shocks for the ultimate control off the line and superior traction down track. For quicker adjustments, mount your AFCO shocks upside-down for unsprung weight savings and easier access to the rebound adjuster.

- Double Adjustable - broad range of adjustment, click-by-click.
- Big Gun X Valving - Specifically valved for high horsepower radial tyre applications.
- Large piston provides superior launch and down track stability.
- Gas pressure eliminates cavitation and allows shock to recover faster

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11.20"	15.20"	13.00"-13.50"	8"	AFC3240BGX
5"	12.20"	17.20"	13.50"-14.50"	10"-12"	AFC3250BGX
6"	13.20"	19.20"	14.50"-16.50"	12"-14"	AFC3260BGX
7"	14.20"	21.20"	15.50"-18.50"	14"	AFC3270BGX

Replacement Bearings & Bushings

Replacement polyurethane bearings and bushings for Afco R-series street shocks.

Description	Part No.
1/2" ID x 1.06" Wide Bearing (Each)	AFC1007
5/8" ID Polyurethane Bushings (Pair)	AFC20182

AFCO Racing Bushings

Afco Shock Bumpers are not only used for dialing in your suspension but also help cushion your suspension to help prevent bottoming-out and causing extensive damage that can occur when doing so. Shock bumpers fit into a small cup that slides on the shock shaft, and there are a number of different levels of hardness to choose from. Dial your suspension in and get the edge on Afco shock bumpers.

Shock Bumpers Convuluted

AFC20174	with Cone
AFC20174-1	Std (Blue)
AFC20174-3	Medium (Yellow)
AFC20174-4	Hard (Black)

ULTRA LIGHTWIEGT BLACK COATED SPRINGS

- AFCCOIL Springs featuring all new black coating
- Get the performance you are looking for with the tightest tolerances in the industry • All AFCCOIL coils are manufactured using ultra high tensile wire • these springs are guaranteed not to lose more than 1% of free height • 2-5/8" I.D design prevents spring lean and bow.

10" Black Coated

Rate	Part No.
250	AFC23250B
300	AFC23300B
350	AFC23350B
400	AFC23400B

12" Black Coated

Rate	Part No.
110	AFC22110B
125	AFC22125B
150	AFC22150B
160	AFC22160B
175	AFC22175B
185	AFC22185B
200	AFC22200B
225	AFC22225B
250	AFC22250B
300	AFC22300B
350	AFC22350B
400	AFC22400B
450	AFC22450B

AEROFLOW

Coil Over Shock Adjustment Tool

This tool helps you adjust the adjustment rings on your coil over shocks easily and without damage. Tool is universal and suits most brands of coil overs with adjusting nuts up to 3-1/4" diameter.

Coil Over Shock Adjustment Tool AF98-2010



Adjustable Drag Shocks

Competition Engineering's 3-Way Adjustable Drag Shocks are designed to allow the racer to dial-in the race car to meet changing track conditions.

Competition Engineering's Front Drag Shocks are adjustable in three ratios: 90/10, 80/20 and 60/40. These ratios reflect the percentage of force required to extend and compress the shock absorber. You can quickly change the valve setting by simply compressing the shock fully and rotating the shaft until the indexing notch mates with the desired setting on the body. Our Rear Drag Shocks are also adjustable in three ratios: 30/70, 40/60 and 50/50. These ratios also represent the percentage of force required to compress and extend the shock unit. Only this time, the first number is compression and the second extension. These shocks also adjust by compressing them fully and rotating to the desired setting on the body.

AMC

Model	Years	Front	Rear
Ambassador, Matador	1970-78	MOC2640	MOC2700
Rambler, Rebel	1970-78	MOC2640	MOC2700
AMX, Javelin	1970-74	MOC2640	MOC2700

CHRYSLER/DODGE

Model	Years	Front	Rear
Barracuda	1964-74	MOC2620	MOC2730
Belvedere, Fury, Savoy	1962-70	MOC2620	MOC2730
Belvedere, Satellite	1965-72	MOC2620	MOC2730
Challenger	1970-74	MOC2620	MOC2730
Charger, Coronet	1965-72	MOC2620	MOC2730
Dart, Demon, Swinger	1976-64	MOC2620	MOC2735
Duster, Sport Scamp	1964-76	MOC2620	MOC2735
GT	1967-70	MOC2620	MOC2730
Lancer, Monaco	1962-78	MOC2620	MOC2730
Magnum XE	1977-79	MOC2620	MOC2730
Road Runner	1968-75	MOC2620	MOC2730

FORD

Model	Years	Front	Rear
Elite, Fairlane (US Model)	1965-71	MOC2640	MOC2740
Elite, Fairlane (US Model)	1972-79	MOC2610	MOC2700
Falcon XR-XD	1966-81	MOC2640	MOC2700
Falcon (US Model)	1966-70	MOC2640	MOC2700
Full Size	1957-59	MOC2610	MOC2740
Full Size	1965-86	MOC2610	MOC2700
Mustang & Mercury Cougar	1965-70	MOC2630	MOC2740
Mustang & Mercury Cougar	1971-73	MOC2640	MOC2740
Ranchero	1960-71	MOC2640	MOC2740
Ranchero	1972-79	MOC2610	MOC2700
Thunderbird	1967-79	MOC2610	MOC2700
Torino	1965-71	MOC2640	MOC2740
Torino	1972-79	MOC2610	MOC2700

GENERAL MOTORS

Model	Years	Front	Rear
Chevrolet Camaro	1967-69	MOC2600	MOC2700
Chevrolet Camaro	1970-81	MOC2610	MOC2710
Chevelle, Malibu	1964-67	MOC2610	MOC2720
Chevelle, Malibu	1968-83	MOC2600	MOC2720
Chevrolet Monte Carlo	1970-88	MOC2600	MOC2720
Holden Torana LH-UC	1974-80	MOC2600	MOC2700
Oldsmobile Cutlass	1968-88	MOC2600	MOC2700
Pontiac Bonneville	1982-86	MOC2600	MOC2700
Pontiac Firebird	1967-69	MOC2600	MOC2700
Pontiac Grand Am	1968-81	MOC2600	MOC2700
Pontiac GTO	1967-73	MOC2600	MOC2720
Pontiac LeMans, Tempest	1967-81	MOC2600	MOC2720



CALVERT 9-WAY ADJUSTABLE

REAR SHOCKS

- 9-way adjustable • Great for street/strip use
- External dial for easy adjust ability
- Dial primarily adjusts rebound, enabling driver to control excessive rear body separation
- Heavy duty industrial steel bodied design
- Cost effective • Sold as Pairs

Model	Year	Part No.
AMC		
AMX Javelin	68-74	CTCF42133
AMX Javelin*	68-74	CTCF42133
CHEVROLET		
Belair	55-57	CTCF42133
Camaro / Firebird	67-69	CTCF42133
Camaro / Firebird	70-81	CTCF34145
Nova Chevy II	62-67	CTCF42133
Nova	68-78	CTCF32150
S-10	82-04	CTCF32150

DODGE

Challenger	70-74	CTCF22142
Charger	67-78	CTCF22142
Coronet	65-76	CTCF22142
Dart	63-76	CTCF22142
Demon	62-76	CTCF22142
Polara	65-73	CTCF22142

FORD

Mustang	64-73	CTCF32128
Fairlane	62-65	CTCF44130
Falcon	60-70	CTCF44116
Galaxi**	60-64	
Maverick**	70-75	
Mustang	64-66	CTCF44116
Mustang	67-73	CTCF44130
Mustang	86-96	CTCF12132
Mustang	08-10	CTCF12142
Pinto	70-80	CTCF44116
Torino	68-76	CTCF44130

MERCURY

Comet	60-67	CTCF44130
Cougar	67-73	CTCF44130

PLYMOUTH

Barracuda	64-69	CTCF22142
Belvedere	65	CTCF22142
Belvedere	66-70	CTCF22142
Duster	70-76	CTCF22142
Fury	62-63	CTCF22142
Fury	64	CTCF22142
Fury	65-70	CTCF22142
Fury	71-73	CTCF22142
Fury	74	CTCF22142
Fury	75-78	CTCF22142
Grand Fury	75-77	CTCF22142
GTX	67-71	CTCF22150
Road Runner	68-75	CTCF22142
Satellite	65-74	CTCF22150
Savoy	62-64	CTCF22142
Scamp	60-76	CTCF22142
Valiant	60-66	CTCF22142
Volare	76-80	CTCF22142

*Staggered Shocks **Different Lower Mount Required



CALVERT 90/10 FRONT DRAG SHOCKS

Calvert Racing's CF Series 90/10 was designed with performance in mind. This new line was engineered for cars with midrange power. Built with the softest rate on rebound on the market today, allowing the front end of your race car to come up as easy as possible! This equates to better weight transfer and more weight over your rear tires. In addition, the CF Series shock also has a dual rate compression valving. The built in high speed compression valving will keep your front end from bottoming out on hard landings. Once you're out of the hole, low speed compression is active and a softer valving allows the front end to settle at the top end. Every application was closely evaluated for best length assuring that each vehicle would have sufficient travel for maximum traction. This is an area that is missed by most manufacturers as their shocks are designed after factory length shocks.

- Non-adjustable, made to perform out of the box
- Fastest shock on rate of separation
- Dual stage compression valving. Absorbs hard hits and settles at top end
- Light weight, industrial design
- Cost effective
- Sold as Pairs
- NOT FOR HIGHWAY USE

Model	Year	Part No.
AMC		
AMX	70-74	CTCF35093
AMX	78-80	CTCF35093
Javelin	70-74	CTCF35093

CHEVROLET

Belair	55-57	CTCF43093
Camaro / Firebird	67-69	CTCF43093
Camaro / Firebird	70-81	CTCF43093
Chevelle	64-83	CTCF43093
Corvette	63-87	CTCF43093
Malibu	64-83	CTCF43093
Nova Chevy II	63-67	CTCF45103
Nova	68-78	CTCF43093
S-10	85-02	CTCF43093

DODGE

Challenger	70-74	CTCF42103
Charger	66-73	CTCF42103
Charger	74	CTCF42103
Charger	75-78	CTCF42103
Coronet	65	CTCF42103
Coronet	66-76	CTCF42103
Dakota / RT Truck	94-03	CTCF43093
Dart	63-76	CTCF42103
Demon	62-76	CTCF42103
Monaco	65-76	CTCF42103
Monaco	77-78	CTCF42103
Polara	65-73	CTCF42103
Royal Monaco	75-76	CTCF42103
Swinger	63-76	CTCF42103

FORD

Fairlane	62-65	MOD
Fairlane	66-71	CTCF35093
Fairlane	72-79	CTCF43093
Falcon	60-70	CTCF35093
Galaxi	60-64	CTCF35093
Maverick	70-75	CTCF35093
Mustang	64-73	CTCF35093
Torino	66-71	CTCF35093
Torino	72-79	CTCF43093
Ranchero	60-71	CTCF35093
Ranchero	72-79	CTCF43093

MERCURY

Comet	60-69	CTCF35093
Comet	71-77	CTCF35093
Cougar	67-73	CTCF35093

PLYMOUTH

Barracuda	64-69	CTCF42103
Belvedere	65	CTCF42103
Belvedere	66-70	CTCF42103
Duster	70-76	CTCF42103
Fury	62-64	CTCF42103
Fury	65-70	CTCF42103
Fury	71-73	CTCF42103
Fury	74	CTCF42103
Fury	75-78	CTCF42103
Grand Fury	75-77	CTCF42103
GTX	67-71	CTCF42103
Road Runner	68-73	CTCF42103
Road Runner	74-75	CTCF42103
Satellite	65-74	CTCF42103
Savoy	62-64	CTCF42103
Scamp	60-76	CTCF42103
Valiant	60-66	CTCF42103
Volare	76-80	CTCF42103



ULTRA SERIES MONO-TUBE

DOUBLE ADJUSTABLE SHOCKS

The Strange Ultra Series mono-tube double adjustable shocks are available in common configurations (listed below) and are revalvable. Custom configurations and valving are available upon request. The Ultra Shock is a key component in the suspension system that will deliver consistency, improved launch, down track stability and ultimately allow you to better tune your vehicle for superior performance. All shocks are hand assembled by Strange in the USA.

- Mono-tube Construction
- Gas Charged Reservoir
- Wide Range of Tuning Adjustment
- Ultra-low Friction Guide and Seal
- Hollow Induction Hardened Super Finished Chrome Rod
- Hardened 48mm Piston with Teflon Coating
- Piston Based Valving System
- Locking Anodized Spring Seat

ULTRA SHOCKS WITH IN LINE RESERVOIR

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
25.68"	16.30"	18.50"-22.50"	9.38"	14"-16"	STS7210I
23.45"	15.20"	17.50"-20.50"	8.25"	14"	STS7209I
19.59"	13.26"	15.25"-16.50"	6.33"	12"	STS7207I
16.69"	11.81"	13.25"-14.25"	4.88"	10"	STS7205I
15.30"	11.14"	12.50"-13.50"	4.16"	8"	STS7204I
13.79"	10.36"	11.50"-12.25"	3.43"	7"	STS7203I

ULTRA SHOCKS WITH PIGGY BACK RESERVOIR

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
25.15"	15.80"	18.00"-22.00"	9.35"	14"-16"	STS7210S
22.95"	14.70"	17.00"-20.00"	8.25"	14"-16"	STS7209S
19.00"	12.80"	14.75"-16.00"	6.20"	12"-14"	STS7207S
16.28"	11.28"	2.75"-13.75"	5.00"	10"-12"	STS7505S
14.94"	10.64"	12.00"-13.00"	4.30"	8"-10"	STS7204S
13.38"	9.85"	1.00"-11.75"	3.53"	7"-8"	STS7203S

* Collapsed length and stroke are stated without the bump rubber to compare with other brands.



Aluminium Coil Over Rear Shocks

Each Strange shock body, eyelets, spring seats and jam nut are fully machined from high-grade aluminium. Strange fully assembles and inspects each shock. Every shock that passes our stringent testing is issued a serial number. The Strange dynamometer facility enables us to analyze shocks at all shaft speeds and continue our valve development to stay at the forefront of the performance suspension industry.

Single Adjustable Shocks

Strange aluminium single adjustable coil-over shocks are designed to take the guesswork out of tuning your suspension. Whether you are adjusting the ride of your street machine or fine-tuning a drag race vehicle, Strange shocks are a valuable tool to adapt your suspension to the changing conditions your vehicle will encounter. Shock extension is easily adjusted by turning a conveniently located external knob. The external knob offers 10 precise rebound settings and allows for a wide range of adjustment.

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
19.15"	12.64"	15.25"-16.00"	6.52"	14"	STS5207
17.15"	11.64"	13.875"-14.50"	5.52"	12"	STS5206
15.40"	10.76"	12.625"-13.250"	4.64"	12"	STS5205
13.84"	10.00"	11.750"-12.125"	3.86"	10"	STS5204
12.84"	9.50"	11.00"-11.375"	3.36"	7"-8"	STS5203
11.36"	8.74"	10.00"-10.375"	2.62"	7"-8"	STS5202

* Collapsed length and stroke are stated without the bump rubber to compare with other brands.=

Double Adjustable Shocks

(Sold as singles)

Strange aluminium double adjustable shocks incorporate an additional knob for accurately adjusting compression. Every Strange double adjustable shock package includes teflon lined high mis-alignment bearings, spring seat bearings and Hypercoil Springs. Hypercoil springs are recommended to ensure optimum adjustability and alleviate additional problems that may be introduced with lesser grade springs. Strange shocks were developed to operate independently or with our optional remote air kit. The remote kit allows the shock to be set at a stiffer rebound setting at launch and then can be triggered to become softer (extension) as the car travels thru the quarter mile. Strange shocks are set to allow for a wide range of adjustments; however, Strange shocks can be re-valved to a different range of adjustments if your specific application/set-up requires.

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
19.15"	12.64"	15.25"-16.00"	6.52"	14"	STS5007A
17.15"	11.64"	13.875"-14.50"	5.52"	12"	STS5006A
15.40"	10.76"	12.625"-13.250"	4.64"	12"	STS5005A
13.84"	10.00"	11.750"-12.125"	3.86"	10"	STS5004A
12.84"	9.50"	11.00"-11.375"	3.36"	7"-8"	STS5003A
11.36"	8.74"	10.00"-10.375"	2.62"	7"-8"	STS5002A

* Collapsed length and stroke are stated without the bump rubber to compare with other brands.

Replacement Adjusting Knob

Replacement adjusting knob for Strange single and double adjustable shocks.

Replacement Adjusting Knob (each)

STS5000ST

Coil-Over Spring Bearing

Allows for easy coil-over spring adjustment. Fits any shock/spring combination using 2-1/2" ID springs.

Includes 1 x bearing and 2 x races.

Coil-Over Spring Bearing

PWC72-060



Hypercoil Springs

Strange Engineering has brought the premier CART/Indy, Formula One and NASCAR spring manufacturer to drag racing. In drag racing, the spring is an intricate component of the suspension. Hypercoils are manufactured from the lightest optimal coil diameter- without compromising the springs performance.

2.500" I.D. x 8" long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
200	8.00"	2.83"	2.3	STSP80200A
225	8.00"	3.11"	2.6	STSP80225A
250	8.00"	3.21"	2.8	STSP80250A
275	8.00"	3.42"	3.1	STSP80275A
300	8.00"	3.20"	2.9	STSP80300A
325	8.00"	3.46"	3.2	STSP80325A
350	8.00"	3.27"	3.1	STSP80350A
375	8.00"	3.54"	3.5	STSP80375A
400	8.00"	3.81"	3.9	STSP80400A

2.500" I.D. x 10" long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
125	10"	2.498"	1.75	STSP10125A
150	10"	2.736	1.90	STSP10150A
200	10"	2.976	2.37	STSP10200A
250	10"	3.214	3.00	STSP10250A
300	10"	3.409	3.35	STSP10300A
425	10"	3.781	3.90	STSP10425A

2.500" I.D. x 12.00" Long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
85	12.00"	3.45"	2.3	STSP12085A
95	12.00"	3.63"	2.6	STSP12095A
110	12.00"	3.99"	3.0	STSP12110A
125	12.00"	4.13"	3.2	STSP12125A
150	12.00"	4.32"	3.6	STSP12150A
162	12.00"	4.462"	3.9	STSP12162A
175	12.00"	4.29"	3.7	STSP12175A
185	12.00"	4.73"	4.2	STSP12185A
200	12.00"	5.15"	4.8	STSP12200A
225	12.00"	4.66"	4.3	STSP12225A
250	12.00"	3.45"	2.3	STSP12250A
375	12	4.634	5.05	STSP12375A

2.500" I.D. x 14.00" Long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
85	14.00"	3.45"	3.7	STSP14085
100	14.00"	3.63"	3.9	STSP14100A
110	14.00"	3.99"	3.6	STSP14110A
125	14.00"	4.13"	4.2	STSP14125A
138	14.00"	4.32"	4.7	STSP14138A
150	14.00"	4.462"	5.1	STSP14150A
162	14.00"	4.29"	4.8	STSP14162A
175	14.00"	4.73"	5.3	STSP14175A
185	14.00"	5.15"	5.1	STSP14185A
200	14.00"	4.66"	5.7	STSP14200A



Remote Control Kit

Strange shocks were developed to operate independently or with our optional remote air kit. The remote kit allows the shock to be set at a stiffer rebound setting at launch and then can be triggered to become softer (extension) as the car travels down the quarter mile.

Strange Remote Control Kit

STS5000

Timer & Circuit Board for STS5000

STS5000R

STRANGE Forged Aluminium Front Struts

Strange Forged Aluminium Strut Packages provide the basis for a lightweight front suspension. Frame construction is much simpler, suspension geometry is more easily established, and header clearance is improved over conventional A-frame suspension. Every Strange strut is rebound (extension) adjustable and all stud mount Strange Struts are externally adjustable for more convenient extension tuning. Strange aluminium struts are also available with an optional external compression adjustment- allowing for two (double) independent adjustments. Every Strange strut package features integral designed components ensuring proper fit, ease of assembly, maximum performance and an unsurpassed regard for safety.

- Forged aluminium body x-rayed to ensure quality
- Lightened 17-4 stainless steel spindles
- Revalvable Strange cartridges
- Large & fully ground strut shaft
- Eye or external adjustable stud mount
- Three brake kit packages to choose from
- Includes chrome-moly lower control arm kit

Lightweight Strut Packages

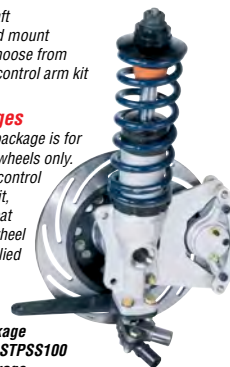
The Strange Lightweight Strut Package is for drag cars using spindle mount wheels only. Packages include struts, lower control arm kit, lightweight 10" brake kit, Hypercoil springs and spring seat bearing kit but do not include wheel bearings or seals. Kits are supplied with 250lb Hypercoil springs, other spring rates are available separately.

Strange Lightweight Strut Package

for Eye Mount Applications STPSS100

Strange Lightweight Strut Package

for Stud Mount Applications STPSS105



Medium & Heavy Duty Strut Packages

Strange offers medium and heavy duty strut packages for five stud wheels. The only difference between the two kits are the caliper kits. Medium duty kits feature Strange billet 2 piston calipers and are recommended for vehicles under 2600lbs (1180kg). Heavy duty kits feature the Strange directional 4 piston caliper and are recommended for vehicles over 2600lbs (1180kg). Packages include adjustable struts, lower control arm kit, brake kit, Hypercoil springs and spring seat bearing kit. Kits are supplied with 250lb Hypercoil springs, other spring rates are available separately. All Strange aluminium strut packages are for drag racing only.

Medium Duty Strut Package for Eye Mount

STPSS110-4.50

Medium Duty Strut Package for Stud Mount

STPSS115-4.75

Heavy Duty Strut Package for Eye Mount

STPSS120-4.75

Heavy Duty Strut Package for Stud Mount

STPSS125-4.50

Heavy Duty Strut Package for Stud Mount

STPSS125-4.75

Double Adjustable

Heavy Duty Strut Package for Stud Mount

STPSS125DBL-4.75

Double Adjustable

Heavy Duty Strut Package for Stud Mount

Double Adjustable

STRANGE Ultra Strut Packages

The latest generation Strange cartridge is externally adjustable and the piston is located below the spindle- allowing for longer stroke, less stress and increased stability at full extension. The lighter construction of the strut allows for weight savings, while maintaining an unmatched integral strength.

The double adjustable strut permits the ultimate in fine tuning the front suspension. Hypercoil springs are included with every Ultra Strut package.

Strange Ultra Strut packages include Ultra Struts, premium chrome-moly lower control arm kit, wheel bearings, wheel races, wheel seals, high misalignment tie rod ends, aluminium steering arms, spring seat bearing kit and Hypercoil springs.

• Based on Anglia style spindle • Aluminium steering arm

• Lightweight Stainless steel base • NAS hardware • Superior stability

Single Adjustable with Lightweight Steel Brake Kit

STPSS200

Single Adjustable with Carbon Brake Kit

STPSS210

Double Adjustable with Lightweight Steel Brake Kit

STPSS205

Double Adjustable with Carbon Brake Kit

STPSS215



AIR SUSPENSION & COMPONENTS



COOLRIDE™
by Air Ride Technologies

Street Rods/Street Machines

Front Systems & Rear Systems

These are the original Air Ride Suspension that was developed several years ago and remains the most popular system today. The CoolRide™ system consists of an airspring and all of the necessary mounting bracketry and hardware. On a front system the shock is usually relocated to the outboard side of the lower control arm. A weld-on bracket mounts the top of the shock to the frame rail. On a rear system, the airspring and shock absorber will normally go in the stock locations. The CoolRide™ system has the greatest application coverage and versatility of all of our Air Ride Systems. It will raise and lower the vehicle, improving the handling and offering a terrific ride.

- Lowers vehicle ride height
- Improves handling
- Greatest application coverage and versatility
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tyre clearance and load capacities
- Improves ride quality!

Street Rods/Street Machines

Mustang II - CoolRide Front System for StrongArms **ART19010999**
Mustang II - CoolRide Front System for OEM arms **ART19011099**

COOL RIDE Air Springs & Brackets Model Specific

Note Shocks are sold separately

FORD Cars

Description	Part #
49-51 Mercury FRONT	ART12011099
49-52 Ford FRONT	ART12011099
53-57 Ford FRONT	ART12031099
55-57 T-Bird FRONT	ART12041099
60-64 Galaxie FRONT	ART12161099
79-93 Mustang FRONT	ART12121099
79-04 Mustang REAR	ART12131099
94-04 Mustang FRONT	ART12141099
94-04 Mustang Cobra IRS	ART12234099
61-69 Lincoln FRONT N/A	ART12060999

GM Cars

55-57 Chevy FRONT	ART11011099
55-57 Chevy FRONT	ART11010999
1957 Buick FRONT	ART11121099
58-64 Impala FRONT	ART11051099
58-64 Impala FRONT	ART11050999
58-64 Impala REAR	ART11054099
58-64 Impala REAR	ART11054699
58-64 Cadillac REAR	ART11104099
65-70 Cadillac REAR	ART11114099
61-64 Buick FS REAR	ART11134099
63-65 Buick Riviera REAR	ART11134099
65-70 Pontiac FS FRONT	ART11151099
65-70 Pontiac FS REAR	ART11154099
62-67 Nova FRONT	ART11251099
68-74 Nova FRONT	ART11161099
65-70 Buick FS REAR	ART11144099
66-70 Buick Riviera REAR	ART11144099
67-69 Camaro FRONT	ART11161099
70-81 Camaro FRONT	ART11171099
65-70 Impala FRONT	ART11281099
65-70 Impala REAR	ART11284099
64-72 A-Body FRONT	ART11221099
64-72 A Body REAR	ART11224099
78-88 G-Body FRONT	ART11321099
78-88 G-Body FRONT	ART11320999
78-88 G Body REAR	ART11324099
91-96 B-Body FRONT	ART11311099
91-96 B Body REAR	ART11314099
91-96 B Body Wagon REAR	ART11474099
82-92 Camaro FRONT	ART11201099
82-92 Camaro REAR	ART11204099
93-02 Camaro REAR	ART11214099



ridetech
Air Ride Technologies

SHOCKWAVE
by Air Ride Technologies

- Bolt-on installation. NO welding required.
- Unequalled ride quality
- Proven patented sealing technology
- Anodized billet aluminium construction
- 16 position adjustable valving
- Superior handling
- Eliminates tyre clearance problems

Front SHOCKWAVE™ Custom Installation Info 1000 Series

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
9.2	10.75	11.8	2.6	Bearing	ART24020101	ART21120101
9.7	11.25	12.3	2.6	Stud	ART24020105	ART21120105
9.75	11.5	13.3	3.5	Bearing	ART24030101	ART21130101
10.25	12	13.8	3.5	Stud	ART24030105	ART21130105
10.6	13	14.75	4.1	Bearing	ART24040101	ART21140101
10.6	13	14.75	4.1	Stud	ART24040105	ART21140105

SHOCKWAVE Chassis Application Guide

We offer direct ShockWave fitments for most aftermarket chassis manufacturers. Some of the most popular manufacturers are listed below. NOTE: These dimensions and mountings are for the manufacturers own front suspension designs. Some coincidentally use a Mustang II spindle in their own suspension design even when using different suspension components and geometry. Be careful to not confuse the different units. When using ANY manufacturers' true Mustang II front suspension, please use the ShockWaves listed for a Mustang II suspension listed below.

Description	Comp	Ride	Ext	Stroke	Bottom Mount	Top Mount
TCI front Street rod	9.75	11.5	13	3.25	1/2	1/2
TCI Rear four link Chassis	10.6	13	14.75	4.1	5/8	1/2 - 5/8
Heidts Super Ride I & II	9.75	11.5	13	3.25	1/2	1/2
Heidts IRS	9.75	11.5	13	3.25	1/2	1/2
Heidts Rear four link kits	10.6	13	14.75	4.1	5/8	5/8
Fatmans Stage V front	10.6	13	14.75	4.1	1/2	1/2
Fatmans Stage II front (Coil spring IFS)	9.2	10.75	11.8	2.6	T-Bar	Short Stud
Art Morrison front	10.65	13	14.75	4.1	1/2	1/2
Art Morrison Chassis Rear four link	11.6	14.5	16.6	5	3/4 Bushing	1/2
Chassisworks front	10.6	13	14.75	4.1	1/2	1/2
Jim Meyer front	9.2	10.75	11.8	2.6	1/2	1/2
Kugel Komponenten front	9.75	11.5	13	3.25	1/2	1/2
Kugel IRS Rear	9.75	11.5	13	3.25	1/2	5/8
Martz Hot Rod Chassis front	9.75	11.5	13	3.25	1/2	1/2
No Limit Eng. WideRide IFS	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. WideRide III	10.6	13	14.75	4.1	T-bar	5/8
No Limit Eng. Roadslide	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. Fat-Bar Big-10 rear	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. TruckArm rear	10.6	13	14.75	4.1	5/8	5/8
Outlaw Performance Pre2008 IFS	9.2	10.75	11.8	2.6	1/2	Short Stud
Outlaw Performance rear	10.6	13	14.75	4.1	1/2	1/2
Outlaw Performance rear	11.6	14.5	16.6	5	1/2	1/2
OZE RodShop Chassis Coilover IFS	10.6	13	14.75	4.1	1/2	1/2
OZE RodShop Chassis 4 link rear	11.6	14.5	16.6	5	1/2	1/2
Roadster Shop Hot Rod	10.6	13	14.75	4.1	1/2	1/2
Roadster Shop Street Rod Spring	10.6	13	14.75	4.1	5/8	5/8
Progressive Street Ryde Coil Spring IFS	9.2	10.75	11.8	2.6	1/2	Short Stud
Progressive Sweet Ryde Coil Over IFS	10.6	13	14.75	4.1	1/2	1/2
Scotts Pre 40 StreetRod Custom IFS	9.2	10.75	11.8	2.6	T-Bar	5/8
Scotts Post 40 Custom IFS	10.6	13	14.75	4.1	5/8	5/8

Rear SHOCKWAVES

The ShockWave™ 8000 and the ShockWave™ 7000 are designed especially for the rear suspension of your hotrod. The Firestone® sleeve style airspring offers more travel and a softer spring rate that is more appropriate for a solid axle rear suspension. The 16 position shock valving will allow you to dial in the exact level of ride quality and handling performance you want for your car.

7000 Series rated less than 1500lbs rear axle weight. 8000 series rates 1500-2400lbs.

NOT recommended for IFS installations... not enough load capacity

7000 Series ShockWave

4" diameter = 780 lbs. at 100 psi

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
10.6	13	14.75	4.1	Bearing	ART24040701	ART21140701
11.5	14.5	16.5	5	Bearing	ART24050701	ART21150701
13.5	17	19.5	6	Bearing	ART24060701	ART21160701

8000 Series ShockWave

5" diameter = 1200 lbs. at 100 psi

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
10.6	13	14.75	4.1	Bearing	ART24040801	ART21140801
11.5	14.5	16.5	5	Bearing	ART24050801	ART21150801
13.5	17	19.5	6	Bearing	ART24060801	ART21160801

AirBAR
by Air Ride Technologies

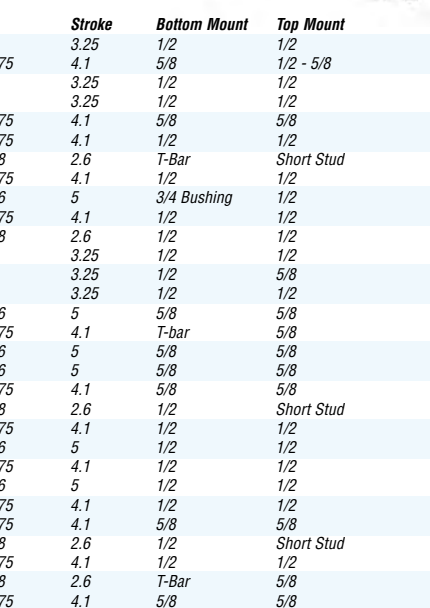


The AirBar® from Ridetech is a 4 link rear air suspension that will directly bolt into the oem leafspring mounts of your prized musclecar... no cutting, no fabrication. the ride height of your car is typically lowered by approximately 2". The fully deflated height is typically 5-6" lower than stock. The ride quality is dramatically improved over stock... instead of a wallowing soft ride you'll experience a crisp, controlled ride quality that will inspire more confidence for performance driving.

The area of largest improvement is the handling and cornering performance. The AirBar® eliminates the oem leafspring and replaces them with a 4 link rear suspension. The 4 link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners. When combined with a ShockWave® or CoolRide™ Front Suspension Kit, your classic musclecar can now enjoy the benefits of modern handling and ride quality technology. AirBar kits can be used with ShockWaves or Coil Overs, NOTE these are sold separately.

Description	Part #
67-79 Camaro FireBird	ART11167199
70-81 Camaro FireBird	ART11177199
62-67 Nova	ART11257199
68-74 Nova	ART11267199
55-57 Chevy	ART11027199
64-70 Mustang	ART12087199
60-64 Ford Galaxie	ART12167199
70-74 Mopar E-Body	ART13027199
68-70 Mopar B-Body	ART13017199

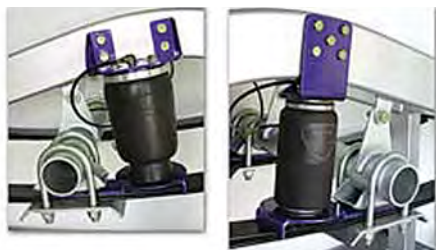
Note: Shocks sold separately



AIRoverLeaf™

by Air Ride Technologies

- Lowers vehicle ride height
- Improves handling
- Greatest application coverage and versatility
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tyre clearance and load capacities
- Improves ride quality!
- Easy to install!



This is our most simple, cost effective and easiest to install air ride system. There are a great number of finished vehicles out there that use a leafspring rear suspension. The AIRoverLeaf™ system offers a great ride quality and extra load capacity without re-engineering your vehicle. Lowering is accomplished by removing 1 or 2 leafsprings. The airspring is then inflated to restore load capacity, ride height and spring rate. The AIRoverLeaf™ system is completely bolt-on and requires little or no modification to your vehicle.

STRONG ARMS™

by Air Ride Technologies



What says "performance" more than a set of tubular control arms! After all of the time and effort expended on your ride, you definitely can't let your stamped oem control arms detract from all that work. Finish your suspension off with these new tubular control arm systems from Air Ride Technologies. Built with all of the care and experience you have come to expect from us, these tubular control arms are a precision engineered solution for ShockWave™ installation, ball joint binding, and frame clearance issues that can haunt some vehicles. When you combine the performance benefits with the elegant design of these arms, there is no question... GOTTA HAVE THESE!

Cars Front For ShockWave Upper Lower

55-57 Chevy	ART11013699
58-64 Chevy	ART11053699
64-72 GM A-Body	ART11223699
65-70 Chevy Impala	ART11283699
67-69 GM F-Body	ART11163699
67-70 Mustang	ART12103699
68-74 Nova	ART11163699
70-81 GM F-Body	ART11173699
78-88 GM G-Body	ART11323699
Mustang II Street Rod	ART19013699

For CoolRide Upper Lower

55-57 Chevy	ART11013699
58-64 Chevy	ART11053699
78-88 GM G-Body	ART11323699
Mustang II Street Rod	ART19013699
61-66 Lincoln	ART12061499

Cars Rear Rears Upper Lower

58 Chevy	ART11046699
59-64 Chevy	ART11066699
59-64 Chevy	ART11066698
64-67 GM A-Body	ART11236699
68-72 GM A-Body	ART11246699
65-66 Chevy Impala	ART11296699
65-66 Chevy Impala	ART11296698
67-70 Chevy Impala	ART11306699
67-70 Chevy Impala	ART11306698
65-70 Buick Fullsize	ART11146699
78-88 GM G-Body	ART11326699
79-04 Mustang	ART12135899



AIR4Link™

by Air Ride Technologies

Air4Link Systems

- Weld-in 4 Link - Triangulated (Powder Coated) ART18987999
- Weld-in 4 Link - Triangulated (Polished Stainless) ART18988099
- Weld-in 4 Link - Parallel (Powder Coated) ART18988899
- Weld-in 4 Link - Parallel (Polished Stainless) ART18988999

Items above do not include airsprings, shocks or ShockWaves,



Panhard Bars

Includes mounting bracketry and fasteners.

Description

- Universal weld-on panhard bar w/brackets
- Same as above in polished stainless
- 9" Ford bolt-on panhard bar w/bracketry
- Same as above in polished stainless

Part #
ART19999003
ART19999002
ART19999001
ART19999000

Pressure Sensor Based System

The DHC-2001 model controls the vehicle height based solely upon the pressure in the air bags. This system is ideal for slower air systems and offers simplified installation. 5 Pressure sensors (0-150psi included for each air bag, 0-400psi for air tank) included in kit.

- DAKDHC-2001 Rectangle Shape Controller
- DAKDHC-2001-C Rectangle Shape Controller Chrome Panel
- DAKDHC-2101 Eliptical Shape Controller
- DAKDHC-2101-C Eliptical Shape Controller Chrome Panel



Deluxe Height /

Pressure Sensor Based System

The DHC-2002 offers the best of both systems! Vehicle height sensors as well as air pressures sensors are constantly being monitored by the DHC-2002 to offer absolute precision control of the air ride system. Kit includes 4 height sensors as well as 5 pressure sensors (0-150psi included for each air bag, 0-400psi for air tank).

- DAKDHC-2002 Rectangle Shape Controller
- DAKDHC-2102 Eliptical Shape Controller
- DAKDHC-2102-C Eliptical Shape Controller Chrome Panel



RidePRO™ ANALOG

RidePRO Standard Analog (4 way system)

- 4000 Series 3 Gallon Single Compressor ART30154000
- 4100 Series 5 Gallon Dual Compressor ART30154100



RidePRO®e3 Digital Control

- 4000 Series 3 Gallon Single Compressor
- 4100 Series 5 Gallon Dual Compressor

ART30334000
ART30334100

Remote Control Option

Remote control option with two key fobs

ART31958500



LevelPRO™

LevelPRO

Adding LevelPRO sensors to your RidePROe3 system greatly enhances the system's ability to automatically level in a wider range of circumstances. If you are looking for the ultimate in accurate, leveling suspension, this upgrade is for you!

- 4 External Level Sensors & Wiring
- 2 External Level Sensors & Wiring

ART30400034 (set of 4)
ART30400032 (per pair)



2-Way Analog Compressor Package

Part #: ART30142000

Use a 2 way system if your vehicle has only 2 airsprings.



AIRPOD Systems

The AirPod is a complete self contained system to make air suspension installation less time consuming. AirPod utilizes the RidePro e2 or LevelPro Control System, and it works with all Air Ride air suspension applications. Simply mount the four level sensors at each corner of the vehicle and plug the harness into the AirPod.

- Pre-tested, pre-wired, and pre-plumbed
- Only 3 wiring connections to make
- Only 4 plumbing connections to make
- Compact size easily installs into most vehicles
- Corrosion-proof aluminium 3 or 5 gallon tank
- Easy 4 Bolt Mounting

COVER SOLD SEPARATELY

All kits come with RidePro e2 Controler.

- 3 Gal Tank, 1 x Compressor
- Optional Cover 3 gal kit
- 5 Gal Tank, 2 x Compressors
- Optional Cover 5 gal kit

ART30314000
ART30314001
ART30314100
ART30314101



Model 327

Volume: .50cfm@150psi
Max amp draw 19.6
This unit is rated at 150 psi & is our most popular compressor.
It's proven dependability is the heart of our RidePro® compressor systems.
Part No: ART31920002



Parallel 4-Link Frame Bracket

1/2" Mild Steel - 5" Wide
ART90000165 Left
ART90000166 Right

TriLink Frame Bracket

1/2" Mild Steel - 5" Wide
ART90000163 Left
ART90000164 Right

Coilover Conversion Bracket

3/16" Mild Steel - .625 Holes
ART90000073

Tri-Link Axle Bracket

3/16" Mild Steel - 3" Axle Tube
ART90000159

Parallel 4 Link Axle Bracket

3/16" Mild Steel - 3" Axle Tube
ART90000160

Universal Shock Tower

1/4" Mild Steel/6" long - .500 Holes
ART90000011

Billet ShockWave Lower Rear Mount

Billet Aluminium with Hardware
(bolts to A113-A114) ART90001928

8" & 9" Ford Panhard Bar Bracket

3/16" Mild Steel
ART90001891

Pro Street Lower Bracket Assembly

3/16" Mild Steel
ART90000050

Pro Street Lower Bracket Assembly

3/16" mild steel
ARO90000050

Custom Components

Just because Air Ride may not offer a specific air ride system for your particular vehicle doesn't mean it cannot be done! They can supply the correct components to make your special project a success. Their suspension technicians can help you select the appropriate airspring components. You supply the fabrication skills and they'll supply the parts!

Yes, it's more of a challenge than their pre-fit systems.
Yes, it will require welding and fabrication skills.
No, it is not rocket science

Part #	Description
ART11009500	Front Installer Package with F6957 Double Convuluted Airsprings
ART11009502	Rear Installer Package with F9000 Tapered Sleeve Airsprings
ART11009501	Same as above (ART11009502) only with F6873 Larger Airsprings
ART11009902	Universal Shock Relocation Kit with Monroe Shocks
ART11009902	Universal Shock Relocation Kit with KYB Shocks



2 wheel rear installer kit



ART31937400

ART31932501



ART31191500



ART31192000



Compressor System Components

Description	Part #
Single control panel (w/pneumatic paddle switch)	ART31191000
Single control panel (w/electrical pneumatic switch)	ART31191500
Dual paddle switch control panel	ART31192000
Single pointer air pressure gauge	ART31960005
Dual pointer air pressure gauge	ART31960002
Paddle switch (pneumatic)	ART31973500
Paddle switch (electrical/pneumatic)	ART31973000
RidePro rocker switch (electrical)	ART31970001
2 way RidePro airvalve assembly	ART31192500
4 way RidePro airvalve assembly	ART31934001
2 way BigRed airvalve assembly	ART31937200
4 way BigRed airvalve assembly	ART31937400
2 gallon Alloy tank (18.25" L x 6" Dia)	ART31912100
3 gallon Alloy tank (20.48" L x 7" Dia)	ART31913100
4 gallon Alloy tank (32" L x 7" Dia)	ART31915000
Branded line kit	ART90001746
Inflation kit	ART32000001
2 way paddle switch control panel - white face gauge	ART31192001
150 psi pressure switch	ART31980005



Air System Components

Note for double convuluted airsprings:

Firestone® double convuluted airsprings DO NOT require a bumpstop to avoid damage, however, your specific application MAY require a bumpstop to maintain a safe ground clearance when deflated.

Note for all other airsprings:

An external bumpstop and an extension stop (limiting strap or the shock absorber) MUST be used to prevent the airspring from exceeding the compressed or extended dimensions. If these dimensions are exceeded, severe damage to the airspring, and possibly the vehicle, will result.

Part#	Type	Capacity @100psi	Min. Height	Installed Height	Max. Height (inflated)	Diameter
ART90006781	D	2140#	3"	4.5"	7"	6.5"
ART90006873	D	3150#	3"	5" - 5.5"	8"	8"
ART90007325	D	3400#	3"	5" - 6"	10"	8.5"
ART90009000	T	1500#	4.5"	9" - 9.5"	12"	5"
ART90009002	T	1500#	4.5"	8" - 8.5"	11"	5"
ART90009100	T	2000#	5.25"	10" - 10.5"	15"	6.5"
w/GM mounts						
ART90007012	R	1000#	4" 7"	- 8"	13"	5"
ART90007076	R	800#	3.5"	5" - 6"	9"	4"
ART90002107	R	3500#	6.5"	10.5"	16"	9"

D = Double Convuluted T = Tapered Sleeve R = Rolling Sleeve

QUICK RELEASE STEERING HUBS



Strange Quick Release Steering Hubs

Strange quick release steering hubs- are SFI certified. The billet aluminium hubs are a completely self contained mechanism. A 4130 stub shaft is furnished for ease of installation and the keyed spline design allows for easy wheel orientation. The Q-1000 is designed for butterfly steering wheels and the Q-1200 fits Grant style steering wheels.

Strange Quick Release Hub, fits Butterfly Wheel STQ1000
Strange Quick Release Hub, fits Grant Style Wheel STQ1200
Strange Quick Release Hub, fits Grant Style Wheel (less Horn Button) STQ1200NB



MOROSO SFI Approved Quick Release Steering Wheel Hub and Adapter

Meets NHRA, IHRA and other sanctioning body criteria for meeting SFI requirement 42.1 concerning steering wheel hub attachment and release. Hub is manufactured from lightweight billet aluminium with blue anodized finish and 5/16"-18 thread bolt holes. The spring loaded quick release pin is integral with the hub and features a large diameter engagement surface for use with bulky racing gloves. Includes steering shaft adapter manufactured from 1018 steel for extra strength and ease of welding. Fits 3/4" OD steering shafts and steering wheels with a 3 hole, 1-3/4" dia. bolt pattern.

Quick Release Steering Wheel Hub and Adapter M080160

MOROSO 5 Hole Steering Wheel Adapter

Allows racers to continue to use Moroso's Quick Release Steering Wheel Hub No. MOC80160 or similar hubs with 3 hole bolt pattern when converting to steering wheels with a 5 hole bolt pattern. Billet aluminium adapter includes all mounting hardware (steering wheel to adapter and adapter to hub).

5 Hole Steering Wheel Adapter MOC5078



Grant Quick Release Hubs

Grant offers quick release hubs for the quick removal and remount of a Grant Performance Series steering wheel. The "pinless" type features a positive lock system with a squeeze release slip ring mechanism to provide the maximum in safety and convenience to all race cars. The "pin" type features a removable pin. Grant Quick Release Hubs are manufactured from aircraft quality billet aluminium. Parts are precision CNC machined to exacting standards to provide the finest quality Quick Release Hubs available. These parts are designed for off-road use only. NOT LEGAL FOR STREET USE.

GR3021	"Pinless" For GM splined shaft
GR3022	For Ford splined shaft
GR3023	To weld on 5/8" shaft
GR3024	To weld on 3/4" shaft



GR3011	"Pin" For GM splined shaft
GR3012	For Ford splined shaft
GR3013	To weld on 5/8" shaft

Quick Release Steering Hubs

Compact and lightweight hub features a built-in spring loaded release pin. The cupped non-skid release button provides one finger operation. Includes steel hex adapter that is bored with 5/8" I.D. hole. Precision CNC machined from aluminium, this hub meets 42.1 SFI spec.

Description	Holes	Bolt Pattern	Part No
3 Bolt	1/4"	1.750"	PWC52-200
3 Bolt	5/16"	1.750"	PWC52-210
4 Bolt	3/16"	.750" X 1.648"	PWC52-220
Un drilled	N/A	2-5/8" Dia. Flange	PWC52-230
Hex Shaft Only (5/8" ID)			PWC52-254

4130 Adapter Stub

Provides 5/8" OD for the quick release hex adapter when using larger tubing. Universal stepped end accommodates 3/4", 7/8" or 1" diameter tubing with .065" wall thickness.

Adapter Stub PWC52-260

Adapter Flange

Converts any 3-bolt steering flange with 1-3/4" bolt circle using 5/16" bolts to the Grant 5-bolt style steering wheels.

Adapter Flange 3-Bolt to 5-Bolt PWC52-250

COMPETITION STEERING PARTS

Butterfly Steering Wheels

Unique finger grips and ergonomic design ensure positive control. Heat-treated aluminium is precision CNC machined and micro Polished featuring smooth radius corners. Pre-drilled 4-bolt mounting hole option available with 3/16" diameter, .750" x 1.648" bolt pattern.



Style	Grips	Part No.
Standard	Polished	PWC42-482
Standard	Red	PWC42-484
Standard	Black	PWC42-487
Standard	No Grips	PWC42-480
Standard Drilled	Polished	PWC42-482-D
Standard Drilled	No Grips	PWC42-480-D
Button Tab	Polished	PWC42-482-B
Button Tab	Black	PWC42-487-B
Button Tab	No Grips	PWC42-480-B
Button Tab Drilled	Polished	PWC42-482-B-D
Button Tab Drilled	Red	PWC42-484-B-D
Button Tab Drilled	Black	PWC42-487-B-D

Replacement Grips

Four piece aluminium grip set fits Pro-Werks Butterfly Steering Wheel only. Includes stainless fasteners.

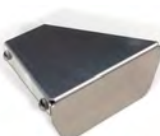
Colour	Part No.
Polished	PWC42-490
Red	PWC42-491
Blue	PWC42-492
Black	PWC42-493



Switch Panel

This panel enables multiple button and switch installation on all Pro-Werks Butterfly Steering Wheels. Panel is made from lightweight anodized aluminium with stainless fasteners included. Ready to be drilled for choice of switches.

Butterfly Steering Wheel Switch Panel PWC42-479



Steering Shaft Kits

Two styles to choose from. Includes all the necessary components to fabricate a complete steering shaft assembly.

3/4" x .065" with 3-Bolt Hub & Splined Uni Joint	PWC42-040
5/8" x .065" with 4-Bolt Hub & Splined Coupler	PWC42-036



Anti Push Back

Available for 5/8" or 3/4" diameter shaft. Pilot drilled for two-piece shaft construction. Safety feature required by NHRA.

5/8" Diameter	PWC42-350
3/4" Diameter	PWC42-351



Steering Bearings

Self-aligning sealed bearing provides for smooth operation. Available with polished billet aluminium cover for super clean appearance.

Diameter	Bearing Only	Bearing & Cover
3/4"	PWC73-080	
7/8"		PWC73-081-B
1"		PWC73-082-B



Funny Car Steering Box Mounts

Available in top or bottom mount versions, this weld on chrome moly bracket is 1/8" thick and is notched to accept a 1-1/8" dia. tube.

Top Mount	PWC73-262
Bottom Mount	PWC73-263



Tie Rod Tube Kit

To be used with Rack & Pinion. Includes rod ends and fasteners.

Tubes	Rod Ends	Part No.
3/4" x 18"	3/8"	PWC42-420
7/8" x 20"	7/16"	PWC42-421



Front Spindles

High strength heat treated forged chrome moly Ford Anglia style spindles. Bushings and thrust washers support the 8620 centreless ground king pins. Kit includes 2 x spindles, 2 x bosses, 2 x 5" arms, 2 x King Pins and hardware.

Chrome Moly Spindle Set PWC42-454



Three Bar Front End Kit

The three bar style front end is available in a kit complete with chrome moly tubing, mounting tabs, inner bosses, grade 8 hardware, and spindle bosses. Stiletto bosses measure 2" tall and SPE bosses are 1.875" tall.

Dragster Kit

Tube Diam.	Bosses	Part No.
3/4"	STILETTO	PWC42-443

Front Engine Kit

Tube Diam.	Bosses	Part No.
7/8"	STILETTO	PWC42-444



Front Spindles

Steel spindles are machined to exacting standards from 4130 chrome-moly billets. After heat treating, the spindles are magnafluxed, finish ground, and bronze bushings are installed and align honed. Spindles come with heat treated and ground King Pins and steering arms. The STS3457 spindle kit includes axle bosses. Strange also offers a billet aluminium dragster spindle kit designed for lightweight applications - call ROCKET to discuss your application.

Stiletto Steel Front Spindles STS3457

Adjustable Front Spindles

Strange adjustable height spindles allow for at-the-track chassis preload adjustments by simply relocating spacers. Our billet aluminium spindle body and heat treated spindle accepts all existing Anglia style spindle mount wheels. The spindle fits our aluminium, steel or carbon front brakes, which feature our single piston caliper with square pads.

Strange Aluminium Adjustable Height Funny Car Spindle



STS3423

Stiletto Polished Pro Box Rack & Pinion

The Stiletto Pro Box is the finest steering assembly available for full bodied vehicles. The magnafluxed aerospace steel pinion is precisely fitted to the high tensile chrome-moly rack with 24.50" clevis centres. The sealed rack is protected by nylon reinforced neoprene bellows. Three turns lock-to-lock provide 4.750" of rack travel resulting in a 20 to 1 steering ratio with 5" spindle arms. An adjustable mounting system adapts to a variety of chassis designs. Quality and safety should never be sacrificed. With this in mind, the Stiletto Pro Box should be your only choice.

Stiletto Polished Rack & Pinion (5.36lbs.)	STS3440
Steering Coupling for STS3440	STS3444
Stiletto Polished RHD Rack & Pinion (5.36lbs.)	STS3440-RH
Stiletto Polished RHD Rack & Pinion - Black (5.36lbs.)	STS3440-RHBLK



Stiletto Dragster Steering Rack & Pinion

Stiletto Dragster Box offers the reliability and quality of Stiletto's Pro Box. These lightweight boxes, provide 4.813" of rack travel with 2.625" travel for each full turn of the pinion gear. Two 3/8" holes on 1.313" centres provide secure mounting.

Body

- 6061-T6511 billet aluminium • .375" bolt holes on 1.312" centres
- Black anodized finish • Includes steering shaft weld end

Rack & Pinion Gear

- 4140 chrome moly • Hardened

Rod Ends

- Stainless steel • .375" spherical ball • Right hand threads

Dragster Stiletto Rack & Pinion (2.40lbs) STS3442



Rack-N-Pinion

These lightweight quality steering boxes are precision machined from high strength steel and billet aluminium. They are fitted with self-lubricating bronze bearings, pinion seals, and nylon reinforced neoprene boots.

- 2-3/4 Total Pinion Rotation
- 4-3/4 in. Total Rack Travel
- 11-1/4 in. Length
- 9/16-26 Spline Split-Bolt Coupler (Included)
- 2.50 lbs.

PWC42-348

Splined Coupler 5/8-36 Spline

Fits Stiletto & SPE Racks, as well as the Funny Car Box. Measures 5/8 in. Inside Diameter on one end, 5/8 in. x 36 female spline on other end.

PWC42-353



Tie Rod Kit

An excellent compliment to the Stiletto Pro Box, Strange's tie rod kit features T-bushing adapters, which are pressed into the .438" tie rod ball joints to allow increased range of movement without binding. The tie rod kit includes 12" long chrome-moly tubing (.625" O.D. x .120" wall) and 4130 rod ends for the utmost safety and durability.

Tie Rod Kit for STS3440 Pro Box STS3447



Worm Type Steering Box

The SPE worm type steering box is ideal for Funny Cars and other front engine cars where drag link steering is used. These boxes feature a 10:1 ratio and a serrated end on the steering shaft to provide a wide range of adjustment for the pitman arm.

SPE Worm Type Steering Box 13" STS3441S



AFCO Small Body Steering Quickener

This weighs less than 1.8 lbs. and takes up a lot less space. 3/4"-36 spline. 2-1/2" x 2-1/2" x 8" overall length.

Steering Quickener 2:1 Suit Power Steering Compact Design AFC30052



Steering Column Mounting Kit

We created this mounting kit to work in conjunction with our MOC5074 Steering Column Kit. Its compact design allows the column to be mounting rigidly to the chassis while keeping weight to a minimum. The split clamp mounting system makes it easy for the column tube to be removed or repositioned if necessary without cutting or re-welding. This kit can be adapted to other steering column kits that use a 1-1/2" diameter column tube. Each kit includes two split clamps, complete installation instructions and two pieces of tubing to mount the column to the chassis. Welding required.

Steering Column Mounting Kit MOC5076



Steering Column Kit

This kit is designed for use in race cars with fabricated tube style chassis. Its universal design allows it to be adapted to Drag Race, Pro-Street and Street Rod chassis. Chrome moly construction makes it lightweight without sacrificing strength. The inner shaft rides in two flanged polymer bushings that mount to an aluminium column tube. Exclusive features include: grease fittings to keep the bushings lubricated and a stop collar that prevents the shaft from entering the driver's compartment in the event of impact. Each kit includes a quick release steering hub, a precision needle bearing U-joint and complete installation instructions. Use with Competition Engineering's

Steering Column Kit MOC5074

Steering Universal Joint

Pre-loaded bearing surfaces eliminate sloppy backlash to provide positive steering control. Un-splined, fits steering columns with 3/4" OD shafts. 1-1/4" OD.

Steering Universal Joint MOC5074



RACE CAR COMPONENTS & FABRICATION



Shut Off Lever

Designed to fit Pro-Werks Control Levers, this CNC machined billet aluminium lever is ideal for chute release or fuel shut off.

Shut Off Lever PWC42-507



Control Levers

Lightweight, heat-treated aluminium control levers are designed for custom installations. These levers are perfect for dragsters, altered, and funny cars. CNC machined 1/4" thick aluminium with 3/8" diameter pivot hole and micro polished finish. The smooth radiused edges and aluminium grips provide comfort and control.

Length	Grips	Part No.
18"	Polished	PWC42-512
18"	Red	PWC42-514
18"	Blue	PWC42-516
18"	Black	PWC42-517
20"	Polished	PWC42-522
20"	Red	PWC42-524
20"	Blue	PWC42-526
20"	Black	PWC42-527

Control Lever Replacement Grips

These two-piece aluminium grip sets fit Pro-Werks control levers. Includes stainless fasteners.

Colour	Part No.
Polished	PWC42-540
Red	PWC42-541
Blue	PWC42-542

Chute/Shut Off Lever

Universal aluminium lever measures 5" long by 3/16" thick with 3/16" diameter holes.

Chute/Shut Off Lever PWC42-510

Parachute Release Cable Clamp

- To be mounted within 12" of the Parachute Pack Edge
- Works with Moroso Parachute Mount Nos. C3451, C3452 and can be used with other mounts
- Manufactured from 1/8 inch thick aluminium bracket with steel clamp and mounting

MOC3453 - Parachute Release Cable Clamp

PARACHUTE RELEASE CABLE KIT

This kit streamlines installation of cable release system for a parachute. The kit includes a black 18" (5.48M) of Teflon lined Felsted cable, clip type cable with exposed .070" diameter wire on one end (may be cut to preferred length). Black anodised CNC machined lightweight aluminium lever/handle, rod end and cable mounting hardware. The unique feature in this kit is a billet cable end to eliminate cable from fraying and causing parachute bag damage.

Part No	Description
AF80-1000	Complete kit with Chrome handle & black accessories
AF80-1000BLK	Complete kit with Black handle & black accessories
AF64-4357	Universal Chrome lever/handle only
AF64-4357BLK	Universal Black lever/handle only
AF59-1000	Chute release cable only (blue in colour)
AF59-1000BLK	Chute release cable only (black in colour)
AF59-1001	Cable end terminator (black in colour)

Note: Handle can be used with other parachute release kits.

SS2001DUALCHUTE

PARACHUTE MOUNT KIT

Stroud's Universal chrome moly mount kit can be mounted to rear end of

Dragsters, Funny cars or back of door cars,

Single Chute Mount Kit

SS1995

Dual Chute Mount Kit

SS2001DUALCHUTE

Parachute Pack Mount

Includes pack mounting plate, mounting tube, weld bung and quick release pin Quick release mount for removal when working on car. Manufactured from mild steel for extra strength. Welding and fabrication required.

P

MOC3451

Parachute Anchor Mount

Accepted by NHRA and IHRA. Manufactured from 1-5/8" dia. DOM tubing. Includes mount and support tubes, anchor strap bracket and aluminium bushing. Welding and fabrication required.

Parachute Anchor Mount

MOC3450

Professional Wheel-E-Bars

Designed to withstand the abuse of drag racing, the Competition Engineering Professional Wheel-E-Bar Series is the choice of more racers than any other when design, quality and premium materials count. Each bar features upper spring adjusters made from 7075-T6 aluminium to allow for ease in preload adjustment. The lower struts are made from high strength 6061-T6 aluminium, enabling them to handle the forces applied to them without fatiguing. Each kit includes all the required fasteners as well as quick release pins to allow access to the rear end housing for jacking.

Description

Chrome with Natural Finish Components
Chrome with Black Anodized Components
Replacement Wheel

Part No.
MOC2016
MOC2036
MOC7058

Universal 80" Single Wheel-E-Bar Kit

Competition Engineering has designed a single wheel Wheel-E-Bar kit that is perfect for both the professional and amateur chassis builder. The lower tube and wheel pocket are fixture welded in house for perfect alignment while still allowing the builder to trim it to any desired length. The 1" O.D. x .065" wall chrome moly tube is strong yet lightweight, while the two hi-misalignment rod ends allow the bar to adjust to any rear axle housing without the need for a tubing bender. Each kit comes with all the necessary hardware and a detailed set of instructions.

- Extra Long Bar Improves Chassis Reaction Times
- Strong, Lightweight Chrome Moly Construction
- Designed to Fit Any Application
- Hard Plastic Wheel with Steel Bearings for Long Life
- Includes All Necessary Hardware
- Welding Required

Universal 80" Single Wheel-E-Bar Kit

MOC2148

Universal 60" Wheel-E-Bar Kit

These Universal Wheel-E-Bar Kits allow the professional chassis builder to fabricate bars to fit a specific vehicle. Each kit is available in either mild steel or aluminium with a choice of sprung or unsprung versions. The 60" long tubes can be cut to the desired length to suit individual needs. As an added feature, each kit includes the necessary material to install an upper cross brace for increased strength.

Description

Universal 60" Wheel-E-Bar Kit, Unsprung, Steel Tubes
Universal 60" Wheel-E-Bar Kit, Sprung, Steel Tubes
Axle Mounting Bracket
Replacement Wheel

Part No.
MOC2140
MOC2145
MOC7048
MOC7060

WHEELIE BAR WHEEL

Billet aluminium wheel bonded with a polyurethane material that won't dent. 4" in diameter, 1 5/8" hub-to-hub, and a 3/8" through hole diameter, can be drilled to 1/2". Each wheel is made from solid billet 6061-T6 aircraft grade material.

Available in natural or black anodised. Sold individually.

Part No

AF64-4360
AF64-4360BLK

Description

Natural aluminium finish
Black anodised finish

Wing Strut Kits

Kits include chrome moly tubing, mount tabs, wing adjusters and hardware. They feature streamlined main strut tubing and round diagonals. The dragster kit has 44" main supports and the altered kit has 24" main supports. These kits are sized for comp class cars and do not meet SFI specs required for some applications.

Dragster Kit - 44" Main Supports

PWC42-210

Altered Kit - 24" Main Supports

PWC42-213

Radiator Mounting Kit

Radiator Mount for Sirocco style radiators. For race cars with tube front ends. Facilitates quick removal and installation of radiator. Includes radiator mounting bracket, frame mount and hardware. Welding required.

Radiator Mounting Kit

MOC4925

Adjustable Pedal Stops

Limits pedal travel and prevents over travelling the pressure plate when using single pedal assembly for clutch application.

Bolt On Pedal Stop

PWC32-110

Weld On Pedal Stop

PWC42-110

Accelerator Pedal Kit

Steel Accelerator Pedal with Steel Mounting Brackets and Hardware to mount where desired. Installation instructions included.

Accelerator Pedal Kit

MOC3461

Throttle Linkage Rod Kit

Universal for vehicles with carburetors includes a 23" aluminium rod, two spherical rod ends, throttle return spring tab and hardware. The aluminium linkage rod is easy to install, bendable to simplify alignment issues and the length is easily adjusted by turning the rod ends in or out.

Throttle Linkage Rod Kit

MOC3465

AEROFLOW PARACHUTE SAFETY FLAG

Aeroflow parachute safety flag
AF98-2044

Door Hinge Kit

For Race vehicles with fibreglass doors. Longer hinge pins on bottom mounts facilitates quick removal and installation of doors. Kit includes two door hinges and mounts (enough for 1 car). Welding required.

Door Hinge Kit MOC4930

**Door Handle Linkage Kit**

Kit includes two lightweight door handles with enough tubing, nuts, bolts and rod ends for two doors. Easy to install in any door.

MOC4935

**Door Limiter Strap Kit**

The door limiter strap kit is complete with 2 x door limiter straps and all hardware necessary to complete one car. Installation instructions included.

Door Limiter Strap Kit

MOC4931

**Window Net Mount Kit**

Kit complete with latch assembly and upper and lower window net tubes and mounting brackets. Installation instructions included.

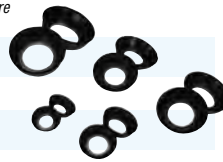
Window Net Mount Kit

MOC4903

**Seals-It Washers**

Extends rod life by sealing out dust and foreign debris. Fits any style of rod end. All sizes are .063" thick. Supplied in pairs.

PWC73-473-2 5/16" Rod Ends
PWC73-474-2 3/8" Rod Ends
PWC73-475-2 7/16" Rod Ends
PWC73-476-2 1/2" Rod Ends
PWC73-477-2 5/8" Rod Ends
PWC73-478-2 3/4" Rod Ends

**Mild Steel Clevis Link Bracket**

Clevis link brackets are 3/16" thick and 1" wide inside. Sold individually.

Part No.	Side Holes	Mount Hole
PWC73-175	1/2"	1/2"
PWC73-176	1/2"	5/8"

**Mild Steel Hinge Brackets**

These hinge brackets are 3/32" thick x 1-7/8" tall with a 1/4" hole and are supplied in packs of 4.

PWC73-133 Hinge Brackets

**Floating Saddle Mounts**

This all chromoly constructed mount is tig welded. Clamps are sold separately.

PWC73-321 1" Diameter
PWC73-322 1-1/8" Diameter
PWC73-323 1-1/4" Diameter
PWC73-324 1-3/8" Diameter
PWC73-325 1-1/2" Diameter
PWC73-326 1-5/8" Diameter

**Stainless Clamps**

Positive grip band clamps are ideal for floating saddle mounts, add-on brackets, or hose sealing. Fine thread t-bolt includes self-locking nut. Two clamps recommended for most applications.

Part No.	Diam.	Clamp Range
PWC73-303	1.125"	1" to 1-3/16"
PWC73-304	1.312"	1-1/4" to 1-7/16"
PWC73-306	1.5"	1-7/16" to 1-5/8"
PWC73-307	1.625"	1-1/2" to 1-7/8"

**Tow Hooks**

10,000lbs (4500kg) capacity Steel tow hooks. Perfect for race cars and off roaders.

Black Tow Hook

RPCR0100

Chrome Tow Hook

RPCR0101

**Rod Ends**

Our top quality rod ends are available in a number of sizes and in both right or left hand threads. The all-steel bodies are available in either carbon steel or Chrome Moly. We highly recommend that you use our Chrome Moly Rod Ends exclusively in our 4-Link and Ladder Bar suspension kits.

Description

5/8" Shank x 5/8" Hole, RH Thread, Low Carbon Steel
 5/8" Shank x 5/8" Hole, LH Thread, Low Carbon Steel
 3/4" Shank x 5/8" Hole, RH Thread, HD Chrome Moly
 3/4" Shank x 5/8" Hole, LH Thread, HD Chrome Moly

Part No.

MOC6009
MOC6010
MOC6160
MOC6161



FK. Bearings rod ends and spherical bearings are used by racers everywhere, in all forms of motorsport. They are available in a huge range of sizes and materials to suit any application. FK. Bearings offers self-lubricating Teflon liners on nearly all of our rod ends and spherical bearings. The Teflon liner is chemically bonded to the inner diameter of the race. The liner offers a very high load carrying capacity and has greatly increased dynamic wear characteristics. The operating temperatures of our liner range from -50° to 160° C. The load limits quoted are Static Radial Ultimate Load which is the load that can be applied to a bearing without fracturing the ball, race, or rod end eye. The ultimate load rating is usually, but not always 1.5 times the limit load. Jam nuts must be purchased separately.

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ADD FK- TO START OF PART NUMBER**CF-Y**

2 Piece Female, Metal to Metal with Stud

Part Number	Female Thread	Stud Thread	Body Material
CF4Y	1/4-28	1/4-28	Low Carbon Steel
CF5Y	5/16-24	5/16-24	Low Carbon Steel
CF6Y	3/8-24	3/8-24	Low Carbon Steel
CF8Y	1/2-20	1/2-20	Low Carbon Steel

**KMX / KMXL**

3 Piece Male, Alloy Steel, Heat Treated, Nylon Race

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
KMX8	KMXL8	1/2"	1/2-20	Alloy Steel	12,696 lbs
KMX10-8	KMXL10-8	1/2"	5/8-18	Alloy Steel	19,960 lbs
KMX10	KMXL10	5/8"	5/8-18	Alloy Steel	14,480 lbs
KMX12-10	KMXL12-10	5/8"	3/4-16	Alloy Steel	23,256 lbs
KMX12	KMXL12	3/4"	3/4-16	Alloy Steel	23,192 lbs

**RJMX-T**

3 Piece Male, Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
RJMX6T	RJMXL6T	3/8"	3/8-24	Steel Alloy	9,550 lbs
RJMX7T	RJMXL7T	7/16"	7/16-20	Steel Alloy	10,290 lbs
RJMX8T	RJMXL8T	1/2"	1/2-20	Steel Alloy	16,242 lbs
RJMX10T	RJMXL10T	5/8"	5/8-18	Steel Alloy	17,959 lbs
RJMX12T	RJMXL12T	3/4"	3/4-16	Steel Alloy	28,090 lbs

**HRSMX-T / HRSMXL-T**

High Misalignment Male, Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
HRSMX6T	HRSMXL6T	3/8"	7/16-20	4340 Steel	11,789 lbs
HRSMX7T	HRSMXL7T	7/16"	1/2-20	4340 Steel	17,100 lbs
HRSMX8T	HRSMXL8T	1/2"	5/8-18	4340 Steel	23,703 lbs
HRSMX10T	HRSMXL10T	5/8"	3/4-16	4340 Steel	32,100 lbs

RSMX / RSMXL

3 Piece Male, Alloy Steel, Heat Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
RSMX8	RSMXL8	1/2"	5/8-18	Steel Alloy	31,420 lbs

**RRSMX-T**

3 Piece Male, Extra Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
RRSMX6T	RRSMXL6T	3/8"	7/16-20	Steel Alloy	17,610 lbs
RRSMX7T	RRSMXL7T	7/16"	1/2-20	Steel Alloy	23,470 lbs
RRSMX8T	RRSMXL8T	1/2"	5/8-18	Steel Alloy	31,420 lbs
RRSMX10T	RRSMXL10T	5/8"	3/4-16	Steel Alloy	40,590 lbs

**SJM-T**

3 Piece Male, Precision, Stainless Steel with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
SJM8T	SJML8T	1/2"	1/2-20	Stainless	19,520 lbs
SJM10T	SJML10T	5/8"	5/8-18	Stainless	21,920 lbs
SJM12T	SJML12T	3/4"	3/4-16	Stainless	29,310 lbs

**RSMX-T / RSMXL-T**

3 Piece Male, Alloy Steel, Heat Treated, Nylon Race

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
RSMX7T	RSMXL7T	7/16"	1/2-20	Steel Alloy	23,470 lbs
RSMX8T	RSMXL8T	1/2"	5/8-18	Steel Alloy	31,420 lbs
RSMX10-8T	RSMXL10-8T	1/2"	3/4-16	Steel Alloy	40,590 lbs
RSMX10T	RSMXL10T	5/8"	3/4-16	Steel Alloy	40,590 lbs
RSMX12T	RSMXL12T	3/4"	7/8-14	Steel Alloy	55,696 lbs

**SRSM-T**

3 Piece Male, Precision, Stainless Steel, Extra Heavy Duty Shank with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
SRSM7T	SRSML7T	7/16"	1/2-20	Stainless	23,470 lbs
SRSM8T	SRSML8T	1/2"	5/8-18	Stainless	33,172 lbs
SRSM10T	SRSML10T	5/8"	3/4-16	Stainless	40,507 lbs

**PMX-T**

3 Piece Male, Performance Racing, Stainless Steel Race with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
PMX6T	PMXL6T	3/8"	3/8-24	4340 Steel	10,940 lbs
PMX7T	PMXL7T	7/16"	7/16-20	4340 Steel	14,052 lbs
PMX8T	PMXL8T	1/2"	1/2-20	4340 Steel	23,314 lbs

**ALJM / ALJML**

3-Piece Male, Aluminium, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ALJM3	ALJML3	.190"	10-32	7075-T6	1,360 lbs
ALJM4	ALJML4	1/4"	1/4-28	7075-T6	2,465 lbs
ALJM5	ALJML5	5/16"	5/16-24	7075-T6	2,850 lbs
ALJM6	ALJML6	5/8"	3/8-24	7075-T6	4,208 lbs
ALJM7	ALJML7	7/16"	7/16-20	7075-T6	4,534 lbs
ALJM8	ALJML8	1/2"	1/2-20	7075-T6	7,698 lbs

**ALRSM / ALRSMML**

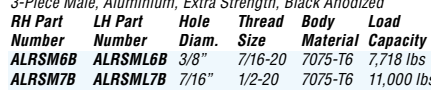
3-Piece Male, Aluminium, Extra Strength, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ALRSM6	ALRSMML6	3/8"	7/16-20	7075-T6	7,718 lbs
ALRSM7	ALRSMML7	7/16"	1/2-20	7075-T6	11,000 lbs
ALRSM8	ALRSMML8	1/2"	5/8-18	7075-T6	14,880 lbs
ALRSM10	ALRSMML10	5/8"	3/4-16	7075-T6	19,240 lbs

**ALRSM-B / ALRSMML-B**

3-Piece Male, Aluminium, Extra Strength, Black Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ALRSM6B	ALRSMML6B	3/8"	7/16-20	7075-T6	7,718 lbs
ALRSM7B	ALRSMML7B	7/16"	1/2-20	7075-T6	11,000 lbs
ALRSM8B	ALRSMML8B	1/2"	5/8-18	7075-T6	14,880 lbs
ALRSM10B	ALRSMML10B	5/8"	3/4-16	7075-T6	19,240 lbs



CM / CML

2 Piece Male, Low Carbon Steel, Metal to Metal

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CM3	CML3	.190"	10-32	Steel	1,210 lbs
CM4	CML4	1/4"	1/4-28	Steel	2,225 lbs
CM5	CML5	5/16"	5/16-24	Steel	3,600 lbs
CM6	CML6	3/8"	3/8-24	Steel	5,100 lbs
CM8	CML8	1/2"	1/2-20	Steel	8,386 lbs

CF / CFL

2 Piece Female, Low Carbon Steel, Metal to Metal

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CF3	CFL3	.190"	10-32	Steel	2,100 lbs
CF4	CFL4	1/4"	1/4-28	Steel	3,250 lbs
CF5	CFL5	5/16"	5/16-24	Steel	3,934 lbs
CF6	CFL6	3/8"	3/8-24	Steel	5,100 lbs
CF8	CFL8	1/2"	1/2-20	Steel	9,100 lbs

ALJF / ALJFL

3-Piece Female, Aluminium, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ALJF3	ALJFL3	.190"	10-32	7075-T6	1,360 lbs
ALJF4	ALJFL4	1/4"	1/4-28	7075-T6	2,592 lbs
ALJF5	ALJFL5	5/16"	5/16-24	7075-T6	2,890 lbs
ALJF6	ALJFL6	3/8"	3/8-24	7075-T6	3,952 lbs
ALJF8	ALJFL8	1/2"	1/2-20	7075-T6	7,006 lbs

CFX / CFXL

Alloy Steel, Heat Treated, Black oxide Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CFX8	CFXL8	1/2"	1/2-20	Steel Alloy	17,000 lbs

ECM / ECML

Low carbon Steel, Zinc Plated, Chromate Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ECM10-8	ECML10-8	5/8"	5/8"-18	Low Carbon Steel	9,813 lbs

JMX / JMXL

3 Piece, Steel Alloy, Heat Treated, Zinc Plated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
JMX5	JMXL5	5/16"	5/16"-24	Steel Alloy	7,640 lbs
JMX7T	JMXL7T	7/16"	7/16"-20	Steel Alloy	10,290 lbs

(T=Teflon Liner)

Steel Jam Nuts

Low Carbon Steel, Zinc Plated

RH Part Number	LH Part Number	Thread Size	Hex Size
SJNR03	SJNL03	10-32	3/8"
SJNR04	SJNL04	1/4-28	7/16"
SJNR05	SJNL05	5/16-24	1/2"
SJNR06	SJNL06	3/8-24	9/16"
SJNR07	SJNL07	7/16-20	1 1/16"
SJNR08	SJNL08	1/2-20	3/4"
SJNR10	SJNL10	5/8-18	15/16"
SJNR10-1	SJNL10-1	5/8-18	3/4"
SJNR12	SJNL12	3/4-16	1-1/8"
SJNR12-1	SJNL12-1	3/4-16	15/16"
SJNR14	SJNL14	7/8-14	1-9/32"
SJNR16	SJNL16	1-1/4-12	1-13/16"

Aluminium Jam Nuts

7075-T6 Aluminium

RH Part Number	LH Part Number	Thread Size	Hex Size
AJNR03	AJNL03	10-32	3/8"
AJNR04	AJNL04	1/4-28	7/16"
AJNR05	AJNL05	5/16-24	1/2"
AJNR06	AJNL06	3/8-24	9/16"
AJNR07	AJNL07	7/16-20	1 1/16"
AJNR08	AJNL08	1/2-20	3/4"
AJNR10	AJNL10	5/8-18	3/4"
AJNR12	AJNL12	3/4-16	1-1/8"

Spherical Bearings HIN-T

High Misalignment, Heavy Duty with Teflon Liner

Part Number	Hole Diam.	O.D.	Width	Load Capacity
HIN7T	7/16"	1"	.875	19,032 lbs
HIN8T	1/2"	1-1/8"	.937	25,275 lbs
HIN10T	5/8"	1-3/8"	1.200	44,652 lbs

SSX-T

Precision Series with Teflon Liner

Standard Part No.	Grooved Part No.	Hole Diam.	O.D.	Width	Load Capacity
SSX7T	SSX7TV	7/16"	.9062"	.343"	13,200 lbs
SSX8T	FSSX8TV	1/2"	1.000"	.390"	17,900 lbs

Clevis Ends

Part Number	Hole Diam.	Thread Size	Body Material
CV1	3/8"	5/8-18	Low Carbon Steel
CV2	1/2"	5/8-18	Low Carbon Steel
CV3	3/8"	3/4-16	Low Carbon Steel
CV4	1/2"	3/4-16	Low Carbon Steel
CV5	3/8"	1/2-20	Low Carbon Steel
SCV1	3/8"	5/8-18	Stainless Steel
SCV2	1/2"	5/8-18	Stainless Steel

Clevis Ends

Moroso Clevis Ends solve suspension and fastening problems in applications where rod ends would not be practical. They allow adjustment both radially and laterally and place the mounting bolt in a double shear load. Machined from 4130 chrome moly steel and plated with a zinc and yellow chromate finish. Packaged two per card.

Description
1/2"-20 Shank, 5/16" Bolt Holes, 1/4" Slot
5/8"-18 Shank, 3/8" Bolt Holes, 3/8" Slot

Part No.
M090770
M090780

**MEZIERE****THREADED CLEVIS**

Easy connections with the ability to adjust the final link is what these clevises offer. They come in both right and left hand threaded versions.

Part No	Thread Size	Slot	Hole	Material
MZTC1032	10-32 R/H	1/8"	3/16"	303 Stainless
MZTC1032L	10-32 L/H	1/8"	3/16"	303 Stainless
MZTC1220	1/2-20 R/H	1/4"	3/8"	4130 Steel
MZTC1220L	1/2-20 L/H	1/4"	3/8"	4130 Steel
MZTC1428	1/4-28 R/H	1/8"	3/16"	303 Stainless
MZTC1428L	1/4-28 L/H	1/8"	3/16"	303 Stainless
MZTC3824	3/8-24 R/H	3/16"	5/16"	4130 Steel
MZTC3824L	3/8-24 L/H	3/16"	5/16"	4130 Steel

MEZIERE CLEVIS WELD IN ENDS

Our 4130 alloy weld in clevises are strong and consistent. Built to fit tube sizes from 3/8" to 1-1/2", the professional or hobbyist will appreciate the care we take in manufacturing these parts.

Part No	Tube Size	Slot	Hole
MZCE10	1" x .058"	3/16"	3/8"
MZCE11	1" x .058"	1/4"	3/8"
MZCE12	1/2" x .058"	1/8"	1/4"
MZCE13	1-1/8" x .083"	1/4"	3/8"
MZCE14	1-1/8" x .058"	1/4"	3/8"
MZCE15	1" x .058"	5/16"	3/8"
MZCE16	1-1/4" x .058"	1/4"	3/8"
MZCE17	1-1/8" x .058"	3/16"	3/8"
MZCE21	1-1/2" x .120"	3/8"	1/2"
MZCE22	1-1/2" x .065"	3/8"	1/2"
MZCE34	3/4" x .058"	3/16"	5/16"
MZCE35	3/4" x .058"	3/16"	3/8"
MZCE38	3/8" x .058"	1/8"	3/16"
MZCE51	5/16" x .058"	1/8"	3/16"
MZCE58	5/8" x .058"	1/8"	5/16"
MZCE78	7/8" x .058"	3/16"	3/8"

MEZIERE MISALIGNMENT BUSHING

When you are putting your spherical rod ends to the test, these high misalignment bushings may be just what you need. Made of 4130 alloy, these bushing allow the spherical end to swivel through a much wider arc which provides you with a more versatile mechanism.

Part No	OD	ID
MZMB1075	1"	3/4"
MZMB6250	5/8"	1/2"
MZMB7550	3/4"	1/2"
MZMB7562	3/4"	5/8"
MZMB8762	7/8"	5/8"

MEZIERE ROUND WELD-IN TUBE ENDS

Our 4130 alloy threaded tube ends have been the choice of the nation's top chassis builders for years. The strength, consistency and finished quality are unmatched. They are offered in a wide variety of tube diameter, wall thickness and thread combinations.

Tube Size	Thread	RH Part No.	LH Part No.
3/8" x .058"	10-32	MZRE1009AAA	MZRE1009AAAL
1/2" x .058"	5/16-24	MZRE1010A	MZRE1010AL
1/2" x .058"	1/4-28	MZRE1010AA	MZRE1010AAL
5/8" x .058"	5/16-24	MZRE1011A	MZRE1011AL
5/8" x .058"	3/8-24	MZRE1011B	MZRE1011BL
3/4" x .058"	5/16-24	MZRE1012A	MZRE1012AL
3/4" x .058"	3/8-24	MZRE1012B	MZRE1012BL
3/4" x .058"	7/16-20	MZRE1012C	MZRE1012CL
3/4" x .065"	5/16-24	MZRE1013A	MZRE1013AL
3/4" x .065"	3/8-24	MZRE1013B	MZRE1013BL
3/4" x .065"	7/16-20	MZRE1013C	MZRE1013CL
7/8" x .058"	3/8-24	MZRE1014B	MZRE1014BL
7/8" x .058"	7/16-20	MZRE1014C	MZRE1014CL
7/8" x .058"	1/2-20	MZRE1014D	MZRE1014DL
7/8" x .065"	3/8-24	MZRE1015B	MZRE1015BL
7/8" x .065"	7/16-20	MZRE1015C	MZRE1015CL
7/8" x .065"	1/2-20	MZRE1015D	MZRE1015DL
7/8" x .083	3/8-24	MZRE1016B	MZRE1016BL
7/8" x .083	7/16-20	MZRE1016C	MZRE1016CL
7/8" x .083	1/2-20	MZRE1016D	MZRE1016DL
1" x .058"	3/8-24	MZRE1017B	MZRE1017BL
1" x .058"	7/16-20	MZRE1017C	MZRE1017CL
1" x .058"	1/2-20	MZRE1017D	MZRE1017DL
1" x .058"	5/8-18	MZRE1017E	MZRE1017EL
1" x .065"	3/8-24	MZRE1018B	MZRE1018BL
1" x .065"	7/16-20	MZRE1018C	MZRE1018CL
1" x .065"	1/2-20	MZRE1018D	MZRE1018DL
1" x .065"	5/8-18	MZRE1018E	MZRE1018EL
1" x .083"	3/8-24	MZRE1019B	MZRE1019BL
1" x .083"	7/16-20	MZRE1019C	MZRE1019CL
1" x .083"	1/2-20	MZRE1019D	MZRE1019DL
1" x .083"	5/8-18	MZRE1019E	MZRE1019EL
1" x .095"	3/8-24	MZRE1020B	MZRE1020BL
1" x .095"	7/16-20	MZRE1020C	MZRE1020CL
1" x .095"	1/2-20	MZRE1020D	MZRE1020DL
1" x .095"	5/8-18	MZRE1020E	MZRE1020EL
1-1/8" x .083"	1/2-20	MZRE1021D	MZRE1021DL
1-1/8" x .083"	5/8-18	MZRE1021E	MZRE1021EL
1-1/8" x .083"	3/4-16	MZRE1021F	MZRE1021FL
1-1/8" x .095"	1/2-20	MZRE1022D	MZRE1022DL
1-1/8" x .095"	5/8-18	MZRE1022E	MZRE1022EL
1-1/8" x .095"	3/4-16	MZRE1022F	MZRE1022FL
1-1/4" x .065"	5/8-18	MZRE1023E	MZRE1023EL
1-1/4" x .065"	3/4-16	MZRE1023F	MZRE1023FL
1-1/4" x .095"	1/2-20	MZRE1024D	MZRE1024DL (H)
1-1/4" x .095"	5/8-18	MZRE1024E	MZRE1024EL (H)
1-1/4" x .095"	3/4-16	MZRE1024F	MZRE1024FL (H)
1-1/4" x .120"	1/2-20	MZRE1025D	MZRE1025DL (H)
1-1/4" x .120"	5/8-18	MZRE1025E	MZRE1025EL (H)
1-1/4" x .120"	3/4-16	MZRE1025F	MZRE1025FL (H)
1-3/8" x .095"	5/8-18	MZRE1026E	MZRE1026EL (H)
1-3/8" x .095"	3/4-16	MZRE1026F	MZRE1026FL (H)
1-3/8" x .095"	7/8-14	MZRE1026G	MZRE1026GL (H)
1-3/8" x .120"	3/4-16	MZRE1028F	MZRE1028FL (H)
1-3/8" x .120"	7/8-14	MZRE1028G	MZRE1028GL (H)
1-1/2" x .120"	3/4-16	MZRE1030F	MZRE1030FL (H)
1-1/2" x .120"	7/8-14	MZRE1030G	MZRE1030GL (H)
1-1/2" x .120"	1-12	MZRE1030H	MZRE1030HL (H)
1-1/2" x .065"	5/8-18	MZRE1032E	MZRE1032EL (H)
1-5/8" x .083"	3/4-16	MZRE1034F	MZRE1034FL (H)
1-5/8" x .083"	7/8-14	MZRE1034G	MZRE1034GL (H)
1-5/8" x .120"	3/4-16	MZRE1035F	MZRE1035FL (H)
1-3/4" x .120"	1-12	MZRE1036H	MZRE1036HL (H)
1-1/4" x .058"	1/2-12	MZRE1124D	MZRE1124DL (H)
1-1/4" x .058"	5/8-18	MZRE1124E	MZRE1124EL (H)
1-1/4" x .058"	3/4-16	MZRE1124F	MZRE1124FL (H)
1-1/8" x .058"	1/2-12	MZRE1125D	MZRE1125DL (H)
1-1/8" x .058"	5/8-18	MZRE1125E	MZRE1125EL (H)
1-1/8" x .065"	1/2-12	MZRE1126D	MZRE1126DL (H)
1-1/8" x .065"	5/8-18	MZRE1126E	MZRE1126EL (H)

MEZIERE SAFETY**WASHERS**

As the name implies, these parts make your spherical rod end installation safer. These parts perform two critical functions: First if the rod end were to fail, the end would not be able to slip over the retainer bolt. Second, the tapered profile allows the spherical to travel through an extended range without the limitation posed by a simple flat washer. These parts come in sizes that can be used in small linkages and up to large suspension assemblies. The washers are offered in Aluminum, Stainless and Alloy (4130 steel).

Part No	Size	Material
MZSW10A	10-32	4130 Steel
MZSW12A	1/2"	4130 Steel
MZSW14A	1/4"	4130 Steel
MZSW14L	1/4"	6061 Aluminium
MZSW34A	3/4"	4130 Steel
MZSW38A	3/8"	4130 Steel
MZSW51A	5/16"	4130 Steel
MZSW58A	5/8"	4130 Steel
MZSW71A	7/16"	4130 Steel

MEZIERE WELD ON TABS

Alloy material is selected and the laser cutting process is closely monitored to produce the finest chassis tabs available. Bring superior strength and precision to your next fabrication project.



MZCT10212B

Weld-On Radius Flat Tabs

Part No	Tab	Hole	Height	Tube Radius	Pack of
MZCT10112B	Flat	1/4"	1.063"	1-1/8"	20
MZCT10112C	Flat	1/4"	1.063"	-1/8"	4
MZCT10212B	Flat	5/16"	.986"	1"	20
MZCT10212C	Flat	5/16"	.986"	1"	4
MZCT10312B	Flat	1/4"	.986"	1-1/4"	20
MZCT10312C	Flat	1/4"	.986"	1-1/4"	4
MZCT10412B	Flat	3/8"	1.190"	1-1/4"	20
MZCT10412C	Flat	3/8"	1.190"	1-1/4"	4
MZCT10512B	Flat	3/8"	1.640"	1-1/4"	20
MZCT10512C	Flat	3/8"	1.640"	1-1/4"	4
MZCT10618B	Flat	7/16"	1.693"	1-3/8"	20
MZCT10618C	Flat	7/16"	1.693"	1-3/8"	4



MZCT11712B

MZCT10912B

Weld-On Flat Bottom Flat Tabs

Part No	Tab	Hole	Height	Bottom	Pack of
MZCT10812B	Flat	1/4"	1.000"	Straight	20
MZCT10812C	Flat	1/4"	1.000"	Straight	4
MZCT10912B	Flat	5/16"	1.063"	Straight	20
MZCT10912C	Flat	5/16"	1.063"	Straight	4
MZCT11212B	Flat	7/16"	1.844"	Straight	20
MZCT11212C	Flat	7/16"	1.844"	Straight	4
MZCT11218B	Flat	7/16"	1.844"	Straight	20
MZCT11218C	Flat	7/16"	1.844"	Straight	4
MZCT11312B	Flat	1/4"	.938"	Straight	20
MZCT11312C	Flat	1/4"	.938"	Straight	4
MZCT11612B	Flat	5/16"	1.000"	Straight	20
MZCT11612C	Flat	5/16"	1.000"	Straight	4
MZCT11018B	Flat	3/8"	1.188"	Straight	20
MZCT11712B	Flat	3/8"	1.313"	Straight	20
MZCT11712C	Flat	3/8"	1.313"	Straight	4



MZCT30312C

MZCT30112B

Weld-On Bent Tabs

Part No	Tab	Hole	Height	Wide	Radius	Pack
MZCT30112B	Bent (2 Sides)	3/8"	1.375"	1.855"	Straight	20
MZCT30112C	Bent (2 Sides)	3/8"	1.375"	1.855"	Straight	2
MZCT30212B	Bent (Left)	3/8"	2.051"	1.882"	1-1/4"	20
MZCT30212C	Bent (Left)	3/8"	2.051"	1.882"	1-1/4"	2
MZCT30312B	Bent (Right)	3/8"	2.051"	1.882"	1-1/4"	20
MZCT30312C	Bent (Right)	3/8"	2.051"	1.882"	1-1/4"	2
MZCT30412B	Bent (2 Sides)	3/8"	2.051"	2.244"	1-1/4"	20
MZCT30412C	Bent (2 Sides)	3/8"	2.051"	2.244"	1-1/4"	2

NITROUS SYSTEMS



Sniper Nitrous Systems 100-150HP

The Sniper is the economical entry-level kit from NOS that simply blows away competitive kits. The Sniper was developed to introduce enthusiasts to the use of nitrous at a very affordable price. The Sniper is a fully adjustable system that is designed to provide from 100-150 extra horsepower in popular 4 barrel square bore applications. Sniper kits comes race ready right out of the box with all necessary components, including a distinctive bright orange 10 lb. bottle with the industry standard industrial valve, adjustable plate with jets, solenoids, plus all required lines, hoses, fittings, clamps and a detailed instruction sheet to make installation simple.

Sniper Kit - Square Bore

NOS07001



Sniper Universal Wet Systems 35-125HP

A great complement to NOS's cutting-edge nitrous kits, the Universal Sniper EFI kits are great for the budget minded builder that wants the power nitrous is famous for. And, since it's made by NOS, the Sniper kits benefit from the experience of a proven Nitrous. Each kit comes with all components necessary for a simple installation including NOS "Soft-Plume" Fogger nozzle, orange 10lb sniper bottle, steel bottle brackets and stainless steel braided line. The 4 & 6 cylinder kit includes jetting for 35-50-75 horsepower and V8 kit includes jetting for 75-100-125 horsepower.

Sniper Universal Single Fogger Kit - 4&6 Cyl
Sniper Universal Single Fogger Kit - V8

NOS07005
NOS07006



NOS02154

NOS12566

NOS CROSSHAIR NITROUS PLATE SYSTEM

NOS's new CrossHair plate systems have been designed with the serious racer in mind and are capable of 350+ HP. Based off of the ever popular Double Cross plate systems, the CrossHair™ takes this time tested design and improved it for better distribution of the fuel and nitrous. This is especially important with the complex intake Manifold designs out today.

The CrossHair™ plate systems feature double down nitrous bars for improved distribution and atomization, along with new track tested tune up's. The New CrossHair™ nitrous plates will give you the power you need, when you need it.

CrossHair™ kits come with a blue anodized CrossHair™ plate in either Holley 4150™ or 4500™ (Dominitor®) bolt patterns, new improved solenoids, jetting, plumbing and hardware. Available separately, NOS offers electrical wiring kits and Bottle kits in a variety of combinations so you can make up your own custom kit combination.

Description

Crosshair 4150 4-Barrel Plate Kit
Crosshair 4150 4-Barrel Plate Kit (No Solenoids)
Crosshair 4500 4-Barrel Plate Kit
Crosshair 4500 4-Barrel Plate Kit (No Solenoids)

Part No.

NOS02153
NOS12566
NOS02154
NOS12666

NOS NITROUS

BOTTLE KITS

In the past, if you have purchased a no Bottle kit or a plumbing kit, it was difficult to make sure you get all the other needed parts such as the bottle. Inevitably no matter how hard you have tried, something is forgotten like the Bottle nut or the PTFE Bottle nut washer. NOS has made this task easy by introducing Bottle Kits. The new NOS Bottle kits are available with 10 or 15lb bottles in Hi-Flow valve configurations or in a 12.8lb carbon fiber Bottle kit. The NOS Bottle kits come complete with the bottle, Bottle nut and PTFE washer, Bottle brackets and 16ft of -6AN feed line. (GAUGE NOT INCLUDED)

Description

Nitrous Bottle Kit 10lb With High Flow Valve
Nitrous Bottle Kit 10lb With Super High Flow Valve
Nitrous Bottle Kit 15lb With High Flow Valve
Nitrous Bottle Kit 15lb With Super High Flow Valve

Part No.

NOS14761
NOS14762
NOS14763
NOS14764



Super Powershot Nitrous Systems 100-150HP

Kit includes premium NOS components including an anodized nitrous plate, a genuine NOS 10 lb. bottle with the NOS Hi-Flow bottle valve and premium NOS nitrous and fuel solenoids. They are set up at the factory for each application to provide a safe application of power and can offer an increase of up to 150 horsepower to V8 applications at the touch of a button. Each Powershot system comes standard with a 10 lb. capacity nitrous bottle, aircraft quality stainless steel braided hose, injector plate, solenoids and all other necessary electrical and mounting hardware for a complete installation.

Super Powershot - Square Bore

NOS05101

Super Powershot - Spread Bore

NOS05104

Universal Super Powershot -NO Injector plate

NOS05000



Cheater Nitrous Systems 150-250HP

The NOS Cheater system is designed for use on 350 CID or larger, carbureted engines. It uses large nitrous and fuel solenoids and can be adjusted to any desired power level from 150 to 250 horsepower, in a matter of seconds. Cheater systems are easy to install and utilize a 1/2" thick injector plate which fits between the carburetor and intake manifold. Cheater systems include a 10 lb. nitrous bottle, four stages of jets, aircraft-quality steel braided line and all other necessary electrical and mounting hardware for a complete installation.

Cheater System - Square Bore

NOS02001

Upgrade to Bigshot Kit for NOS02001

NOS02025



Dual Shot Cheater System 100-250HP

Sometimes the application of too much power can be detrimental to a good launch. These are times when you need the help of a NOS Dual Shot Cheater system to maximize performance from the starting line, all the way through the lights. It's like having two systems in one. The Dual Shot Cheater system incorporates two Super Powershot solenoids for the first stage and two Cheater solenoids for the second stage.

This system is intended for use on V8 engines with a minimum displacement of 350 CID. For best results, a single plane intake manifold should be used.

Dual Shot Cheater - Square Bore

NOS02201

Dual Shot Cheater - Dominator

NOS02202



Big Shot Nitrous Systems

The NOS Big Shot systems use a special fogging plate design that vastly improves nitrous flow, fuel atomization and mixture distribution. Power output is adjustable from 200-400 horsepower simply by changing fuel and nitrous jets. Single stage Big Shot systems incorporate a NOS Pro Shot nitrous solenoid with -6AN nitrous supply line. Systems include a variety of power jets, 10lb. nitrous bottle, 1/2" fogging plate, filters, fittings for fuel and nitrous, switches and all electrical and other hardware necessary for installation.

Big Shot System - Square Bore

NOS02101

Big Shot System - Dominator

NOS02102

Sneaky Pete

The Sneaky Pete was designed as a true Cheater Kit. This kit will enable you to obtain that extra tenth of a second without being obvious. It will be necessary to jet the carburetors a little richer (over and above what is normal, since you will have to compensate for the nitrous from the Sneaky Pete) while being "sneaky" since no additional fuel source is utilized. The kit comes complete with a compact, easy to conceal 10oz. bottle, nitrous solenoid, nylon nitrous line, wiring, 9v battery holder and an assortment of jets.

Sneaky Pete (Carbureted Applications ONLY) NOS05029

EFI Dry Nitrous Systems 40-150HP

These systems inject nitrous directly into the air intake and use the factory EFI system to provide the extra fuel necessary. All the required electronics are included to enable the OEM computer to compensate for the extra fuel requirement on demand. Jets are included that allow the user to adjust power outputs to match available traction. The system can be activated only at wide open throttle and comes with a safety shut-off in the event fuel pressure drops below what is required to maintain an adequate flow. Supplied with everything required for a complete installation.

BMW 3, 5 & 6 Series 4 & 6cyl	NOS05122
Chev & Holden LS-1 75-150HP	NOS05177
Ford 5.0L EFI V8 75-150HP	NOS05115
Honda - All 4cyl EFI Engines	NOS05122
Mazda - All 4cyl & Rotary EFI Non Turbo Engines	NOS05122
Mitsubishi - All 4 & 6cyl EFI Non Turbo Engines	NOS05122
Nissan - All 4 & 6cyl EFI Non Turbo Engines	NOS05122
Subaru - Impreza, Liberty Non Turbo	NOS05122
Toyota - All 4 & 6cyl EFI Non Turbo Engines	NOS05122
Dry to Wet Conversion kit	NOS0031



Sportsman Fogger Systems 50-250HP

Engineered for precise distribution of nitrous and fuel for all carbureted or EFI engines. The NOS Sportsman Fogger Systems offer superior atomization and tuning by injecting precisely measured amounts of fuel and nitrous into each individual port with our patented Fogger Nozzles. Power levels are adjustable by changing nitrous and fuel jets in each Fogger Nozzle. The latest in high-tech solenoid technology allows for an extreme degree of reliability with jetting adjustability ranging from a 50 to a 150 extra HP gain. All Sportsman Fogger Systems include a 10 lb. capacity nitrous bottle, Powershot nitrous and fuel solenoids, Fogger nozzles, aircraft quality steel braided hose, and all other necessary electrical and mounting hardware for a complete installation.

4 Cylinder EFI Applications 75HP Minimum	NOS05030-FI
6 Cylinder Inline EFI Applications	NOS05040-FI
V8 Small Block - with 2 Cheater Solenoids 250HP	NOS02622
V8 Small Block - with 4 Powershot Solenoids 300HP	NOS05088



Universal EFI Wet Nitrous Kits 35-125HP

The Ultimate Single fogger Wet System, the PowerFogger wet kits are great for vehicles where an NOS application specific kit is not available. This kit uses a single fogger nozzle to inject fuel and nitrous into the intake runner or plenum. The highest-quality NOS components are utilized for the best looking, best performing system on the market. NOS "Soft-Plume" Fogger nozzle, 10lb. blue bottle, bottle brackets, micro switch, relays and all other components are included for a simple installation. Drive-By-Wire kits include a wide open throttle controller for simple and safe installation. The 4 & 6 cylinder kits include jetting for 35-50-75 horsepower and V8 kits include jetting for 75-100-125 horsepower.

Powerfogger Universal 4&6 Cyl.	NOS05130
Powerfogger Universal 4&6 Cyl. (No Bottle)	NOS05130NB
Powerfogger Universal V8	NOS05131
Powerfogger Universal 4&6 Cyl. Drive By Wire	NOS05134
Powerfogger Universal V8 Drive By Wire	NOS05135

GM LS-1 & LS-2 Plate Systems 100-150HP

These systems are easily installed and feature a spray bar plate that mounts between the throttle body and the intake plenum. They can be adjusted to produce from between 100 and 150 extra horsepower, with provided jets. Activation is through a microswitch that is throttle-activated. All necessary plumbing and hardware is included to make a complete system. A detailed instruction manual is also provided.

Chev & Holden LS-1 Engines	NOS05168
Chev & Holden LS-2 Engines	NOS05169



Pro Shot Fogger System 150-500HP +

The Pro Shot Fogger utilizes patented Fogger2 Nozzle technology for excellent combustion, distribution and adjustability, allowing each cylinder to be injected with a precise cool, dense fuel laden nitrous fog mixture. Featuring our Super Pro Shot solenoids, power levels may be adjusted from 150 HP, to well above 500 extra HP. The Pro Shot Fogger system is designed primarily for highly modified V8 engines built with race quality components and includes a 10 lb. capacity nitrous bottle, Super Pro Shot nitrous and Cheater fuel solenoids, Fogger2 nozzles jetting from 250 to 450 extra HP, steel braided hose and all other necessary electrical/ mounting hardware for a complete installation.

Pro Shot Fogger V8 System NOS02462

Pro Race Fogger System 150-600HP +

The Pro Race Fogger incorporates the latest in NOS technology for producing the largest horsepower gains of any single stage nitrous system available today. This system features our R-series bottom-discharge solenoids which offer the least restriction and most flow of any other design. The NOS Pro Race Fogger is fully adjustable to produce from 150 horsepower all the way to well over 600+ horsepower and is designed specifically for use on highly modified competition-only engines. This system comes standard with a big 15 lb. bottle with a Super Hi-Flo valve, N2O gauge, exclusive Y-shaped Equal Flow distribution blocks, stainless tubing, high flow "Y" fittings at all unions, and all other necessary mounting hardware for a complete, professional installation. Manifold not included.

Pro Race Fogger V8 System NOS04466



Motorcycle Fogger Kit

It doesn't matter whether you are on the track or on the dirt. Touch the button and fast becomes "hang on." You can add pushbutton horsepower quickly and simply with the NOS Fogger kits for 4-stroke motorcycles or ATVs. Designed for easy installation, each Fogger kit comes complete with everything you need; including detailed, easy to follow instruction, electric fuel pump, nitrous and fuel solenoids, Fogger2 nozzles, filters, fittings, tubing, fuel pump, distribution blocks or T-fittings, jets, switches, hose, and all other hardware necessary for complete installation.

4 Cylinder, 4 Stroke Motorcycles over 700cc NOS03008

Nitrous & Fuel Jets

NOS worked with experts in precision hole drilling to develop a proprietary manufacturing process for our new Precision SS jets during years of exhaustive research and development. The result significantly raises the bar in terms of jet accuracy and precision and renders all the competition's jets obsolete. NOS is the only nitrous manufacturer to 100% individually flow-test jets. NOS jets are available in sizes from 0.014" to 0.125" To order add the size to the basic part number, eg. NOS13760-63 is the part number for a .063" Stainless Jet.

Description

Basic Part No.

Precision SS Flare Jets

NOS13760-##

Replacement Jet Packs

These are the same jet packs supplied with NOS carburetor plate kits.

Super Power Shot

1 each of 47, 53, 55, 61, 63, 71, 73 & 82 Jets **NOS13721**

Cheater

1 each of 63, 71, 73, 82, 91, 93 & 102 Jets **NOS13726**

Big Shot

1 each of 82, 91, 93, 102, 116, 110 & 120 Jets **NOS13731**



Nitrous Pressure Gauges

The NOS Nitrous Pressure Gauge measures from 0 - 1500 PSI (although the recommended level is 900-950 PSI) and is essential in monitoring the bottle. Available in "standard" and glycerin-filled models designed to withstand engine vibration, etc.

1-1/2" Nitrous Pressure Gauge with -4AN adapter NOS15910

1-1/2" Nitrous Pressure Gauge with -6AN adapter NOS15912

2-5/8" Nitrous Pressure Gauge with Blue Face NOS15911



Fuel Pressure Gauges

Our "standard" fuel pressure gauges measure from 0-15 PSI and are intended for use with carburetor plate and direct port nitrous systems and our EFI gauges are designed for use with NOS EFI nitrous systems where much higher fuel pressures are used. Accurate from 0 to 120 PSI. A glycerin filled version is available to provide vibration dampening and allow a more accurate and uniform reading.

1-1/2" Fuel Pressure Gauge 0-15 PSI with Red Face NOS15900

1-1/2" Fuel Pressure Gauge 0-120 PSI for EFI NOS15906



Nitrous & Fuel Filters

One of the most important components of any nitrous system, NOS filter fittings feature an aircraft type stainless steel mesh filter element to keep contaminants from attacking the solenoid and plugging the jets. The new NOS high pressure Billet Aluminium Filters feature a precision billet aluminium body and a cleanable stainless steel mesh filter element that has 10 times the filtering area of a standard filter.

Billet Inline Nitrous filter -4AN, 140 micron NOS15550

Filtered NOS Fitting, 1/4" NPT x -4AN - Blue NOS15560

Filtered NOS Fitting, 1/4" NPT x -6AN - Blue NOS15564

Filtered NOS Fitting, 1/8" NPT x -4AN - Blue NOS15570



High Pressure Nitrous Filter

Aeroflow's high pressure Nitrous filters feature a precision billet aluminium body and cleanable high-flow 140 micron stainless steel element that has ten times the filtration area of a standard filter. Body is 76mm (4") long x 30mm (1-3/16") in diameter.

AN	Description	Replaces	Part No
-4	High Pressure Nitrous Filter	NOS15550	AF66-2040
-6	High Pressure Nitrous Filter	NOS15552	AF66-2041

Switches

Illuminated Rocker Switch	NOS15602
Momentary Push-Button, Waterproof with Spiral Cord	NOS15651
50 PSI Adjustable Pressure Switch - Normally Open	NOS15685
5 PSI Fuel Pressure Safety Switch - Normally Open	NOS15750

Launcher Nitrous Controllers

Nitrous Oxide Systems is proud to present the Launcher. It combines all the functions a Nitrous racer could ever want into a single, easy to use controller. This handy device can be programmed to independently control 2 stages of nitrous and with the optional slave controller you can add two more stages for a total of 4 fully programmable stages of nitrous control. It features full data-logging capability for easy reviewing of past runs through laptop, handheld controller (SD card) or LCD touch screen (SD card) and easy to use graphical software makes the Launcher a breeze to program. The launcher is available as the launcher controller only; the Launcher controller with 3.5" colour LCD touch-screen (Includes stylus and mini SD card for data-logging); or the Launcher controller with the handheld tuner for data-logging and quick changes in the staging lanes.

Launcher Controller with LCD Touch Screen	NOS15975
Launcher Controller with Handheld Tuner	NOS15976
Launcher Controller Only	NOS15977
Slave Controller for 4 Stage Nitrous Control	NOS15978
Nitrous Pressure Sensor for Data Logging	NOS15661
Wideband Controller for A/F Data Logging	NOS15979
Handheld Controller Upgrade	NOS15980
LCD Touch Screen Upgrade	NOS15981

2 Stage WOT / RPM Activated

Window Switch

The WOT/RPM activated window switch is a small, compact, user friendly unit with features like, 2 fully programmable independent RPM window switches that can operate from 0 to 20,000 RPM for anything from a low rpm engine to a high revving sport bike. It has the capability to read a rising or falling throttle position sensor for accurate activations every time. The WOT/RPM activated window switch also features a programmable output to activate a shift light for on-time gear pounding shifts and a handy recall feature that shows max RPM and TPS voltage for easy set up.

2 Stage WOT/RPM Activated Window Switch NOS15982

MINI 2-STAGE PROGRESSIVE NITROUS CONTROLLER

Nitrous Oxide Systems is proud to announce their new Mini 2 Stage Progressive nitrous controller. Featuring two completely independent stages of nitrous control, each with its own throttle position activation switch and progressive ramps. It allows you to get the most out of your nitrous system and put more power to the ground when traction is at its best. RPM on/off control eliminates the need for a window switch and allows you to turn the nitrous off and on at set points. It also features two programmable outputs, so you can control timing retard or other devices. With the hand held programmer, it makes programming quick and simple and allows you to mount the main box out of site.

- 2 fully independent nitrous controllers in one small bullet-proof case
- Hand held programmer for ease in programming
- Allows you to mount the main box out of sight
- Integrated throttle position activation switch eliminates the need for a separate WOT switch
- Progressive nitrous ramps feature:
- Delay time programmable from 0 to 9.9 sec.
- Start percentage programmable from 0 to 99%
- Ramp time programmable from 0 to 9.9 sec
- End percentage programmable from 0 to 99%,
- Nitrous can be programmed to ramp up or down
- RPM on/off control eliminates the need for a separate window switch
- Solenoid control channels with a 40 amp load capacity for large solenoids
- Two output signals for use with timing retards or activation switches

NOS15974

Purge Kits

The primary purpose of a purge valve is to release trapped air or gaseous nitrous from lines. Helps to ensure consistent performances. And it looks cool, too. You've probably seen the Import or Pro Mod guys do it. The Nitmidator LED kit illuminates the nitrous plume with a striking blue light to put the fear into your opponents. Includes all required components.

- Nitrogen Valve Kit for -4AN Line**
- Nitrogen Valve Kit for -6AN Line**
- Nitmidator LED Purge Kit for -4AN Line**
- Nitmidator Dual LED Purge Kit for -4AN Line**
- LED Upgrade Only for Std Purge Kits**

NOS16030
NOS16032
NOS16033
NOS16037
NOS16038

Intercooler Spray Bar Kit

The NOS intercooler spray bar kit features a new snake design that delivers 20% greater intercooler coverage area for improved cooling and can be cut to length for use with all intercoolers unlike competitive halo units. This kit decreases intake air temperatures by 11° C and allows you to safely run more boost for more power. Kit includes 5lb NOS bottle & all necessary hardware for easy installation

- Inter-Cooler Spray Bar Kit w/ 5lb. Bottle**
- Inter-Cooler Spray Bar Only**

NOS16034
NOS16035

Bottle Heater

NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. The pressure will change with temperature. Bottle heater kits are available thermostatically or pressure controlled to keep the bottle at correct pressure and suit 10lb or 15lb bottles.

- Temperature Controlled Bottle Heater**
- Pressure Controlled Bottle Heater**

NOS14164
NOS14169

Bottle Blankets

Insulating the bottle helps maintain pressure by keeping heat in the bottle when it's cold, or heat out when it's hot outside. The blankets are made of a rugged, easily cleaned Nylon outer shell with insulation. It's also an excellent "dress up" accessory—and perfect for "covering" battle-scarred bottles.

- Blanket for 10 lb. Bottle, 7" Diameter**

NOS14165



NOS Bottles

Size	Finish	Dimensions	Valve	Part No.
10 oz	Aluminium	14.25" X 2"	Mini Hi-Flo	NOS14700
10 oz	Polished	14.25" X 2"	Mini Hi-Flo	NOS14700-P
2 lbs	Electric Blue	10.25" X 4.375"	Mini Hi-Flo	NOS14710
2 lbs	Polished	10.25" X 4.375"	Mini Hi-Flo	NOS14710P
2.5lbs	Electric Blue	11.5" X 4.375"	Mini Hi-Flo	NOS14720
5 lbs	Electric Blue	16.75" X 5.25"	Hi-Flo	NOS14730
10 lbs	Electric Blue	21" X 7"	Hi-Flo	NOS14745
10 lbs	Polished	21" X 7"	Hi-Flo	NOS14745-P
15 lbs	Electric Blue	27" X 7"	Hi-Flo	NOS14750
15 lbs	Electric Blue	27" X 7"	Hi-Flo W/Gauge	NOS14750-SHF-G



Fuel Pressure Safety Switches

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

- 5 PSI Switch** **ED72210**
- 30 PSI Switch** **ED72213**
- 50 PSI Switch** **ED72214**

Pressure Deactivation Switch

This new Pressure Deactivation Switch is adjustable from 3 to 25 psi to disengage the nitrous system once the turbo has achieved the set boost pressure level. Factory pre-set at 7 psi, this switch is ideal for hard-core racing applications to prevent wheel spin and over-boost. Pressure Deactivation Switch (adjustable from 3-25 psi) **ED72209**



HOBBS SWITCHES

AeroFlow's hobb switches are a great way to ensure safety of your engine. The 5-7 PSI (.3-.5 BAR)(AF49-2010) can be used to cut ignition or fuel pump when pressure drops saving you from an expensive rebuild. AeroFlow also offer a vacuum hobb switch (AF49-2011) that can turn a vacuum pump on when pressure drops below 17inHG in a road driven car that has a large camshaft with low vacuum to create a better pedal feel.

- AF49-2010** Hobb switch (5 PSI (.3 BAR) Open) 1/8" NPT
- AF49-2011** Vacuum pressure switch, closed at 17" HG. 1/8" NPT



WELD-IN NOZZLE FITTINGS

- 1/16 NPT internal thread. 19mm (3/4") overall length
- AF994-01** 8 Pack
- AF994-01-01** Single fitting

Nitrous Bottle

Adapter

Description

- Adapters Bottle to -4 AN Suits Gen 2 bottles
- Adapters Bottle to -6 AN Suits Gen 2 bottles
- Adapters bottle to -4 AN Suits BOC Nos Bottles
- Adapters bottle to -6 AN Suits BOC Nos Bottles

Part No
AF759-04
AF759-06
AF760-04
AF760-06

Nitrous Bottle

Adapter with Filter

Part No

Description

- AF758-04** Adapters Bottle to -4 AN with 150 Micron Filter
- AF758-06** Adapters Bottle to -6 AN with 150 Micron Filter

Designed to fit new Gen 2 bottles.



Billet Nitrous Bottle Brackets

AeroFlow's billet nitrous bottle brackets are machined on the correct angle to suit your nitrous bottle with double O-rings to hold the bottle firmly and prevent scratching.

- Heavy-duty finger knobs.
- Brackets open a full 180° for easy bottle replacement.
- Stainless steel hardware included.

- AF64-5000** Blue
- AF64-5000R** Red
- AF64-5000BLK** Black
- AF64-5000P** Polished
- AF59-5001** Replacement screw knob suits all bottle brackets



BILLET BOTTLE MOUNTS

Aeroflow bottle mounts are perfect for nitrous, CO₂, fire and fresh air bottles. Can be mounted to weld on tabs, flat surfaces or chassis bars by purchasing the suitable bar mount. Multiple mount sizes ensure you get the best fit for your needs. Manufactured from billet 6061-T6 aluminium; the mounts feature recessed rubber O-rings for a secure scratch free hold with many bottle types. Accurately machined with 2 x 1/4"-20 female threaded holes with 2-5/8" / 66.7mm spacing. Aeroflow's bottle and bar mount system is available in polished or black anodised finishes and sold individually.

Part No	Colour	Description (Diameter)
AF6400-2000	Polished	Suits 50.8mm (2") dia bottle
AF6400-2000BLK	Black	Suits 50.8mm (2") dia bottle
AF6400-3500	Polished	Suits 88.9mm (3.5") diabottle
AF6400-3500BLK	Black	Suits 88.9mm (3.5") diabottle
AF6400-4000	Polished	Suits 101.6mm (4") dia bottle
AF6400-4000BLK	Black	Suits 101.6mm (4") dia bottle
AF6400-4375	Polished	Suits 111mm (4-3/8") dia bottle
AF6400-4375BLK	Black	Suits 111mm (4-3/8") dia bottle
AF6400-4500	Polished	Suits 114.3mm (4-1/2") dia bottle
AF6400-4500BLK	Black	Suits 114.3mm (4-1/2") dia bottle
AF6400-5250	Polished	Suits 133.35mm (5-1/4") dia bottle
AF6400-5250BLK	Black	Suits 133.35mm (5-1/4") dia bottle
AF6400-6200	Polished	Suits 157.48mm 96.2") dia bottle
AF6400-6200BLK	Black	Suits 157.48mm (6.2") dia bottle
AF6400-6900	Polished	Suits 175.26mm (6.9") dia bottle
AF6400-6900BLK	Black	Suits 175.26mm (6.9") dia bottle
AF59-6400	Polished	Replacement hold down knob
AF59-6400BLK	Black	Replacement hold down knob



BILLET BAR MOUNTS

Part No	Colour	Description
AF6500-0750	Polished	Suits 3/4" (19.05mm) dia bar
AF6500-0750BLK	Black	Suits 3/4" (19.05mm) dia bar
AF6500-1000	Polished	Suits 1" (25.4mm) dia bar
AF6500-1000BLK	Black	Suits 1" (25.4mm) dia bar
AF6500-1250	Polished	Suits 1-1/4" (31.75mm) dia bar
AF6500-1250BLK	Black	Suits 1-1/4" (31.75mm) dia bar
AF6500-1375	Polished	Suits 1-3/8" (34.79mm) dia bar
AF6500-1375BLK	Black	Suits 1-3/8" (34.79mm) dia bar
AF6500-1500	Polished	Suits 1-1/2" (38.1mm) dia bar
AF6500-1500BLK	Black	Suits 1-1/2" (38.1mm) dia bar
AF6500-1625	Polished	Suits 1-5/8" (41.14mm) dia bar
AF6500-1625BLK	Black	Suits 1-5/8" (41.14mm) dia bar
AF6500-1750	Polished	Suits 1-3/4" (44.45mm) dia bar
AF6500-1750BLK	Black	Suits 1-3/4" (44.45mm) dia bar
AF6500-2000	Polished	Suits 2" (50.8mm) dia bar
AF6500-2000BLK	Black	Suits 2" (50.8mm) dia bar

Standard & Quick Release Bottle Brackets

NOS brackets are designed to securely hold your nitrous bottle at the proper angle for maximum flow through the siphon tube.

Standard brackets available made of steel with black vinyl coating, or Nylon. Quick-release aluminium models also available.

Steel Bracket for 2 lb. & 2-1/2 lb. Bottles, 4-3/8" Diameter	NOS14100
Steel Brackets for 5 lb. Bottles, 5-1/4" Diameter	NOS14110
Steel Brackets for 10 lb. & 15 lb. Bottles, 7" Diameter	NOS14125
Quick Release Alum Brackets for 10 lb. & 15 lb. Bottles	NOS14140

Billet Aluminium Bottle Brackets

The ultimate mount for your NOS bottle. These brackets are precision CNC machined from solid billet aluminium for high strength and great looks. NOS14101 & NOS14106 mount the bottle to the roll cage tubing and NOS14130 is designed to be bolted to the floor.

Billet Brackets for 10oz Bottle to 1" or 1-1/4" Tube	NOS14106
Billet Bracket for 2lb Bottle to 1-1/4" Tube	NOS14101
Billet Brackets for 10 lb. & 15 lb. Bottles	NOS14130

Remote Bottle Openers

The NOS Remote Bottle Controls are the perfect add-on convenience accessory for electronically turning a nitrous bottle on and off. A simple flick of the switch eliminates the chore of opening the trunk to turn your bottle on or off. Operates on 12 volts DC and fits 5 lb. or larger nitrous bottles. All come complete with all necessary hardware, wiring and easy to follow installation instructions.

Remote Bottle Opener	NOS14168
Solenoid Style Remote Bottle Opener	NOS16058



Bottle Components

Standard Medical bottle type nut and -4AN nipple	NOS16100
Bottle gauge adapter, -4AN (swivel type)	NOS16103
Bottle gauge adapter, -6AN (swivel type)	NOS16104
N2O 660 bottle nut wrench	NOS16130
Safety blow-off disc & cap, 5 lb. and larger bottles	NOS16150
10 oz, 1 lb, 2 lb, 2-1/2 lb safety disc (round valve)	NOS16151
10 oz, 1 lb, 2 lb, 2-1/2 lb safety disc (old square valve)	NOS16152
Nitrous bottle valve blow down tube	NOS16160
O-ring, 5 lb. bottle and larger	NOS16200
Bottle nut washer (Teflon), 5 lb. bottles and up	NOS16210
Hi-Flo Bottle Valve for 10 lb. bottle	NOS16140
Mini Hi-Flo for 10 oz. 5/8" bottles	NOS16146
Super Hi-Flo for 10 lb. bottle	NOS16139
Super Hi-Flow Bottle Valve with Blue Face Gauge	NOS16137
Blow Off Safety Disc 2nd & 3rd	NOS16168
Blow Off Valve Adapter -8an 2ndGen	NOS16169

Injector Plate Kits

NOS Injector Plates assure a steady, precise metered flow of nitrous and fuel for reliability backed with years of laboratory research as well as dyno and drag strip testing. NOS Injector Plates are available for those who want to build their own system or upgrade their current nitrous system without having to go through the expense of a new complete system. Unless specified, NOS Injector plates incorporate a low profile, 1/2" thick design and are constructed of solid billet or die cast aluminium with a durable black finish. Included are all applicable gaskets, studs, jets and plumbing.

Squarebore Cheater Plate Kit	NOS12500
Squarebore Big Shot Plate Kit	NOS12510
Squarebore Super Power Shot Plate Kit	NOS12530
Spreadbore Powershot Plate Kit with NO Jets	NOS12820
Dominator Big Shot Plate Kit	NOS12610
Chev/Holden LS-1 Plate Kit for 78mm Throttle Body	NOS13434
Chev/Holden LS-2 Plate Kit for 90mm Throttle Body	NOS13435



Original Fogger & Fogger 2 Nozzles

Both the original Fogger and Fogger 2 nozzles are made from brass and have a black finish. They feature an etched NOS logo and tags for fuel and N2O identification during installation or jet changes, and are available in a choice of standard, 180°, 90° left, or 90° right configurations. The unique flow design of the Fogger 2 provides superior atomization of supplemental fuel as well as more even fuel distribution within the nitrous flow than other nozzles.

Fogger Nozzle - Brass	NOS13700
Fogger 2 Nozzle - Brass	NOS13700B



P.O.D. (Pressure On Demand) Nitrous Pressure Controller

Are you looking for constant Bottle pressure without having to constantly check your gauge and cycle your Bottle heater? The P.O.D. is designed to control a remote Bottle opener along with a Bottle heater with just the push of a button. With features like a cool blue LCD screen for easy monitoring and the ability to hold accurate Bottle pressure with in +/- 5 PSI of the target pressure, the P.O.D. will allow you to get the best performance possible from your nitrous system. The NOS P.O.D. works by monitoring Bottle pressure thru a pressure transducer based on a user set target pressure. The P.O.D. will also automatically cycle the Bottle heater on and off to maintain the preset Bottle pressure. Coupled with the ability to open and close the bottle, the P.O.D. takes all the guesswork out of trying to maintain correct Bottle pressure.

- Features:
- LCD display for easy monitoring
 - Screen displays bottle temperature and pressure
 - Pressure sensor for accurate readings within +/- 5 PSI
 - Programmable target pressure
 - Built in error codes for easy diagnostics (NOS14180)
 - Built in Diagnostics with error codes (NOS14181)
 - Temperature sensor for monitoring actual bottle temperatures
 - Works with any brand bottle opener
 - Current-sensing technology prevents bottle valve damage

Nitrous Pressure Controller W/ Bottle Heater	NOS14181
Nitrous Pressure Controller	NOS14180

Ti2 DRY FOGGER NOZZLE

NOS has developed our first dedicated "DRY" nitrous Fogger nozzles specifically designed for use with multi-stage, direct port, Electronic Fuel Injected applications. Titanium is the basis for this 2 stage dry nozzle. Ideal for multi-stage EFI applications. They can also be combined with the Ti3, 3-stage nozzles, to get that 5-stage nitrous system going strong. Made from billet Titanium, they are strong as steel and light as aluminium. If you're looking for the ultimate in dry, direct port, technology, this is it.

- Titanium construction for light weight, strength and durability • 0.150" internal orifice
- 2-Stage Direct Port Applications
- For Dry Nitrous Use • Straight (180 Degree) Spray Pattern
- 1/16" NPT Threads • Internal profiling maximizes flow
- Easy upgrade to existing Direct Port nozzles NOS13682



Ti3 DRY FOGGER NOZZLE

NOS has developed our first dedicated "DRY" nitrous Fogger® nozzles specifically designed for use with multi-stage, direct port, Electronic Fuel Injected applications. Titanium is the basis for this 3 stage dry nozzle. Ideal for the application where 2 stages are just not enough. They can also be combined with the Ti2, 2-stage nozzles, to get that 5-stage nitrous system going strong. Made from billet Titanium, they are strong as steel and light as aluminium. If you're looking for the ultimate in dry, direct port, technology, this is it.

- Titanium construction for light weight, strength and durability
- 3-Stage Direct Port Applications • For Dry Nitrous Use
- Straight (180 Degree) Spray Pattern • 1/16" NPT Threads
- Internal profiling maximizes flow

NOS13683



DRY FOGGER NOZZLE-SINGLE STAGE

NOS has developed our first dedicated "DRY" nitrous Fogger nozzles specifically designed for use with multi-stage, direct port, Electronic Fuel Injected applications. Stainless Steel is the basis for this single stage dry nozzle. Ideal for single or multi-stage EFI applications. They can also be combined with the Ti2, Ti3 or other Fogger nozzles, to build that Multi-stage nitrous system. Made from 303 Stainless Steel, they are strong and corrosion resistant. If you're looking for the ultimate in dry, direct port, technology, this is it.

- 303 Stainless Steel construction for strength and durability
- 1-Stage Direct Port Applications • For Dry Nitrous Use
- Straight (180 Degree) Spray Pattern • 1/16" NPT Threads
- Single, straight flow path for maximum nitrous delivery
- 0.150" internal orifice

NOS13691

Fogger Annular

Discharge Racing Nozzles

This new nozzle design produces an even tighter "cone" of nitrous oxide/fuel mixture and provides more precise control of nitrous/fuel ratios throughout the jetting spectrum. It is important to note that the Annular Discharge nozzle shoots out straight, and as such is NOT a direct replacement for the standard Fogger or Fogger 2 nozzles. It is designed to be fitted to the manifold at a very tight angle. Because of the way the Annular Discharge nozzle can be installed, it does not protrude into the intake tract and disrupt flow. The nozzles are made of stainless steel for superior durability.

Annular Discharge Fogger Nozzle - Stainless Steel NOS13700R



Soft Plume 90° Fogger Nozzles

Ideally suited for many manifold designs including E.F.I., the Soft Plume 90° nozzle effectively disperses the fuel/nitrous mixture in an atomization pattern that is second to none and particularly beneficial to smaller displacement engines. It is very popular in stock applications. The Soft Plume 90° nozzle is made of rugged stainless steel and has a record of outstanding reliability.

Soft Plume 90° Nozzle - Stainless Steel NOS13716

Fan Spray Nozzles

The NOS line of Fan Spray nozzles are designed to be used as independent nozzles for nitrous and fuel where installation restrictions might make the Fogger Nozzle impractical. Fan Spray nozzles are fully adjustable with a simple jet change and feature injection at a 90° angle.

Fan Spray Nozzle, Blue - Requires Jet NOS13500



NOSzle EFI Nozzles

If you're looking to do something custom with your Fuel Injected manifold NOS has the answer. The NOSzle is a 3-piece billet aluminium design which is precision machined to channel additional fuel and nitrous and mounts easily under the stock injector. This method of distributing fuel and nitrous takes the danger out of single-nozzle fogger systems and the hassle out of traditional direct port fogger kits. For a high performance EFI motor, the NOSzle is perfect in form and function.

NOSzle EFI Nitrous Injector NOS08001

JET SPRAY NOZZLE 90°

Jet Spray Nozzle, Adjustable, 3AN 90° Discharge, Requires Jets - Designed to be used as independent nozzles for nitrous and fuel where installation restrictions might make the Fogger Nozzle impractical. For example, the hidden under-the-manifold direct port nitrous system utilizes Jet Spray nozzles due to room restrictions. Jet Spray nozzles have a fixed metering orifice and spray at either straight or 90° angles depending on your needs.

- Adjustable Jet Spray Nozzle
- Fixed metering orifice
- Requires Jets

Jet Spray 90° Nozzle NOS13656



Nitrous Solenoids

Solenoid Type	Max HP	Inlet	Outlet	Part No.
Powershot	175 HP	1/8" NPT	1/8" NPT	NOS18020
Cheater	250 HP	1/4" NPT	1/8" NPT	NOS18000
Super Pro Shot	400 HP	1/4" NPT	1/8" NPT	NOS18045
Pro Race	400 HP	1/4" NPT	1/8" NPT	NOS18048R
Super Big Shot	450 HP	1/4" NPT	1/8" NPT	NOS18010
Sniper	250HP	1/4" NPT	1/8" NPT	NOS18018



Fuel Solenoids

Solenoid Type	Max HP	Inlet	Outlet	Part No.
Powershot	200 HP	1/8" NPT	1/8" NPT	NOS18080
Cheater Fuel	400 HP	1/8" NPT	1/8" NPT	NOS18050
Nitro/Alky Fuel	600 HP	1/4" NPT	1/4" NPT	NOS18060
Sniper	400HP	1/8" NPT	1/8" NPT	NOS18087

Solenoid Rebuild Parts

Solenoid Type	Rebuild Kit
Powershot Nitrous	NOS18021
Cheater Nitrous	NOS18001
Super Pro shot Nitrous	NOS18046
Pro Race Nitrous	NOS18049
Super Big Shot	NOS18011
Powershot Fuel	NOS18081
Cheater Fuel	NOS18051
Alky Fuel	NOS18061

Solenoid Bracket

Universal Nitrous/Fuel Solenoid Bracket for NOS18000, NOS18050, NOS18045, NOS8048R, NOS18010, & NOS18060.

Nitrous/Fuel Solenoid Bracket NOS16500



Billet Solenoid/Micro-Switch Brackets

These attractive and functional brackets feature black anodized billet aluminium construction which will not flex or bend and provide a simple and elegant solution to solenoid and/or micro-switch mounting. They are laser engraved to show that you use the #1 brand in nitrous...NOS and are available for standard flange (Holley 4150) and Dominator flange (4500 series) carburetors

4150 Billet Micro-Switch Bracket Kit	NOS16512
4160 Billet Micro-Switch Bracket Kit	NOS16513
4500 Billet Micro-Switch Bracket Kit	NOS16514
4150 Billet Solenoid Bracket Kit 4150/60	NOS16515
4150 Billet Solenoid w/Throttle Cable Bracket Kit	NOS16516
4500 Billet Solenoid Bracket Kit	NOS16517
4500 Billet Solenoid w/Throttle Cable Bracket Kit	NOS16518



Stainless Steel Braided Hoses

-3AN x 12" Blue	NOS15030
-3AN x 12" Red	NOS15031
-3AN x 15" Blue	NOS15040
-3AN x 18" Blue	NOS15050
-3AN x 18" Red	NOS15051
-3AN x 24" Blue	NOS15060
-3AN x 24" Red	NOS15061
-4AN x 18" Blue	NOS15220
-4AN x 18" Red	NOS15221
-4AN x 24" Blue	NOS15230
-4AN to 1/8" NPT x 24" Red	NOS15230-2
-4AN x 36" Blue	NOS15240
-4AN x 14 foot Blue	NOS15295
-6AN x 14 foot Blue	NOS15475

Nylon & Steel Tubing

1/8" Nylon High Pressure, 5' roll	NOS16250
1/8" Nylon High Pressure, 10' roll	NOS16255
3/16" x 12" Steel High Press. (8 pcs.)	NOS16360-S
3/16" x 12" Stainless High Press. (8 pcs.)	NOS16365-C
3/16" x 12" Steel High Press. (8 pcs.)	NOS16399-S
3/16" x 12" Stainless High Press. (8 pcs.)	NOS16399-C
3/16" x 16" Steel High Press. (8 pcs.)	NOS16370-S
3/16" x 16" Stainless High Press. (8 pcs.)	NOS16375-C
3/16" x 24" Steel High Press. (8 pcs.)	NOS16380
3/16" x 24" Steel High Press. (each.)	NOS16380-S



Pro Race Fogger

"Professional" Nitrous System "NO BOTTLE"

NOS research and development continually strives to push the performance envelope to the next level. The new Pro Race Fogger kits are available with the Soft Plume Fogger or Annular Fogger nozzles. The Professional Pro Race Fogger kits also feature new distribution blocks and solenoids. The distribution blocks are made from billet aluminium and are bright dip anodized in red and blue. They also feature 3/16" compression fittings that can be used with hard line or with poly line. The Pro Race Fogger kits come with a new Pro Race nitrous solenoid that features a new proprietary plunger material that resists swelling, yet seals as good as a Viton® type material. The nitrous Solenoids also feature new blue powder coated housing where the Cheater fuel solenoid features red powder coated housings for easy identification and good looks

Pro Race Fogger "PROFESSIONAL" V8 System NOS04466

Distribution Blocks

NOS Distribution Blocks are precision machined to help distribute balanced amounts of nitrous and fuel to each intake port. All NOS Distribution Blocks use 1/8" NPT "in" and are available with 1/8" NPT or 1/16" NPT "out." Fittings must be ordered separately.

1 in 3 out -1/16" NPT hex block	NOS16705
1 in 4 out 1/8" NPT std. block	NOS16710
1 in 4 out Pro Race block	NOS16712
1 in 4 out -1/16" NPT	NOS16715
1 in 6 out - 1/8" NPT std. block	NOS16720



NOS FITTINGS

NOS fittings are compatible with Russell and other brands of AN style fittings that use a 37° flare. Most fittings are colour coded: Blue for nitrous and red for fuel. For a wider selection of hose, fittings and accessories, please see the "Hoses & Fittings" section of this catalogue.

Tube Nuts

3AN - 1/8" Tube (Blue)	NOS17540
3AN - 1/8" Tube (Red)	NOS17541
3AN - 3/16" Tube (Blue)	NOS17550
3AN - 3/16" Tube (Red)	NOS17551
4AN - 1/4" Tube (Blue)	NOS17560
4AN - 1/4" Tube (Red)	NOS17561

Tube Sleeves

3AN - 3/16" Tube (Blue)	NOS17600
3AN - 3/16" Tube (Red)	NOS17601
4AN - 1/4" Tube (Blue)	NOS17610
4AN - 1/4" Tube (Red)	NOS17611

Specialty "Y" Fittings

Flare jet to 1/8" NPT (Blue)	NOS17255
4AN - 4AN - 4AN (Blue)	NOS17830
6AN - 6AN - 6AN (Red)	NOS17836
8AN - 8AN - 8AN (Blue)	NOS17842
8AN - 8AN - 8AN (Red)	NOS17843
10AN - 10AN - 10AN (Blue)	NOS17846

Compression Fittings

1/8" Tube Cap with Ferule	NOS16402
3/16" Tube Cap	NOS16403
1/8" Tube Cone Ferule (8 Pcs.)	NOS16404-B
1/8" Tube Barrel Ferule (Each)	NOS16404B-S
3/16" Tube Barrel Ferule (8 Pcs.)	NOS16405-B
1/16" NPT - 1/8" Tube - Complete	NOS16430
1/16" NPT - 3/16" Tube - Complete	NOS16431
1/8" NPT - 1/8" Tube - Complete	NOS16432
1/8" NPT - 3/16" Tube - Complete	NOS16433-B
1/8" NPT - 1/8" Tube 90° Complete	NOS16434

Purge Kit / Gauge Adapters

4AN Swivel, 1/8" NPT on side	NOS16103
6AN Swivel, 1/8" NPT on side	NOS16104

Allen Pipe Plugs

1/16" NPT (blue)	NOS17200
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AN Flare Caps

3AN (Blue)	NOS17140
3AN (Red)	NOS17141
4AN (Blue)	NOS17150
4AN (Red)	NOS17151
6AN (Blue)	NOS17160
6AN (Red)	NOS17161

Bottle Nut Adapters

-4AN Nut Adapter with washer	NOS16220
-4AN Adapter (fits medical valve)	NOS16100

Racer's Nitrous And Fuel Pressure Gauges

Designed with the professional in mind, these gauge kits are engineered with greater accuracy and convenience. Each gauge includes a Schrader valve fitting for quick and accurate pressure checks to help maximize your performance run after run. Also features a 1' steel braided hose extension for extra convenience. Fuel pressure gauge measures from 0-30 PSI while the nitrous gauge measures from 0-1500 PSI.

2-1/4" - Racer's Fuel Pressure Gauge	NOS15930
2-1/4" - Racer's Nitrous Pressure Gauge	NOS15931



1/16 NPT Pipe Tap

This tap will be required to install all NOS Fogger nozzles into a manifold. Its somewhat unique size may make it difficult to find locally, but we've got you covered.

1/16 NPT Pipe Tap	NOS15990
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Fogger Nozzle Mounting Kit

Nozzle Mounting Kit is required for mounting nitrous Fogger nozzles in thin wall tubing or rubber hoses.

Nozzle Mounting Kit NOS17283

Jet Drills

A complete set of numbered drills from .0135 to .098, comes packaged in a durable carrying case for precision drilling of brass flare and funnel jets. A must for the toolbox of every serious tuner. Not for use with precision SS jets.

Jet Drills .0135 to .098 NOS15992

Bottle Nut Wrench

Special wrench designed for quick removal of bottle nut adapters on NOS Hi-Flo & Super Hi-Flo valves without damage. Short handled design prevents over tightening.

Bottle Nut Wrench NOS16130

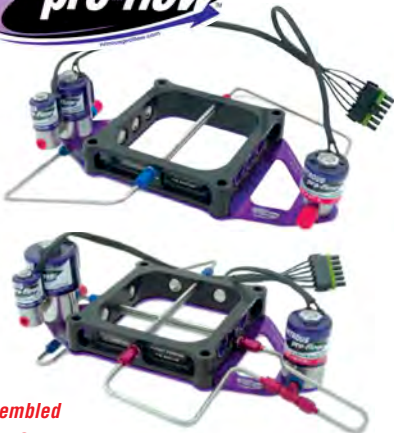


Cryogenic Refill Pump Station

The NOS Refill Station is designed for performance retailers in the business of refilling nitrous bottles or racers who use a substantial amount of nitrous oxide. It's safe, easy, and quick; taking only a minute or two to accomplish. The Refill Station comes complete with all the plumbing, hoses, gauge, valve, fittings, and bottle stand necessary to transfer nitrous from a mother cylinder to the receiving bottle instantly. It runs off your shop's compressed air and requires no electrical hook-up. Also required is a air compressor, scale, mother bottle and water separator.

Cryogenic Refill Pump Station with Stand NOS14251

NITROUS pro-flow



Assembled Plate Systems

These assembled systems feature the Patented Nitrous Pro-Flow cross-bar plate with its exclusive stainless steel spray bars with "Fan Spray Tube Technology", and optional burst panel protection. Systems are assembled using our high flow fuel solenoids, high flow nitrous solenoids, nitrous purge solenoid, patent pending solenoid mounting bracket, and stainless hard lines from the solenoids to the plate. Completely plumbed and wired into 6 prong weather pack connectors. Stainless steel jet pack and supporting weather pack connectors are included along with detailed installation and operating instructions. Complete your system with a 10lb or 15lb Completion Kit (available separately). Single Stage Systems 100-500HP

Description

4150 Carb, 100-500hp No Burst Panels
Single Stage Systems 350-600+HP
4150 Carb, 350-600+hp No Burst Panels
4500 Carb, 350-600+hp No Burst Panels

Part No.

WI309207

WI309201

WI309541



Burst Panel Replacement Parts

Description

Replacement Burst Panel Set (Qty. 6)
Replacement Burst Panel Retention Ring
Aluminium Burst Panel Hex Tool
High Flow Filter/Line Adapter
Nitrous Pro Flow's unique Patent Pending bottle mounted high flow filter replaces the bottle adapter fitting and in-line filter for a cleaner, more efficient package with fewer connections. Our filter incorporates a stainless steel body and a cleanable stainless steel mesh filter element. Fits all standard nitrous bottle valves and available in -4 or -6 feed line sizes.

Description

-4AN Bottle Mounted Filter/Line Adapter
-6AN Bottle Mounted Filter/Line Adapter
Replacement Filter & Teflon Washer Kit

Part No.

WI332006

WI331110

WI901001

WI368014

WI368016

WI307801

Manifold Pressure Relief Valve

This spring loaded pressure relief valve for sheet metal intakes features a 1.25" hole that allows for the venting of excessive pressure whether it is from a nitrous backfire or a naturally aspirated hiccup. The part is excellent insurance to protect expensive carburetors, throttle bodies and intake manifolds. The parts are fully CNC machined, anodized and o-ringed to seal to the manifold.

Manifold Pressure Relief Valve Set (Pair)
Manifold Pressure Relief Valve (Each)
Sheet Metal Burst Panels

These large diameter burst panel kits are typically installed in nitrous oxide injected applications in sheet metal manifolds and where space will not permit use of our Manifold Pressure Relief Valve. These panels also work in blown applications. The kits include 2 burst panels, 2 retention rings and stainless steel mounting screws. Nitrous Pro Flow burst panel kits incorporate our replaceable burst panels that will vent pressure between 75-90 psi. for backfire protection.

Burst Panel Kit for Sheet Metal Intakes (Pair)

Replacement Burst Panels (Pair)

Replacement Burst Panel (Each)

Low Pressure Burst Panel Kit (Pair)

Replacement Low Pressure Burst Panels (Pair)

Part No.

WI333222

WI333221

WI333202

WI332202

WI332201

WI333212

WI332212

ZEX

NITROUS SYSTEMS



Perimeter Plate Nitrous Systems

Our revolutionary Perimeter Injection Technology provides optimum nitrous and fuel atomisation for maximum horsepower. The ZEX Perimeter Plate Nitrous System is a complete kit that provides the optimum spray efficiency with nitrous and fuel outlets placed at 12 injection points around the perimeter of the intake manifold opening. This provides optimum distribution of nitrous oxide and fuel and delivers the most horsepower possible from your kit. Through an ingenious cooling technology called Cryo-Sync, super chilled nitrous is injected through the ZEX plate before being injected into the engine. This rapidly cools the carburettor and intake manifold, generating even greater power. The ZEX Perimeter Plate Nitrous System is tuneable from 100 to 300 horsepower and is available for both square flange and Dominator, four-barrel carburetted applications.

- Adjustable from 100 to 300 horsepower
- Nitrous and fuel in injected at 12 points around intake plenum
- Cryo-Sync Technology cools the carburettor and manifold
- Available for both square flange & Dominator applications

Description

Square Flange Perimeter Plate System

Dominator Perimeter Plate System

Part No.

ZEX82040

ZEX82048



Race Perimeter Plate Nitrous Systems

The ZEX Race Perimeter Plate Nitrous System is for the serious competitor who wants only the highest performing system on his or her race car. This race kit is fully adjustable between 100 and 450 horsepower. Featuring ZEX Perimeter Injection Technology, nitrous is injected directly into the intake manifold plenum in a 360-degree ring. This smoothes out the distribution and results in a consistent and safe power delivery. The system also benefits from Cryo-Sync Technology to help lower the temperature of the carb and manifold surfaces, creating a cooler, denser nitrous/fuel/air charge entering the engine. The system includes the perimeter plate, a 10 lb. nitrous bottle with high-flow race valve, -6AN feed lines and fuel and nitrous solenoids.

- Add anywhere from 100 to 450 horsepower
- Nitrous bottles available in 10 or 15 lb. size
- Both square flange & Dominator applications available

Description

Square Flange Race Perimeter Plate System

Square Flange Perimeter Plate System - Black

Dominator Race Perimeter Plate System

Part No.

ZEX82311

ZEX82040

ZEX82312

Perimeter Plate

Conversion Kits

Update your obsolete spray-bar type nitrous system with one of our Perimeter Plate Conversion Kits.

This cost effective and easy-to install alternative immediately delivers all the benefits of the ZEX Perimeter Plate Nitrous System without having to purchase an entirely new nitrous kit. The conversion kit includes the perimeter plate, fitted carburettor gaskets and jet conversion chart.

- Delivers even distribution for maximum power & engine safety
- Available for square flange & Dominator applications

Description

Square Flange Perimeter Plate Conversion Kit

Dominator Perimeter Plate Conversion Kit

Part No.

ZEX82043

ZEX82072



Racer's Tuning Kit

Kit includes all the accessories needed to optimize the performance of your nitrous system. Includes a purge kit, bottle pressure gauge, bottle heater, and a safety blow down kit.

Description

Racer's Tuning Kit

Part No.

ZEX82001



Universal EFI Wet Nitrous Systems

The ZEX Universal Wet Nitrous Systems are universal kits that are designed to work safely on stock type engines but are also engineered to perform flawlessly on highly modified turbo and supercharged combinations. It is a simple, 2 hour installation and the kits include proper tuning jets, a range of fuel tap fittings, solenoids, filters and activation electronics that are factory pre-assembled in the Nitrous Management Unit. Active Fuel Control monitors bottle pressure & adds or subtracts enrichment fuel for maximum engine safety & power.

- 4-6 cylinder kit includes jets for adding 55-75 horsepower
- V8 kit includes jets for adding 75-125 horsepower
- Designed for stock engines but will also work on modified engines

4-6 Cylinder EFI Wet System -

55-75 Horsepower - Black

4-6 Cylinder EFI Wet System - 55-75 Horsepower

V8 Cylinder EFI Wet System - 75-125 Horsepower

ZEX82021B

ZEX82021

ZEX82023



Race EFI Nitrous System

For serious race applications, the ZEX Race EFI Nitrous System is the best choice. Featuring Fuel Shear Technology, enrichment fuel is injected directly into the centre of the nitrous plume, yielding total and even fuel atomisation. Tuneable from 100-250 hp, the race kit features other important ZEX features: Active Fuel Control to adjust fuel enrichment with fluctuations in bottle pressure and the patented ZEX electronic TPS switch for nitrous activation at wide-open throttle.

- Delivers 100-250 horsepower increase
- Features: Active Fuel Control, Fuel Shear Technology & TPS switch
- Designed for serious street/strip & race applications

Description

Race EFI Nitrous System

Part No.

ZEX82037



Dual Stage EFI Nitrous System

The ZEX Dual Stage EFI Nitrous System is more effective than a typical single stage system because it gradually adds the nitrous power in two separately controlled stages instead of one big "hit" to give you a faster quarter mile ET. The first nitrous stage is activated automatically when you go to wide-open throttle via the TPS-mounted switch. The second stage activates when you press an additional activation push-button. It also includes jets for adding an extra 50-300 horsepower and is a complete kit, right down to the wire ties. Features Active Fuel Control which adjusts fuel enrichment in accordance with bottle pressure so you'll never run too rich or too lean and Fuel Shear Technology that injects enrichment fuel directly into nitrous plume for better atomisation.

- Tuneable from 50-300 additional horsepower
- Two separate power stages for maximum traction control

Description

Dual Stage EFI Nitrous System

Part No.

ZEX82065



Turbo Nitrous System

The ZEX Turbo Nitrous System is specifically designed to help spool-up engines equipped with big turbos. This kit has all of the same great features as our standard EFI wet nitrous systems but includes the addition of a fully adjustable boost switch, which allows you to spray a small shot of nitrous to help spool-up the turbo as soon as a certain level of turbo boost is reached, the nitrous automatically shuts off.

- Adjustable from 25 to 75 horsepower
- Eliminates boost lag for instant turbo power
- Shuts off nitrous once the turbo has spooled-up

Description

Turbo Nitrous System

Part No.

ZEX82218



4 Cylinder EFI Direct Port Nitrous System

The ZEX 4 Cylinder EFI Direct Port Nitrous System is unique in that it comes with pre-made nozzle flex lines to make installation a snap, so you don't have to spend hours cutting and bending traditional hard-lines. This kit also features dual stage jet technology uses one jet in the distribution block and one jet in the injector nozzle to offer finer tuning adjustments & hp level changes. The kit adds 50 to 200 horsepower and uses our patented fuel adjusting nitrous nozzle.

- Adjustable from 50 to 200 horsepower
- Perfect for fully built competition engines
- Uses one injector nozzle per cylinder for perfect distribution

Description
4 Cylinder EFI Direct Port Nitrous System

Part No.
ZEX82030



V8 EFI Direct Port Nitrous Systems

A complete, easy-to-install direct port nitrous system for any V8 EFI engine. The kit adds 75 to 300 horsepower, uses our self-adjusting, patented injector nozzles, and activates nitrous at wide-open throttle using our patented throttle position sensor switch technology. The kit includes everything necessary, including a bottle, brackets, solenoids and plumbing and electrical connectors, making it a snap to install on virtually any V8 EFI engine.

- Adjustable from 75 to 300 horsepower
- Uses distribution flex-lines for an easy fit on your intake manifold

Description
Small Block V8 EFI Direct Port Nitrous System
Big Block V8 EFI Direct Port Nitrous System

Part No.
ZEX82062
ZEX82063



GEN-III Nitrous System

The GEN-III Nitrous System is specifically fuel tuned for GM's LS1, LS2, LS6 and LS7 engines. These engines use higher fuel pressures (58psi) and have noticeable power increases when custom jetted. In addition to optimised jet tuning, this kit also includes an extra long 18 foot nitrous feed line from the bottle.

- Adjustable from 75 to 175 horsepower
- Extra long nitrous feed line for easy installation
- Uses the vehicle's TPS sensor to activate only at wide-open throttle

Description
LSX Nitrous System
LSX Nitrous System – Black

Part No.
ZEX82235
ZEX82235B



GEN-III High Output Nitrous System

Our GEN-III High Output Kit is ideal for any GM LSX-powered vehicle looking for a serious power upgrade from the standard ZEX system. This kit features giant, high-flow nitrous and fuel solenoids and -4AN nozzle feed lines. All of this high-flow hardware allows you to spray from 100-250 hp. Also included with this ZEX system is Fuel Shear Technology, which injects enrichment fuel directly in the nitrous plume for better atomisation.

- Allows you to spray from 100-250 horsepower
- Enrichment fuel injected into nitrous plume for better atomisation
- Designed specifically for GM Gen-III engines

Description
LSX High Output Nitrous System

Part No.
ZEX82087



LSX Manifold Direct Port Nitrous System

The ZEX LSX Manifold Direct Port Nitrous System is the only custom made system for the FAST LSX Intake Manifold. Designed to add from 75 to 300 hp, the kit uses a patented injector nozzle that delivers optimum nitrous and fuel atomisation and activates at wide-open throttle using our patented throttle position sensor technology. This kit includes 10 lb. bottle, brackets, nitrous & fuel solenoids, electronic throttle activation switch, and all plumbing & electrical connectors including custom made distribution flex-lines that give it a perfect fit on the popular FAST LSX Intake Manifold.

- Adds anywhere from 75-300 horsepower
- Perfect for FAST LSX Intake Manifold

Description
LSX Manifold Direct Port Nitrous System

Part No.
ZEX82032



Dry Nitrous Systems

ZEX Dry Nitrous Systems incorporate the patented Active Fuel Control which monitors the nitrous bottle pressure and adjusts fuel enrichment to achieve the perfect mixture. This ensures your engine will never run too rich or too lean when you engage the nitrous system. ZEX nitrous activates at wide-open throttle using an electronic switch that monitors your engine's TPS sensor. The design ensures that your nitrous is engaged at the perfect wide-open throttle position every time. A complete "Dry" system - everything is included for a safe, proper installation and all major components are factory pre-assembled inside the Nitrous Management Unit.

Description
Ford Mustang 5.0 1986-98 75-125 HP
Honda Civic 1988-2000 55-75 HP
Honda Prelude S, Si, SH, VTEC 1988-01 55-75 HP
Honda S2000 2000-2002 55-75 HP
Hyundai Tiburon 1997-99 55-75 HP
Mitsubishi Eclipse 6 Cyl. 2000-05 55-75 HP

Part No.
ZEX82015
ZEX82011
ZEX82011
ZEX82011
ZEX82011
ZEX82011



ZEX Nitrous Bottles

10lb Nitrous bottle purple ZEX8200

SQUARE FLANGE DUAL PERIMETRE PLATE NITROUS SYSTEM

Until recently, nitrous systems for dual 4-barrel intake manifolds have consisted of a couple of plates bolted under the carburetors, equipped with crude brass spray bars to inject nitrous and fuel into the intake charge. The ZEX™ system has nitrous and fuel outlets placed at 24 injection points around the perimeter of the intake manifold's plenum. This distributes nitrous oxide and fuel perfectly and guarantees the most horsepower possible. With another ZEX™-developed technology called Cryo-Sync™, super chilled nitrous is injected through the ZEX™ plates to cool the carbs and intake before being injected into the engine. Finally, ZEX™ Airflow Enhancement Technology creates an intense low pressure area under the carbs while you spray; helping to smooth and increase the airflow into the engine.

ZEX82185



Nitrous Bottle Heaters

Thermostatically controlled to ensure optimum bottle temperature is reached and maintained. Features Velcro straps for fast and easy installation on the bottle. Electrical components are pre-assembled and moulded into heaters for ease of installation. Plug-in version available; no wires to hook-up, simply plug into your cigarette lighter or power port.

Nitrous Bottle Heater
Plug-In Nitrous Bottle Heater

ZEX82006
ZEX82045



Ford Mustang GT Wet Nitrous System 2011-On

ZEX engineers have custom designed the first plug-and-play nitrous system on the market specifically designed for the 2011-Current Ford Mustang GT 5.0L. This system is specifically tailored to the Mustang's new 5.0L V8 engine. ZEX engineers not only tuned the kit to add 75-175 additional horsepower, but also made the installation easy and ensured engine safety at the same time.

- Fully adjustable from 75-175 HP w/ supplied tuning jets; Perfect for mild to wild performance
- A complete wet nitrous system; Everything is included for a safe, proper installation
- Works safely on stock or modified engines; Naturally aspirated, turbo or super charged
- All major components are factory pre-assembled inside the Nitrous Management Unit; Easy, plug & play two-hour installation

Description
Ford Mustang 2011-On Wet System

Part No.
ZEX82390
Ford Mustang 2011-On Wet System – Black

ZEX82390B

Liquid Filled Nitrous Gauges

Serious racers know that optimum nitrous system performance is generated when nitrous bottle pressure is maintained between 900-1000 psi. The gauge offered in this kit is not only accurate, but the liquid filling helps protect the gauge's delicate internal components from severe vibration, commonly found in race cars and serious street/strip type vehicles. Includes inline adapter for -4AN or -6AN lines.

Liquid Filled Nitrous Gauge 0-1500psi, -4AN **ZEX82341**
Liquid Filled Nitrous Gauge 0-1500psi, -6AN **ZEX82342**



LED Purge Kits

Ensures instant nitrous power by clearing delivery lines of vapour. Includes complete nitrous purge kit and a ZEX Purge-Cloud LED Kit (Purge-Cloud LED Kit available for individual purchase). LED light is available in red, green or blue and is powerful enough to illuminate a 15ft. nitrous cloud.

LED Purge Kit - Red **ZEX82010R**
LED Purge Kit - Green **ZEX82010G**
LED Purge Kit - Blue **ZEX82010B**
Purge-Cloud Light Kit - Red **ZEX82170R**
Purge-Cloud Light Kit - Green **ZEX82170G**
Purge-Cloud Light Kit - Blue **ZEX82170B**

Programmable TPS Switch

ZEX patented TPS activation circuit placed in an easy-to-install, standalone unit allows anyone with non-ZEX nitrous system to activate nitrous at wide-open throttle.

- Fully self-programmable
- Perfect for throttle-by-wire vehicles

Programmable TPS Switch

ZEX82108



Traction Control

Window Switch

Allows user to select the rpm range that nitrous system can operate in, both lower and upper rpm limits. Allows you to select gear in which nitrous starts spraying. Fully programmable and adjustable up to 20,000 RPM Perfect for traction limited, street tyre type vehicles where spraying too soon results in loss of traction.

Traction Control Window Switch

ZEX82085



Fuel Flow Check Tool

For maximum nitrous power and engine safety, nitrous kit manufacturers tune their systems with various jet sizes and fuel pressures. While installing the recommended jet is simple, correctly setting your nitrous system's fuel pressure can be a real challenge if you don't have the right tool. ZEX™ created the Fuel Flow Check Tool just for this purpose. By temporarily attaching it to your fuel solenoid's feed line, you can simulate the normal fuel flow your nitrous system sees when it is activated. Once your fuel system is in this "flowing" condition, you can easily and accurately adjust your fuel pressure regulator. Once the regulator is set, you simply remove the tool, reconnect your fuel line to the solenoid and you are all set for the track. The ZEX™ Fuel Flow Check Tool includes a laboratory quality, liquid filled, 0-15psi gauge, -4AN and -6AN adapters, calibration jets and all necessary fittings for easy assembly. You simply won't find a more accurate or easy-to-use tuning tool for your nitrous system. **ZEX82244**





10LB NITROUS BOTTLE

- Includes High Flow Bottle Valve, Excellent For Applications Up To 300 HP
- Show Quality Purple Powder Coat Finish For Great Looks
- Includes Bottle Nut & -4AN Outlet Fitting

Description	Part No.
10LB Nitrous Bottle - Purple	ZEX82000
10LB Nitrous Bottle - Polished	ZEX82000P
10LB Nitrous Bottle - Black	ZEX82340B



Purge Kits

Purge nitrous lines of vapour and ensure instant nitrous power as soon as kit activates. Available for both -4AN & -6AN nitrous systems as well as a dual outlet kit which delivers two six-foot nitrous purge clouds in a "V" pattern. Compatible with any manufacturer's nitrous system.

-4AN Nitrous Purge Kit	ZEX82010
-6AN Nitrous Purge Kit	ZEX82315
-4AN Dual Outlet Purge Kit	ZEX82175



Machine Gun

LED Purge Kit

Pulses any purge kit on the market with a "machine gun" blast of noise. Includes revolutionary Purge-Cloud LED light for strobe light effect. Red, green and blue colours available.
Machine Gun Purge Kit - Red ZEX82370R
Machine Gun Purge Kit - Green ZEX82370G
Machine Gun Purge Kit - Blue ZEX82370B

SUPERCHARGERS & ACCESSORIES



Blower Relief Valve

Manual pressure relief valve for Superchargers.

Thread	Blue	Black	Silver
1/8"	AF620-02	AF620-02BLK	AF620-02S
7/16"	AF620-04	AF620-04BLK	AF620-04S



BILLET BURST PANEL DEFLECTOR SHIELD

AeroFlow's Burst panel deflector shield is designed to mount directly to your intake manifold or screw type supercharger, deflector can be mounted both ways (up or down) to direct force away from car. Hard anodized and includes burst panel measurement hole.

AF64-4400BLK	Burst Panel Deflector Shield
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BLOWER BELT GUARD

AeroFlow's belt guards are machined from billet aluminium and available in black or silver anodized. This guard covers the top 150 degrees of the blower pulley. This guard offers protection for the fuel, oil lines or anything that passes outside the blower belt. Mounting hardware is required and is sold separately.

Part No	Colour	Description
AF64-2905	Silver	Blower belt guard
AF64-2905BLK	Black	Blower belt guard
AF64-2906	Silver	44.5mm (1-3/4") spacers (sold individually)
AF64-2906BLK	Black	44.5mm (1-3/4") spacers (sold individually)
AF64-2907	Silver	67mm (2-5/8") spacers (sold individually)
AF64-2907BLK	Black	67mm (2-5/8") spacers (sold individually)
AF64-2908	Silver	76mm (3") spacers (sold individually)
AF64-2908BLK	Black	76mm (3") spacers (sold individually)
AF64-2909	Black	57mm (2-1/4") studs (sold individually)
AF64-2910	Black	86mm (3-3/8") studs (sold individually)
AF64-2911	Silver	Starter plate for blower belt guard (Roots)
AF64-2911BLK	Black	Starter plate for blower belt guard (Roots)



Blower Restraints

Stroud Safety builds supercharger restraints for almost all applications. All are SFI approved for 14.1 and 14.2. The 14.1 unit is for the bracket racer that needs minimal restraint for his class. It comes complete with header mounts and adjustable straps and fits either a 6-71 or 8-71 supercharger. The 14.2 unit fits 10-71, 12-71 and 14-71 blowers. The kit consists of the top plate, blower bag and all the fittings to attach to the motor. The blower strap anchors are the new Stroud type with the locking pins sewn to the blower strap, preventing the loss of the locking pins.

Description	Part No.
Blower Restraint Complete (SFI 14.2)	SS1600
Blower Restraints (SFI 14.1)	SS1610



• NOTE: SUPERCHARGER NOT INCLUDED - SOLD SEPARATELY

GM LS SERIES BLOWER KITS - CARBURETTED

These manifold and blower drive kits for GM LS series engines suit carburettors and bolt on 4150 or injector hat style EFI systems. Includes 2-piece billet aluminium manifold, blower snout, dual carb adapter, idler pulley, idler bracket, blower pulley, crank pulley, adapter hub, blower belt, gaskets and hardware. Requires ATI917246 balancer and ATI916993 crank fixture kit and a standard series 6-71 to 14-71 supercharger (not front offset). Available in polished aluminium or black anodized finish.

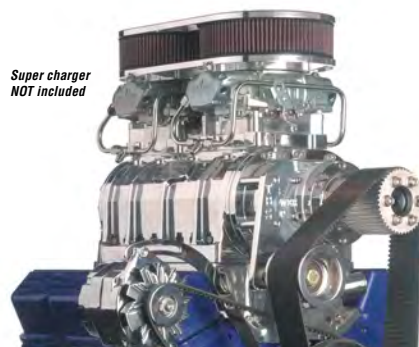
Application	Polished	Black
LS Cathedral Port, Carburetted	B2631	B2631-BLK
LS Rectangle Port, Carburetted	B2633	B2633-BLK
GM LS1/LS2/LS6 Cathedral Port, Carburetted Dual Sideways 4150	B2631	B2631-BLK
GM LS3 Rectangle Port, Carburetted Dual Sideways 4150	B2633	B2633-BLK

LS Cathedral Port, EFI	B2632	B2632-BLK
LS Rectangle Port, EFI	B2634	B2634-BLK

GM LS SERIES BLOWER KITS - EFI

These manifold and blower drive kits for GM LS series engines suit multi-point EFI systems. Kit include 2-piece billet aluminium manifold, blower snout, dual 4150 throttle body adapter, billet lower fuel rails, idler pulley, idler bracket, blower pulley, crank pulley, adapter hub, blower belt, gaskets and hardware. Requires ATI 917246 balancer and 916993 crank fixture kit, 2 x 4150 throttle bodies, upper fuel rails and a standard series 6-71 to 14-71 supercharger (not front offset).

Application	Polished	Black
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Super charger NOT included

SB CHEVY 6V-71 BLOWER DRIVE KITS

These manifold and blower drive kits suit the smaller 6V-71 series superchargers and are perfect for 327-350 cubic inch small block Chevy street engines. Includes manifold, blower snout, dual 4150 carb adapter, idler pulley, idler bracket, blower & crank pulleys, blower belt, gaskets and hardware. Available in polished aluminium or black anodized finish. Use with 6V-71 series superchargers (sold separately).

Application	Polished	Black
SBC Standard Port, 1V Accessory	B2600	B2600-BLK
SBC Standard Port, 1V Accessory	B2601	B2601-BLK
SBC Standard Port, 6 Rib Accessory	B2602	B2602-BLK
SBC Large Port, 1V Accessory	B2605	B2605-BLK
SBC Large Port, 2V Accessory	B2606	B2606-BLK
SBC Large Port, 6 Rib Accessory	B2607	B2607-BLK

SB CHEVY 6-71 BLOWER DRIVE KITS

These manifold and blower drive kits suit standard 6-71 series blowers. Kits include manifold, blower snout, dual 4150 carb adapter, idler pulley, idler bracket, blower & crank pulleys, blower belt, gaskets and hardware. Available in polished aluminium or black anodized finish. Use with standard 6-71 series superchargers (sold separately).

Application	Polished	Black
SBC Standard Port, 1V Accessory	B2610	B2610-BLK
SBC Standard Port, 2V Accessory	B2611	B2611-BLK
SBC Standard Port, 6 Rib Accessory	B2612	B2612-BLK
SBC Large Port, 1V Accessory	B2615	B2615-BLK
SBC Large Port, 2V Accessory	B2616	B2616-BLK
SBC Large Port, 6 Rib Accessory	B2617	B2617-BLK

SB CHEVY 8-71 FRONT OFFSET BLOWER KITS:

These manifold and blower drive kits suit 8-71 series blowers for high output and large cubic inch small block Chevys. Kits include manifold, blower snout, dual 4150 carb adapter, idler pulley, idler bracket, blower & crank pulleys, blower belt, gaskets and hardware. Available in polished aluminium or black anodized finish.

Use with front offset 8-71 series superchargers (sold separately).

Application	Polished	Black
SBC Standard Port, 2V Accessory	B2621	B2621-BLK
SBC Standard Port, 6 Rib Accessory	B2622	B2621-BLK
SBC Large Port, 2V Accessory	B2626	B2621-BLK
SBC Large Port, 6 Rib Accessory	B2627	B2627-BLK

BB CHEVY BLOWER KITS

Big block Chevy manifold and blower drive kits suit standard 6-71 through 14-71 series blowers. Kits include manifold, blower snout, dual 4150 carb adapter, idler pulley, idler bracket, blower & crank pulleys, blower belt, gaskets and hardware. Available in polished aluminium or black anodized finish. Use with standard 6-71, 8-71, 10-71 and 14-71 series superchargers with no front offset (sold separately).

Application	Polished	Black
BBC Standard Deck, 1V Accessory	B2710	B2710-BLK
BBC Standard Deck, 2V Accessory	B2711	B2711-BLK
BBC Standard Deck, 6 Rib Accessory	B2712	B2712-BLK
BBC Tall Deck, 1V Accessory	B2715	B2715-BLK
BBC Tall Deck, 2V Accessory	B2716	B2716-BLK
BBC Tall Deck, 6 Rib Accessory	B2717	B2717-BLK

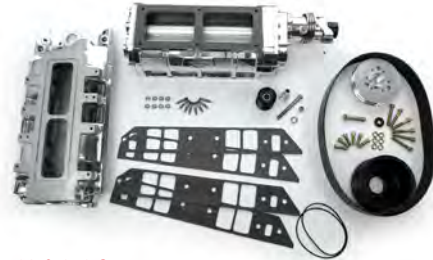
CHRYSLER BLOWER KITS

Chrysler manifold and blower drive kits suit standard 6-71 through 14-71 series blowers.

Kits include manifold, blower snout, dual 4150 carb adapter, idler pulley, idler bracket, blower & crank pulleys, blower belt, gaskets and hardware. Available in polished aluminium or black anodized finish.

Use with standard 6-71, 8-71, 10-71 and 14-71 series superchargers with no front offset (sold separately).

Application	Polished	Black
Chrysler 392 HEMI 1V Accessory	B2760	B2760-BLK
Chrysler 392 HEMI 2V Accessory	B2761	B2761-BLK
Chrysler 426 HEMI 1V Accessory	B2770	B2770-BLK
Chrysler 426 HEMI 2V Accessory	B2771	B2771-BLK

**192 & 250 CID Blower Parts**

192 Blower w/o Snout	B2080
250 Blower w/o Snout	B2090
192 Billet Manifold Std Port (Polished)	B2540
192 Billet Manifold Large Port (Polished)	B2542
250 Manifold (Polished)	B2550
250 Manifold Tall (Polished)	B2555
250 Blower to Manifold O-Ring	B9127
192 Billet Single 4150 Carb Adapter	B4311
192 Billet Single 4500 Carb Adapter	B4316
192 / 250 Snout with Arm	B4500
192 / 250 Main Shaft	B4505
192 / 250 Coupler	B4510
192 / 250 Idler Pulley Assembly	B4525
192 / 250 Front Plate	B4551
192 / 250 Rear Plate	B4552
192 / 250 Front cover	B4553
192 / 250 Gear Set	B4560
192 Rotor Set	B4564
250 Rotor Set	B4565
6.4" Bottom Pulley 16 Rib	B8525
6.4" Bottom Pulley 16 Rib (BB 2V)	B8526

192 & 250 CID**Low Profile****Superchargers**

Only The Blower Shops's Low Profile

Superchargers fill today's need

for high quality, low profile blowers that fit within most engine compartments and suit the needs of today's high performance vehicles. The TBS 192 and 250 CID low profile superchargers offer these advantages:

- 100% CNC machined case made from 6061-T6 aluminium bar stock (stronger than a casting and polished to a high luster with no porosity) • Billet aluminium bearing plates, front cover, and snout precision fit to exact tolerances • Input shaft and coupler of heat-treated 4340 material for added strength and durability
- Machined to accept standard 6-71 style carburettor adapters (250 CID only) • 2-lobe rotor design for high efficiency under 10 psi of boost • Extruded rotors CAD designed and CNC machined to tight tolerances • Teflon O.D strip for better sealing and increased efficiency • Heat-treated helical gears to keep rotors in perfect time and precision ground for smooth, quiet, long term operation
- For maximum grip and wear protection, 16 rib serpentine belt system with black hard-anodized pulleys
- 250 CID kits are available for standard deck and tall deck

192 S/B Chev kit 2V Standard Port **B3110**

192 S/B Chev kit 2V Street Large Port **B3112**

250 B/B Chev kit 2V Standard * **B3120**

250 B/B Chev kit 2V Tall * **B3125**

* Note: Carburettor Adapters and Top Drive Pulleys sold separately

**192 & 250 CID Top Pulleys & Belts**

2.85" 16 Rib Top Pulley	B8511
3.10" 16 Rib Top Pulley	B8512
3.35" 16 Rib Top Pulley	B8513
3.60" 16 Rib Top Pulley	B8514
3.85" 16 Rib Top Pulley	B8515
4.10" 16 Rib Top Pulley	B8516
4.35" 16 Rib Top Pulley	B8517
16 Rib Belt 1195mm (47.0")	B8301
16 Rib Belt 1225mm (48.2")	B8302
16 Rib Belt 1325mm (52.0")	B8303
16 Rib Belt 1345mm (53.0")	B8304
16 Rib Belt 1365mm (53.7")	B8305

**BLOWERS****from 6-71 up to 14-71**

The Blower Shop's range of 6-71 and 8-71 superchargers includes brand new billet and cast cases, or remanufactured GMC cast cases, and brand new 2 lobe cast and billet 3 lobe rotors, or reconditioned cast 3 lobe rotors where available. The 10-71 and 14-71 blowers feature brand new billet cases and billet hard anodized 3 lobe rotors.

Description	Polished	Black
6V-71, 3 Lobe Cast Rotors, Front Discharge, Billet Case	B2005	B2005-BLK
6-71, 3 Lobe Billet Rotors, Billet Case	B2018	B2018-BLK
6-71, 2 Lobe Rotors, Billet Case	B2213	B2213-BLK
6-71, 2 Lobe Rotors, New Cast Case	B2214	B2214-BLK
6-71, 2 Lobe Rotors, Reco Cast Case	B2210	B2210-BLK
6-71, 3 Lobe Cast Rotors, Reco GMC Case, Small Diam.	B2010	B2010-BLK
8-71, 3 Lobe Cast Rotors, Billet Case	B2020	B2020-BLK
8-71, 3 Lobe Cast Rotors w/Teflon, Billet Case	B2020T	B2020T-BLK
8-71, 3 Lobe Billet Rotors, Billet Case	B2227	B2227-BLK
8-71, 3 Lobe Cast Rotors, New Cast Case	B2021	B2021-BLK
8-71, 3 Lobe Cast Rotors, New Cast Case, Small Diam.	B2029	B2029-BLK
8-71, 2 Lobe Rotors, Billet Case	B2225	B2225-BLK
8-71, 2 Lobe Rotors, New Cast Case	B2223	B2223-BLK
8-71, 3 Lobe Billet Rotors, Billet Case, Front Offset	B2228	B2228-BLK
8-71, 3 Lobe Cast Rotors, Billet Case, Front Offset	B2028	B2028-BLK
8-71, 3 Lobe Cast Rotors w/Teflon, Billet Case, Front Offset	B2028 T	B2028T-BLK
8-71, 3 Lobe Cast Rotors, New Cast Case, Front Offset	B2221	B2221-BLK
8-71 Billet case, 2-Lobe straight rotors with Teflon, STD offset	B2225	B2225-BLK
8-71, 2 Lobe Rotors, New Cast Case, Front Offset	B2224	B2224-BLK
8-71, 2 Lobe Rotors, Billet Case, Front Offset	B2226	B2226-BLK
8-71 Cast case, Billet Hi-Helix 3-lobe rotor with 6-Point Teflon, Front Offset	B2023	B2023-BLK
10-71, 3 Lobe Billet Rotors, Billet Case	B2030	B2030-BLK
10-71, 3 Lobe Billet High Helix Rotors, Billet Case	B2033	B2033-BLK
10-71, 3 Lobe Billet Rotors, Billet Case, Front Offset	B2038	B2038-BLK
10-71 Billet Case, Billet Hi-Helix 3-lobe rotor, STD Offset	B2030	B2030-BLK
14-71, 3 Lobe Billet Rotors, Billet case	B2050	B2050-BLK
14-71, 3 Lobe Billet High Helix Rotors, Billet Case	B2051	B2051-BLK
14-71, 3 Lobe Billet Rotors, Billet Case, Front Offset	B2058	B2058-BLK

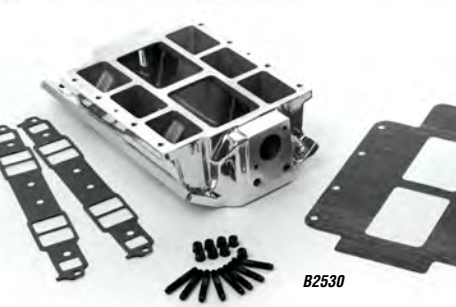
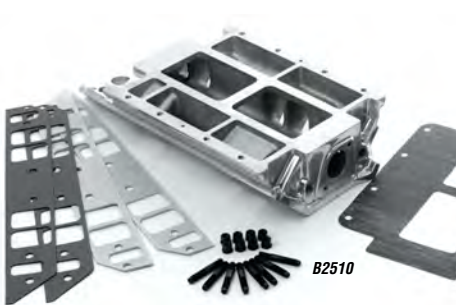
6-71 and 8-71 Blower Parts

6-71 Rotor Set	B1010
8-71 Rotor Set	B1020
6-71 Gear Set (New)	B1080
6V-71 Gear Set (Reconditioned)	B1085
Seal Wear Ring (each)	B1095
Front Bearing and Seal Kit	B1152
Rear Bearing and Seal Kit	B1162
Billet Front Cover Standard	B1171
Pressure relief Valve 1/8" Pipe	B1178
Sight Glass 1/4" Pipe	B1179
Snout Input Shaft	B4010
3.90" Coupler	B4011
5.15" Coupler	B4012
5.90" Coupler	B4013
6.90" Coupler	B4014
Snout Bearings (pair)	B4018
Snout Seal	B4019
Idler Pulley Bearings (pair)	B4109
Teflon Rod 1/8" Half Round x 12"	B4902

**Drive Snouts**

TBS drive snouts are CNC Machined from Billet for Added Strength and Precision Fit. They are suitable for competition and feature a heat treated 4340 main shaft and coupler with 1-1/4" Shaft Diameter, not 1-1/8" diameter as used in most competitors' street kits.

3.90" Billet Snout with Coupler	B4001
5.15" Billet Snout with Coupler	B4002
5.90" Billet Snout with Coupler	B4003
6.90" Billet Snout with Coupler	B4004

**Blower Manifolds**

To increase performance through even distribution of air and fuel to each cylinder, The Blower Shop has developed its own intake manifolds for small and big block Chev applications. TBS manifolds include the following:

- Provisions for thermostat
- Raised floor with large radius on ports for better air flow, Increased performance and even fuel distribution
- Tall deck uses standard deck distributor height
- Available in Satin or Polished finish

S/B Chev Blower Manifold Polished Std Port	B2530
S/B Chev Blower Manifold Satin Std Port	B2531
S/B Chev Blower Manifold Polished Large Port	B2532
S/B Chev Blower Manifold Satin Large Port	B2533
B/B Chev Blower Manifold Polished Std	B2510
B/B Chev Blower Manifold Satin Std	B2511
B/B Chev Blower Manifold Polished Tall	B2520
B/B Chev Blower Manifold Satin Tall	B2521
B/B Indy Blower Manifold Satin Std	BINDY9.8
B/B Indy Blower Manifold Satin Tall	BINDY10.2

**Competition Manifolds**

TBS competition manifolds are suitable for methanol injected drag engines and have no provision for a thermostat. They are pre-drilled for port injection nozzles and are supplied with gaskets, aluminium stud & nut kit and burst panel frame. The burst panel insert, part no.B2585 must be purchased separately.

SB Chev Large Port Manifold - Polished	B2535
SB Chev Large Port Manifold - Satin	B2536

**Manifold Accessories**

Burst Panel Inner & Outer Frame Kit w/o Insert	B2582
Burst Panel Insert	B2585
Manifold Pop-off Kit	B2589
Stainless Steel Marine Thermostat Housing	B5100

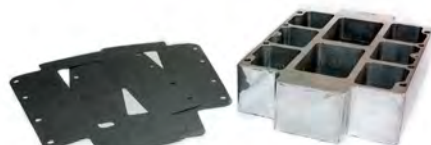


TBS Intercooler

The Blower Shop's Intercooler was developed because of the screaming need to reduce intake temperatures in high-performance marine power plants. To assure optimum performance and durability, TBS designed and built our system exclusively from billet aluminium and gave it a fin count of 19 per inch on the air side and 16 on the water side. After TBS coats the core with exclusive "Chromacoat" protective coating for added beauty and long life, we pressure test it to 100 pounds per square inch. We then include a billet end tank with 2 integral 3/4" NPT fittings for added strength and increased water flow.

TBS Intercooler for 6-71 to 14-71 Blowers

B5050



B5024



B5022

TBS BLOWER SPACER

Everyone's needs, like everyone's cars, are unique to your end goal and how they want to achieve it. TBS helps supply those needs with or line of blower spacers giving you more options than before with blower height when building your ideal setup. Cast Aluminium polished to a mirror-like finish that will include the hardware and gaskets to bring your setup to the height you need.

Description	Part No.
2" Polished Blower Spacer	B5022
4" Polished Blower Spacer	B5024

B4120



B4130

B4100



B4220

B4212

Drive Accessories

Idler Bracket Assembly	B4120
4" O.D. 2-3/4 Long Idler Pulley Assembly	B4100-2.75
Idler Bracket Assembly 1-3/4"	B4120
Idler Bracket Assembly 1-7/8"	B4120B
Idler Bracket Assembly 2-7/8"	B4120C
Idler Bracket Stands & Bolts 1-3/4"	B4121
LS1/LS3 Lower Hub 1.250" Wide (Use with AT1917246 Balancer)	B4234
Swing Arm Idler Bracket	B4130
BB Bracket Block Mount w/ Water Blocks	B4140
4" Dia. Idler Pulley Assembly	B4100
4" Dia. Idler Pulley Assembly (2" Wide)	B4102
1V Accessory Pulley suit B/B Chev	B4210
1V Accessory Pulley suit S/B Chev	B4226
1V Accessory Pulley	B4212
2V Accessory Pulley suit B/B Chev	B4220
2V Accessory Pulley suit Crank Hub	B4222
2V Accessory Pulley suit S/B Chev	B4225
1-1/2" Pulley Spacer	B4250
3/4" Pulley Spacer	B4252
1/2" Pulley Spacer	B4253
3/8" Pulley Spacer	B4254
1/4" Pulley Spacer	B4255

Pulleys & Belts

- CNC Machined Billet Aluminium • 2" Register - Industry Standard
- Dual Pattern - Standard or Cragar Pattern
- More Drive Ratios Available Than 1/2" Pitch
- 8mm Pitch Transfers Energy Better Than 1/2" Pitch

Pulleys

43 Tooth Billet Pulley 8mm Pitch	B8043
44 Tooth Billet Pulley 8mm Pitch	B8044
45 Tooth Billet Pulley 8mm Pitch	B8045
46 Tooth Billet Pulley 8mm Pitch	B8046
47 Tooth Billet Pulley 8mm Pitch	B8047
48 Tooth Billet Pulley 8mm Pitch	B8048
49 Tooth Billet Pulley 8mm Pitch	B8049
50 Tooth Billet Pulley 8mm Pitch	B8050
51 Tooth Billet Pulley 8mm Pitch	B8051
52 Tooth Billet Pulley 8mm Pitch	B8052
53 Tooth Billet Pulley 8mm Pitch	B8053
54 Tooth Billet Pulley 8mm Pitch	B8054
55 Tooth Billet Pulley 8mm Pitch	B8055
56 Tooth Billet Pulley 8mm Pitch	B8056
57 Tooth Billet Pulley 8mm Pitch	B8057
58 Tooth Billet Pulley 8mm Pitch	B8058
59 Tooth Billet Pulley 8mm Pitch	B8059
60 Tooth Billet Pulley 8mm Pitch	B8060
61 Tooth Billet Pulley 8mm Pitch	B8061
62 Tooth Billet Pulley 8mm Pitch	B8062
63 Tooth Billet Pulley 8mm Pitch	B8063
64 Tooth Billet Pulley 8mm Pitch	B8064
65 Tooth Billet Pulley 8mm Pitch	B8065
66 Tooth Billet Pulley 8mm Pitch	B8066

Belts

1360 x 75mm Belt (53.5 x 3") 8mm Pitch	B8104
1440 x 75mm Belt (56.7 x 3") 8mm Pitch	B8105
1600 x 75mm Belt (63.0 x 3") 8mm Pitch	B8106
1760 x 75mm Belt (69.3 x 3") 8mm Pitch	B8107
1440 x 50mm Belt (56.7 x 2") 8mm Pitch	B8108



B4370



B4350



B4300

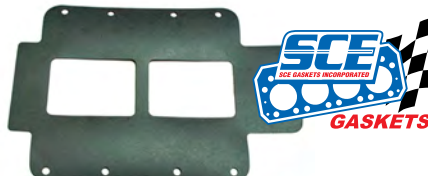
Carburettor Adapters & Accessories

King Demon Carburettors or Holley Dominators	B4300
Billet Dual 4150 Carb Adapter (8 5/8")	B4305
Billet Dual 4500 Carb Adapter (8 3/4")	B4350
Linkage Kit Dual Sideways 4150 or 4500	B4360
Linkage Kit Dual Inline (8 5/8")	B4372
Dual Inlet Fuel Line Kit Holley 4150 Polished S.S	B4375
Dual Inlet Fuel Line Kit Holley 4500 Polished S.S	B4385
Dual Inlet Fuel Line Kit Demon 4500 Polished S.S	



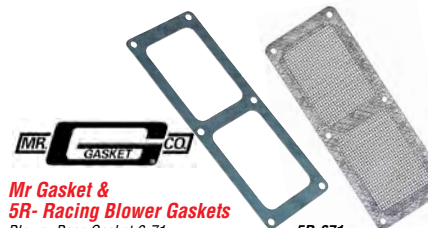
Gaskets

6-71 to 14-71 Universal Base Gasket	B4900
Inlet Gasket with Screen	B4905
Inlet Gasket without Screen	B4907
Snout Gasket	B4910
Front Cover Gasket Standard	B4920
Front Cover Gasket Symmetrical	B4921
Grease Cover Gaskets (pair)	B4929



SCE Blower Gaskets

Blower Base Gasket, 6-71	SCE-329020
Blower Base Gasket, 8-71	SCE-329030
Blower Base Gasket, 14-71	SCE-329040
Blower Base Gasket, 14-71 8 Bolt	SCE-329041
Blower Base Gasket, 14-71 SSI	SCE-329043
Inlet Gasket, 6-71, 8-71	SCE-329100
Inlet Gasket - Screened, 6-71 & 8-71	SCE-329120
Inlet Gasket, 14-71	SCE-329140
Front Cover Gasket, 71 Series	SCE-329200
Snout Gasket, 71 Series	SCE-329300
Bearing Cap Gasket, 71 Series	SCE-329320
Tri Plate Gasket, 71 Series	SCE-329340



Mr Gasket & 5R-Racing Blower Gaskets

Blower Base Gasket 6-71	5R-671
Blower Inlet Gasket 6-71	MG672
Blower Inlet Gasket 6-71 - Screened	MG673
Blower Base Gasket, 14-71 1/16" Thick	MG98002906
Blower Base Gasket, 14-71 1/32" Thick	MG98002907



AF37-0602

AF37-0601BLK

BLOWER STUD KITS

Blower stud kits are machined from aerospace-quality 6061-T6 aluminium and are black or silver anodized. In the event of a severe backfire, these studs will break and allow separation of manifold and blower. This protects engine and blower from unnecessary damage. Kit comes complete with anodized aluminium studs, 12-point, quality steel nuts and hardened steel washers.

Part No	Colour / Description
AF37-0601	Silver studs and nuts, 73mm (2-7/8") total length
AF37-0601BLK	Black studs and nuts, 73mm (2-7/8") total length
AF37-0602	Silver studs and nuts, 63.5mm (2-1/2") total length
AF37-0602BLK	Black studs and nuts, 63.5mm (2-1/2") total length
AF37-0603BLK	Black studs and nuts, 73.8mm (2-29/32") total length

BDS
BLOWER DRIVE SERVICES



BLOWER DRIVE PULLEY SPACER

BDS pulley spacers are manufactured from the same high quality aircraft aluminium alloy as the blower pulleys. Machined to precise specifications there are a variety of sizes that may be mixed and stacked together to provide the necessary spacing for almost any application. The spacer have the same two inch register and six hole universal pattern as our blower pulleys.

Description	Part No.
.300" Thick	BDSSP-9400
.500" Thick	BDSSP-9402
.700" Thick	BDSSP-9404
1.000" Thick	BDSSP-9407



BLOWERS 6-71 & 8-71

All BDS blowers are assembled by hand with heavy duty competition components. The same parts used to assemble our racing blowers are the same parts used in all of our blowers. Heavy duty bearings and special double lipped Teflon seals are used to ensure long life. The heavy duty bearing plates and cases are machined to precise specifications that produce the most efficient blower possible. All BDS blowers are fully show polished as a standard feature.

Cast Case Superchargers

Stage 1 Cast Case

Description	Part NO.
6-71 new cast case, 3-Lobe Billet Rotors, Billet Front Cover & Rear End Plate, Polished	BDSBL-6711-0000
8-71 new cast case, 3-Lobe Billet Rotors, Billet Front Cover & Rear End Plate, Polished	BDSBL-8711-0000

Stage 2 Cast Case

6-71 new case 3-Lobe Hard Anodised Billet Rotors, Billet Front Cover & Rear End Plate, Polished 8-71 new case 3-Lobe Hard Anodised	BDSBL-6712-0000
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Billet Rotors, Billet Front Cover & Rear End Plate, Polished 8-71 new case 3-Lobe Hard Anodised	BDSBL-8712-0000
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Billet Rotors, Billet Front Cover & Rear End Plate, Black Stage 3 Cast Case 6-71 new case 3-Lobe Hard Anodised	BDSBL-8712-0000B
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Billet Rotors Teflon Stripped, Billet Front Cover & Rear End Plate, Polished	BDSBL-6713-0000
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8-71 new case 3-Lobe Hard Anodised Billet Rotors Teflon Stripped, Billet Front Cover & Rear End Plate, Polished Billet Case Superchargers	BDSBL-8713-0000
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Stage 2 Billet Case

8-71 Billet Case 3-Lobe Hard Anodised Billet Rotors, Billet Front Cover & Rear End Plate, Polished	BDSBL-8712-0001
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Stage 3 Billet Case

8-71 Billet Case 3-Lobe Hard Anodised Billet Rotors Teflon Stripped, Billet Front Cover & Rear End Plate, Polished	BDSBL-8713-0001
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BLOWER

MANIFOLDS 6-71 & 8-71

Description	Part No.
SB Chev, Polished	BDSBM-3006P
LS1/LS2/LS6 Cast 1-Piece, Cathedral Port, Polished	BDSBM-3006PLSC
LS1/LS2/LS6 Cast 1-Piece, Cathedral Port, Black	BDSBM-3006PLSCB
LS3/LS9/L92 Cast 1-Piece, Rectangle Port, Polished	BDSBM-3006PLSR
LS3/LS9/L92 Cast 1-Piece, Rectangle Port, Black	BDSBM-3006PLSRB
BB Chev Rectangle Port, Standard Deck, Black	BDSBM-3026B
BB Chev Rectangle Port, Standard Deck, Polished	BDSBM-3026P
SB Ford 289-302 Windsor, Polished	BDSBM-5006P
Ford 302-351 Cleveland 4V Heads, Polished	BDSBM-5016P
Ford 302-351 Cleveland 2V Heads, Polished	BDSBM-5017P
SB Ford 351 Windsor, Polished	BDSBM-5027P



BDSBK-3121

BLOWER DRIVE KITS 6-71 & 8-71

BDS Drive Kits are manufactured from aircraft aluminium and steel alloys to ensure maximum performance and durability. A number of options are available to customize your drive kit for your specific requirements. Accessory vee groves can be provided to drive the water pump, alternator, power steering and air conditioning accessories. All drive kits utilize a steel crank hub for harmonic balancer to replace the stock factory harmonic balancer.

Description	Part No.
GM LS Series 8mm Pitch Belt, 6-71, Polished	BDSBK-3116
GM LS Series 8mm Pitch Belt, 8-71, Polished	BDSBK-3118
GM LS Series 8mm Pitch Belt, 8-71, Black	BDSBK-3118B
SB Chev 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Polished	BDSBK-3121
BB Chev 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Polished	BDSBK-3151
BB Chev 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Black	BDSBK-3151B
SB Ford 289-302 Windsor 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Polished	BDSBK-5101
Ford 302-351 Cleveland 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Polished	BDSBK-5111
SB Ford 351 Windsor 8mm Pitch Belt, 1V Pulley, 6-71 & 8-71, Polished	BDSBK-5121

BDSBN-9531

BLOWER SNOOT ASSEMBLY & COUPLERS

BDS high performance street blower drive components are designed with the toughness and durability required for the most demanding of blower drive systems. The drive snouts utilize a heavy-duty double ball bearing and heavy-duty oil seal. The snout housing is made from aircraft billet aluminium and the snout shaft is made from 4100 series heat treated steel. The 1-1/8" -48 male spline of the shaft connects to the blower gear coupler bolted to the face of the blower gear. Designed to bolt directly to a stock style blower gear cover, the same snouts are available in three standard lengths and combined with our pulley spacers, there is a wide variety of drive spacing available to accommodate almost any application.

Blower Snout Assembly

Description	Part No.
3-3/4" Long (Short)	BDSBN-9530
5-3/4" Long (Medium)	BDSBN-9531
7-1/4" Long (Medium/Long)	BDSBN-9532
8-1/4" Long (Long)	BDSBN-9533
Blower Gear Coupler	
4.250" Long, 1-1/4-48 Spline	BDSGC-9560
1.800" Long, 1-1/4-48 Spline	BDSGC-9561
3.750" Long, 1-1/4-48 Spline	BDSGC-9556

BILLET 8MM PITCH PULLEYS

BDS offers one of the largest selections of blower pulley style and sizes available. All blower pulleys are manufactured from billet aircraft aluminium alloy 6061 and are T6 heat treated ensuring performance and durability. Manufactured to the tightest tolerances in the industry. BDS blower pulleys are guaranteed to mesh properly with the belt, reducing excessive wear and drag on the entire drive system. Each pulley is stamped with the number of teeth for easy identification and is manufactured 3.5" wide with a two inch diameter register and a six hole pattern, with a 2.760" bolt pattern.

Description	Part No.
44 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6844B
45 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6845B
46 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6846B
47 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6847B
48 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6848B
49 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6849B
50 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6850B
51 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6851B
52 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6852B
53 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6853B
54 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6854B
55 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6855B
56 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6856B
57 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6857B
58 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6858B
59 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6859B
60 Tooth Billet Pulley 8mm Pitch, Black	BDSBP-6860B



IDLER PULLEY ACCESSORIES

BDS idler pulleys are made from billet 6061 aircraft aluminium and T6 heat treated for outstanding durability and performance. The 2" and 3" idler pulleys utilize two single row, factory lubricated, rubber sealed ball bearings pressed into the idler housing. The belt running surface of the idler has been "crowned" in the centre to help keep the blower belt centered in the idler pulley and on track. The 5/8" idler pulley mounting bolt is not supplied with the idler pulley due to the various length requirements for different mounting applications.

Description

Idler Pulley, 4.3" O.D x 3" Wide
Billet Idler Arm Mount, mounts on snout

Part No.

BDSIP-9451
BDSIB-9190

BLOWER CRANK HUBS

BDS crank hubs are made from 4100 series aircraft alloy hardened steel, designed to replace the stock factory harmonic balancer for blower application only, and are necessary for proper operation and longevity of the complete blower drive assembly. Factory harmonic balancers are not designed to handle the additional stress of driving a supercharger along with other accessories. They will normally crack or break near the keyway and come off the engine causing severe damage

Description

SB Ford 289-302-351 Windsor & 302-351 Clevelandn with External Balance (50oz)
SB Ford 289-302-351 Windsor & 302-351 Cleveland with External Balance (28oz)

BDSCH-5001

Part No.

BDSCH-5001
BDSCH-5004

BILLET 4

BARREL

CARB ADAPTER

BDS Dual four barrel polished billet aluminium carb adapter, to mount onto a 6-71 & 8-71 blower, has two 1/8" NPT vacuum outlets with mounting bolts included. Accepts two standard four barrel Holley carbs sideways mount or inline on an 8-5/8" center to center.

Description

6-71 & 8-71 Billet 4BBL Carburettor Adapter, Polished
6-71 & 8-71 Billet 4BBL Carburettor Adapter, Black

Part No.

BDSCA-9025
BDSCA-9025B



BLOWER BELTS

BDS offers one of the widest selection of blower belt sizes and styles available. Replacement belts are available for almost any application. There are three basic belt designs and a variety of different lengths and widths. The correct belt style and length are critical to belt performance and life.

8mm Pitch Belts

Description	Part No.
1360mm Length, 75mm Wide, 8mm Pitch	BDSBB-13608M75
1440mm Length, 75mm Wide, 8mm Pitch	BDSBB-14408M75
1600mm Length, 75mm Wide, 8mm Pitch	BDSBB-16008M75
1760mm Length, 75mm Wide, 8mm Pitch	BDSBB-17608M75



142 Pro-Street Supercharger Kits

Weiland's Pro-Street supercharger kits are engineered to give SB Chevy's 25% to 40% more power while maintaining outstanding street ability. All Weiland 142 blowers feature 100% new CNC machined parts, including new thick wall cases & rotors to eliminate high RPM flex and provide maximum reliability. All superchargers are built in Weiland's state of the art supercharger manufacturing cell and each supercharger is 100% boost tested to help you squeeze the maximum power and efficiency out of your supercharger.

- * Develop 400 to 450+ horsepower
- * Low profile design for bonnet clearance
- * Available for standard & aftermarket heads
- * Increases torque for heavy cars and towing applications
- * Great power adder for low compression crate engines
- * Available polished or unpolished
- * Full-time power every time you hit the throttle with no lag

Application	Satin	Polished
6-Rib Kit S/B Chev Long	WM6500-1	WM6510-1
6-Rib Kit S/B Chev Short	WM6503-1	WM6508-1
6-Rib Kit S/B Chev Vortec Long	WM6542-1	WM6543-1

144 Low-Profile Supercharger Kits

The 144 system is a practical addition to any performance or tow vehicle where hood clearance and/or the use of a long water pump and three v-belts are required. It features Teflon tipped rotors for tight rotor to case tolerances and will fit under most stock hoods on trucks and muscle cars (may require a small cowl induction hood for some applications). Weiland 144 blowers feature 100% new CNC machined parts including new thick-wall cases & rotors and are 100% boost tested to help you squeeze the maximum power and efficiency out of your supercharger!

- Develop 400 to 450+ horsepower
- Low profile design for bonnet clearance
- Available for standard & aftermarket heads
- Increases torque for heavy cars and towing applications
- Great power adder for low compression crate engines
- Available polished or unpolished
- Full-time power every time you hit the throttle with no lag

Application	Satin	Polished
10-Rib Kit S/B Chev Long	WM7740-1	WM7750-1

174 Pro-Street Supercharger Kits

Want instant, full time power from your Ford powered street machine? Weiland's Pro-Street supercharger kits are engineered to give 25% to 40% more power while maintaining outstanding street ability. Engineered to fit 289/302 Fords (or stroker versions based on the 8.200" deck height), this kit will transform your mellow street engine into a monster with incredible torque and top end power. It is designed to work in conjunction with stock type accessory drives and is available in Satin or Polished finishes. This 174 low profile blower features Teflon tipped rotors for tight rotor to case tolerances.

- Develop 400 to 450+ horsepower out of a mild 302 Ford
- Fits all small block Fords with 8.200" deck heights
- Substantial increase in torque unmatched by centrifugal superchargers
- Available polished or unpolished
- Full-time power every time you hit the throttle with no lag

10-Rib Supercharger Kit Ford 289-302

WM77-174FSB-1	Satin
WM77-174FSBP-1	Polished
WM91053	Replacement Satin Manifold



177 Pro-Street Supercharger Kits

If your searching for 6-71 styling in a compact, powerful package, the Weiland 177 series superchargers have you covered. The traditional flange mounting style gives these blowers the tough looks you want, without the headaches of cutting a hole in your bonnet. Available for Small and Big Block Chevrolet's, in various port and snout configurations.

Application	Satin	Polished
10-Rib Kit S/B Chev Long	WM6512-1	WM6513-1
10-Rib Kit S/B Chev Short	WM6505-1	WM6506-1
6-Rib Kit B/B Chev Long Oval Port	WM6521-1	WM6520-1
6-Rib Kit B/B Chev Short Oval Port	WM6522-1	WM6523-1
6-Rib Kit B/B Chev Long Rec Port	WM6530-1	WM6531-1
6-Rib Kit B/B Chev Short Rec Port	WM6532-1	

142-250 Series Blower Parts

6 Rib Pulley - 2.50" Diameter	WM90636
6 Rib Pulley - 2.85" Diameter	WM6790
6 Rib Pulley - 3.23" Diameter	WM6792
10 Rib Pulley - 2.5" Diameter	WM90634
10 Rib Pulley - 2.85" Diameter	WM6890
10 Rib Pulley - 3.23" Diameter	WM6892
6 Rib Belt - 45.5" Long	WM90824
6 Rib Belt - 47.0" Long	WM6700
6 Rib Belt - 53.3" Long	WM6702
10 Rib Belt - 45.5" Long	WM90825
10 Rib Belt - 48.25" Long	WM91162
10 Rib Belt - 50.4" Long	WM6806
10 Rib Belt - 53.3" Long	WM6807
142 Blower Base Gasket	WM6900
144 Blower Base Gasket	WM90524
174 Blower Base Gasket	WM90565
177 Blower Base Gasket	WM6901
250 Blower Base Gasket	WM155285
250 Blower Case - Polished	WM91057-1
250 SBC Manifold - Polished	WM93211
144 RH Offset Thermostat Housing	WM90845



Blower Case Assemblies

6-71 Supercharger (Polished)	WM7576P
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Blower Nose Assemblies

6-71 to 8-71

Nose Drive Assembly/Gear Cover (Satin)	WM7024
Nose Drive Assembly/Gear Cover (Polished)	WM7024P
Nose Drive Assembly 3-3/4" Long (Satin)	WM7103WIN
Nose Drive Assembly 3-3/4" Long (Polished)	WM7103P
Nose Drive Assembly 4-13/16" Long (Satin)	WM7104WIN
Nose Drive Assembly 4-13/16" Long (Polished)	WM7104P
Nose Drive Mainshaft Only 2-1/4" Register	WM7025
Nose Drive Mainshaft Only 2" Register	WM7105WIN



6-71 Series Supercharger Kits

HORSEPOWER - Weiland's 6-71 kits are the ultimate statement of power and looks. These supercharger kits are designed to generate 50%+ more horsepower and torque across the RPM range. Weiland's 6-71 blower kits are equipped with exclusive two lobe rotors for maximum boost at lower RPMs and feature all new construction including rotors, case, end-plates, manifold and snout. Billet belt tensioner components and V-belt pulleys round out the package to give you everything necessary for installation. Kits are engineered to produce 10-12 lbs of boost on small blocks and 5-7 lbs of boost on big blocks but are a simple pulley change away from hard-core tuning. All 6-71 kits are available with either the traditional 1/2" pitch or the extra tough 8mm belt configurations to suit your needs. In Satin or polished finishes.

- 175-275+ Horsepower increases
- Maximum visual appeal
- Available for Small and Big Block Chev's
- Available with traditional 1/2" pitch or 8mm belt drive
- Full-time power every time you hit the throttle with no lag

Application	Satin	Polished
6-71 Blower Kit 1/2" Pitch S/B Chev	WM7582	WM7582P
6-71 Blower Kit 8mm Pitch S/B Chev	WM7587	WM7587P
6-71 Blower Kit 1/2" Pitch B/B Chev	WM7583	WM7583P
6-71 Blower Kit 8mm Pitch B/B Chev	WM7588	WM7588P

Roots Blower -

Ford Cleveland

Blower Kit

Natural finish aluminium blower intake suits 2V, 3V and 4V heads (specify which when ordering). Available with optional burst panel (conventional or SSI style). All parts are available to build a complete blower kit for Cleveland engines. Intake suits 6-71, 8-71 and 10-71 superchargers (sold separately).

Description	Part No
Blower Manifold	RPCLE-351
Blower Snout	RPNBS-030
Alloy V-Belt Pulley	RPAPV-010
Idle Bracket (Swing arm type)	RPNB-IBS
Idle Pulley	RPNB-IP
Blower Belt (8mm)	B8104
Pulley (2 required for 1:1 ratio)	B8050
Dual Carb Adaptor	B4300
Optional Burst Panel (Conventional)	RPNBP-010
Optional Burst Panel (SSI Style)	RPNBP-010SSI

Roots Blower -

Holden V8 Blower Kit

Natural finish aluminium blower intake suits early heads or VN-on style EFI heads. All parts are available to build a complete blower kit for Holden V8 engines. Intake suits 6-71, 8-71 and 10-71 superchargers (sold separately).

Description	Part No
Blower Manifold - Early Carb Heads	RPHDN-308
Blower Manifold - VN-on Style EFI Heads	RPHDN-304EFI
Blower Snout	B4002
Alloy V-Belt Pulley	RPAPV-010
Idle Bracket (Swing arm type)	B4130
Idle Pulley	B4100
Blower Belt (8mm)	B8104
Pulley (2 required for 1:1 ratio)	B8050
Dual Carb Adaptor	B4300
Remote Thermostat Housing	RPNB-RT
Optional Crank Support	RPCRSUP-308
Balancer for use with Crank Support	RO0280SA/B/CS



Carburettor Adapters

2x4 Carburettor Adapter (Satin)	WM7163
2x4 Carburettor Adapter (Polished)	WM7163P



6-71 & 8-71 Blower Parts

Blower to Manifold Stud Kit	WM7082WIN
Front Gear Cover (Satin)	WM7039
Front Gear Cover (Polished)	WM7039P
Front Cover Gasket	WM7078
Nose to Front Cover Gasket	WM7079
Drive Coupler Suit 6-71 & 8-71	WM7035
Gasket & Seal Kit Suit 6-71	WM9588
Front Bearing Plate (Satin)	WM7051WIN
Front Bearing Plate (Polished)	WM7051P
Rear Bearing Plate and Cover (Satin)	WM7052WIN
Rear Bearing Plate and Cover (Polished)	WM7052P
Rear Bearing Cover (Satin)	WM7057
Rear Bearing Cover (Polished)	WM7057P
Pop-off Valve Kit (Front of Manifold)	WM7157WIN
Pop-off Valve Kit (Rear of Manifold) Satin	WM7155
Pop-off Valve Kit (Rear of Manifold) Polished	WM7155P
Pressure Relief Valve 1/8" NPT w/ 1/4" NPT adapter	WM6988

Blower Manifolds

6-71 to 8-71

Blower Manifold suit

S/B Chev (Satin)	WM7136
S/B Chev (Polished)	WM7136P
B/B Chev (Satin)	WM7151
B/B Chev (Polished)	WM7151P



Pulleys

1/2" Pitch Drive Pulley 32 Tooth	WM7029-32
1/2" Pitch Drive Pulley 33 Tooth	WM7029-33
1/2" Pitch Drive Pulley 34 Tooth	WM7029-34
1/2" Pitch Drive Pulley 35 Tooth	WM7029-35
1/2" Pitch Drive Pulley 36 Tooth	WM7029-36
1/2" Pitch Drive Pulley 37 Tooth	WM7029-37
1/2" Pitch Drive Pulley 38 Tooth	WM7029-39
1/2" Pitch Drive Pulley 38 Tooth	WM7029-38
8mm pitch Drive Pulley 50 Tooth	WM7109-50
8mm pitch Drive Pulley 51 Tooth	WM7109-51
8mm pitch Drive Pulley 52 Tooth	WM7109-52
8mm pitch Drive Pulley 53 Tooth	WM7109-53
8mm pitch Drive Pulley 54 Tooth	WM7109-54
8mm pitch Drive Pulley 55 Tooth	WM7109-55
8mm pitch Drive Pulley 57 Tooth	WM7109-57
8mm pitch Drive Pulley 59 Tooth	WM7109-59
8mm pitch Drive Pulley 61 Tooth	WM7109-61
8mm pitch Drive Pulley 63 Tooth	WM7109-63

Belts

1/2" Pitch Drive Belt 54.0" Length	WM7006
1/2" Pitch Drive Belt 56.0" Length	WM7007
1/2" Pitch Drive Belt 57.0" Length	WM7008
1/2" Pitch Drive Belt 58.5" Length	WM7013
1/2" Pitch Drive Belt 60.0" Length	WM7009
8mm Pitch Drive Belt 56.7mm W 1440mm Length	WM7100WIN
8mm Pitch Drive Belt 56.7mm W 1280mm Length	WM91095
8mm Pitch Drive Belt 50.8mm W 1440mm Length	WM93266



HTD Poly Chain Blower Belts

All HTD Poly Chain belts have the distinctive exterior ribbing and are manufactured in the USA by the Gates Rubber Company. Poly Chain belts are Kevlar reinforced and feature rugged construction with aramid fibres surrounded by polyurethane.

13.9mm Pitch x 1543mm, 111T x 3" Wide	RCD1340-1543-75
14mm Pitch x 1694mm, 121T x 2.62" Wide	RCD1352-1694-65
14mm Pitch x 1890mm, 135T x 2.62" Wide	RCD1352-1890-65



Poly Chain GT2 Blower Belts

This second generation Poly Chain product has a patented tooth profile which substantially improves stress distribution. In addition, it incorporates the latest urethane and aramid materials technology for the tensile member, coupled with a completely new manufacturing method. These materials have very high modulus and tensile strength. This unique product has horsepower ratings up to four times that of its rubber counterpart. This belt has been widely accepted in the fuel classes as giving superior performance compared to any other belt.

8mm Pitch x 1440mm, 180T x 3.0" Wide	RCD1310-1440-75
8mm Pitch x 1600mm, 200T x 3.0" Wide	RCD1310-1600-75
14mm Pitch x 1568mm, 112T x 3.0" Wide	RCD1350-1568-75

Poly Chain GT2 PS Series Blower Belts

The newest generation Poly Chain belt developed exclusively for Top Fuel cars but may be run in any class, for those demanding superior performance. This new generation Poly Chain uses a modified core construction and materials used in the proven Poly Chain predecessor. Tests on championship race teams have shown an increase in reliability and the ability for more runs per belt, reducing overall belt replacement costs. The result is a product superior to anything in its class - without exception.

8mm Pitch x 1440mm, 180T x 3.0" Wide	RCD1310144075PS
8mm Pitch x 1600mm, 200T x 3.0" Wide	RCD1310160075PS
11mm Pitch x 1595mm, 145T x 3.3 Wide	RCD1330-1595-84



Removable Blower Mount Starter

The blower mount removable starter features unobstructed access to the blower belt and top sprocket. This assembly features an aluminium frame and steel handle, and quick disconnect plug mounted on the starter. A second plug is included to attach your cables and battery pack. A hand wheel at the rear of the starter is used to manually engage the jaws thereby lengthening its life. With the starter removed, all that remains is the faceplate, stands, jaw and belt guard. This starter requires approximately 14" in front of the top blower sprocket.

Blower Mount Starter Assembly RCD100500-0011



Belt Guard or Starter Stand Spacer

These starter drive mounts are used in conjunction with the blower mount removable starters. Starter drives are configured per application, utilizing a top blower belt guard or lightweight aluminium faceplate, various length stands and appropriate hardware. Stands for spacing are available in the following standard lengths: 1-3/4", 2-5/8", and 3".

Starter Face Plate Stands Only - 1-3/4"	RCD100521-01
Starter Face Plate Stands Only - 2-5/8"	RCD100521-02
Starter Face Plate Stands Only - 3"	RCD100521-03

Blower Belt Guards

The RCD belt guard is incorporated into the starter face plate and consists of three sections which are purchased separately. The crescent shaped aluminium guard covers the top 150° of the blower sprocket and, if needed, continues down the tension side of the belt to approximately 3" below the crankshaft. The starter locks-on in the same manner as before offering unrestricted access to the top blower sprocket, allowing belt removal and blower ratio changes. The middle guard has two button holes located at its top. With its screws loosened, this piece slides out of the block bracket and the blower can be removed as usual. The main belt guard parts are available in aluminium. Complete set weighs less than 2 lbs. including all mounting hardware and starter bracket.

Top Guard with Starter Mount STD Roots	RCD103507-0004
Top Guard without Starter Mount STD Roots	RCD103507-0005
Middle Guard	RCD103512-10
Middle Support Kit with Bottom Guard	RCD103522-0003



Engine Jaws

Machined from 4140 steel and heat treated for wear resistance. A 1/2" inch square hole is provided for rotating the engine when the starter is removed.

Engine Jaw 6-hole
Engine Jaw 6-hole Reverse
Engine Jaw 6-hole Titanium



RCD101303-09
RCD101303-12
RCD101303-15

Battery Cables

15 foot battery cables with male and female quick disconnect plugs attached.

15 Foot Battery Cables
RCD102505-0065



Ford Idler Plates

This idler bracket assembly provides the most stable mounting platform for the idler pulley. The back plate is 3/4" thick. The outboard support is 1/2" thick. Accepts either smooth or toothed idler pulleys. All parts machined from 2024-T3 aluminium bar and plate. Note: This bracket does not block off the water holes.

Ford Idler Plate with Support (3.2" Spacing) RCD156200-0020
Ford Idler Plate with Support (4.4" Spacing) RCD156200-0022



Small Block Chev Idler Plate

For all small block Chevys and derivatives such as Rodeck or Donovan. Machined from 3/4" thick aluminium plate for rigidity in full competition applications. The kit includes: studs, spacers, nuts, washers and 1/4" thick water block-off plates.

SBC Idler Plate RCD156206-0006



Big Block Chev Idler Plates

Fits all Big Block Chev, KB, KB Olds, Rodeck and 481X. It is machined from 3/4" thick aluminium plate. It has a 7" long slot which provides for adequate adjustment. The assembly includes: studs, spacers, nuts, washers and 1/4" thick water block-off plates. Also available with outboard idler support which provides the most stable platform for mounting the idler pulley.

BBC Idler Plate RCD156206-0018
BBC Idler Plate with Support (3.2" Spacing) RCD156200-0010
BBC Idler Plate with Support (4.4" Spacing) RCD156200-0012



Chrysler 426-440 Idler Plate

This is the most popular idler plate for the 440 or the 426 Chryslers with only one magneto. It can be used with a dual magneto drive but the idler pulley travel is limited by interference with the magneto drive. This 3/4" thick idler plate provides a stable platform for the idler pulley. Assembly includes studs, spacers, nuts and washers.

Chrysler 426-440 Idler Plate - Short Slot RCD156206-0003
Chrysler 426-440 Idler Plate - Long Slot RCD156206-0004



Chev Ported Water Blocks

1" thick water blocks with -8AN ports for use behind Chev idler brackets when a remote water pump is used.

SBC Water Block with -8AN Port RCD156222-10
BBC Water Block with -8AN Port RCD156222-09



Crankshaft Front Bearing Supports

RCD's Crankshaft Front Bearing Support is designed to minimize the stress imposed on the front of the crankshaft when driving a blower.

A unique feature of our crankshaft support is the hub which is machined from one piece of heat treated chrome-moly steel billet. This insures that the end where the ball bearing mounts will run true with the end of the crankshaft. The hub has a wall in the centre for a bolt to mount it on the crank and double .250" keyways. The front slots are used to drive another accessory like oil pumps.

SBC Standard Crank Support RCD202200-0002
SBC Extended Crank Support RCD202200-0004
BBC Standard Crank Support RCD202400-0002
BBC Extended Crank Support RCD202400-0004
TFX Crank Support with Trigger RCD202600-0002
426 Crank Support with Trigger RCD202600-0004
392/417 Standard Crank Support RCD202800-0002
481X Standard Crank Support with Trigger RCD203400-0002
Fontana Standard Crank Support RCD203600-0002



Camshaft Gear Drives

RCD manufactures a complete line of gear drives for most applications, delivering unsurpassed quality and performance. RCD's drive are used on the fastest cars in the world - teams that demand the best, use the best for that winning edge! All drives contain the standard features noted below along with others that may be required for the particular application.

- All covers machined from solid billet 2024-T3 Aluminium
- 4340 or 9310 steel gears are finish ground after heat treatment
- Crank gears are double keyed 180°
- Vernier cam hubs and gears for precise cam
- 9310 steel idler gears with outer bearing race machined into the gear
- One piece cam hub with 5/8" hex for fuel pump drive
- Cam end play is adjusted with precision steel shims
- All bolts, nuts, studs, and keys are heat treated chrome-moly steel
- Adjustable TDC pointers. (all except SBC - can use ATI pointer)
- O-ring seals on all covers, parts and accessories

SBC STD Cam - 1/2" Cam Hub RCD251000-0002
SBC STD Cam - 5/8" Cam Hub RCD251000-0003
SBC STD Cam with BBC Crank - 1/2" Cam Hub RCD251000-0005
SBC STD Cam with BBC Crank - 5/8" Cam Hub RCD251000-0006
SBC Tall Cam - 1/2" Cam Hub RCD251000-0008
SBC Tall Cam - 5/8" Cam Hub RCD251000-0009
SBC Tall Cam with BBC Crank - 1/2" Cam Hub RCD251000-0011
SBC Tall Cam with BBC Crank - 5/8" Cam Hub RCD251000-0012
BBC STD Cam RCD251500-0002
BBC Tall Cam RCD251500-0008



Front Bearing

Support Crank Hubs

Our crank hubs are machined from heat treated chrome-moly steel billet. Each hub has six 3/8-24 threaded holes in an evenly spaced pattern and a black oxide finish. A stepped profile is machined around the holes for weight reduction and to lock-on the degree ring.

SBC Crank Hub with Retaining Ring RCD202203-0020
BBC Crank Hub with Retaining Ring RCD202403-0020



PN: 300205-0027
Cam Cover Dry Sump Oil Pump - SBC



PN: 300205-0030
Cam Cover Plain RCD Gear Drive



PN: 300205-0032
Cam Cover Direct Fuel Pump - RCD Gear Drive

Cam Covers

Cam covers for RCD gear drive systems. Supplied with all hardware and O-ring seals. Big block Chev covers also fit BAE/KB/TFX/426-440.

SBC Cam Cover for Fuel Pump Extension RCD300205-0025
SBC Plain Cam Cover RCD300205-0026
SBC Cam Cover for Dry Sump Oil Pump RCD300205-0027
BBC Plain Cam Cover RCD300205-0030
BBC Cam Cover for Direct Mount Fuel Pump RCD300205-0027



PN: 300205-0025
Cam Cover Fuel Pump Ext SBC



PN: 300205-0026
Cam Cover Plain SBC

Fuel Pump Extensions & Drive Shafts

These aluminium fuel pump extensions mount directly to the cover of RCD gear drive except on small block Chevys where they mount to cam cover part number RCD300205-0025.

Short Extension for SBC/481X RCD300201-0002
Long Extension for SBC/481X RCD300201-0006
3" Extension for BBC/BAE/KB/TFX/426-440 RCD300201-0032
5" Extension for BBC/BAE/KB/TFX/426-440 RCD300201-0056
7" Extension for BBC/BAE/KB/TFX/426-440 RCD300201-0072
Drive Shaft 0.375" Hex for 3.3" Fuel Pump Ext. RCD300207-03
Drive Shaft 0.438" Hex for 3.3" Fuel Pump Ext. RCD300207-04
Drive Shaft 0.375" Hex for 5.5" Fuel Pump Ext. RCD300207-05
Drive Shaft 0.438" Hex for 5.5" Fuel Pump Ext. RCD300207-06
Drive Shaft 0.500" Hex for 5.5" Fuel Pump Ext. RCD300207-07
Drive Shaft 0.500" Hex for 7.0" Fuel Pump Ext. RCD300207-10
Drive Shaft 0.438" Hex for 7.0" Fuel Pump Ext. RCD300207-12
Drive Shaft 0.375" Hex for 7.0" Fuel Pump Ext. RCD300207-12
Billet Fuel Pump Clamp RCD300707-0002
Fuel Pump Clamp Adapter RCD300705-01





Edelbrock

EDELBROCK MUSTANG 5.0 4V

2015-17 COMPLETE SUPERCHARGER SYSTEMS

Edelbrock E-Force Supercharger systems will boost the performance of your Mustang to impressive levels without changing the daily driving characteristics. These Mustang Supercharger systems are exclusively designed to provide instant, reliable and safe horsepower for a stock Mustang with low boost for minimum stress on the engine. They feature minimum air restriction in and out of the supercharger, along with individual long intake runners for maximum low end torque for great off throttle performance. E-Force superchargers provide the most power at the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.

STAGE 1 - STREET 2300 TVS / 690HP/588TQ ED1586
STAGE 2 - TRACK 2300 TVS / 731HP/588TQ ED15862
STAGE 3 - PRO-TUNER 2300 TVS / 785+HP/ 660 TQ ED15863



EDELBROCK FORD MUSTANG E-FORCE

SUPERCHARGERS

These Edelbrock E-Force Supercharger systems will boost the performance of your Mustang to impressive levels without changing the daily driving characteristics. These Mustang Supercharger systems are exclusively designed to provide instant, reliable and safe horsepower for a stock Mustang with low boost for minimum stress on the engine. They feature minimum air restriction in and out of the supercharger, along with individual long intake runners for maximum low end torque for great off throttle performance. E-Force superchargers provide the most power at the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.

Stage 1 - Street

Application	Engine	TVS	HP	TQ	Tune Part No.
2015-17	5.0L 4V	2300	690	588	ED1586

Stage 2 - Track

Application	Engine	TVS	HP	TQ	Tune Part No.
2015-17	5.0L 4V	2300	731	589	ED15862
2015-17	5.0L 4V	2650	731	588	ED15864

Stage 3 - Pro tuner

Application	Engine	TVS	HP	TQ	Tune Part No.
2015-17	5.0L 4V	2300	785+	660+	ED15863



CHEVROLET CAMARO SS SUPERCHARGER KIT

426 horsepower not enough? Take an already high performance street car to the next level with an Edelbrock E-Force Supercharger! These supercharger systems are exclusively tailored for the Chevrolet Camaro's and feature 12" long intake runners that allow for maximum low end torque. Its compact design fits under the stock hood and compliments the clean look of the engine compartment. HP & TQ are rear wheel figures.

Application	Engine	TVS	HP	TQ	Tune Part No.
2016	LT1	2300	580	548	ED1558
2016-17	LT1	2650	580	548	ED15595

TURBOS & ACCESSORIES

PRECISION TURBO & ENGINE

PRECISION TURBOS

Since 1987, Precision Turbo and Engine (PTE) has been a leader in high performance turbocharger technology for street and race applications. With over 183 World Championships and 305 world records since 2008, PTE has a long-standing history of building turbochargers that dominate on a global scale. Our diverse lines of replacement, upgrade, and custom turbochargers have set the standard for unmatched quality and unparalleled performance since the late 1990s. Precision Turbo & Engine was the first to develop a complete, innovative line of turbochargers featuring the highly successful CNC-machined Competition Engineered Aerodynamics (CEA®) compressor and turbine wheels which boast never before seen levels of technology and engineering advancements in turbocharger wheel design. Precision's turbochargers featuring the new CEA® wheels are a great option for racers who want to make more power without having to sacrifice weight or cost.

Technology is key at Precision's manufacturing facility, which is conveniently located in Northwest Indiana. The combination of our central location and our fully computerized ordering and shipping system allows us to process and ship orders throughout the United States and around the world efficiently. PTE is committed to keeping racers well ahead of the competition by constantly innovating, and engineering the best turbos on the market. Precision customers were the first to break the 6-second barrier in Sport Compact racing, and the 200MPH barrier in Super Street Outlaw. PTE Boosted vehicles have also won championships and set records in multiple sanctioning bodies including, NHRA, PDRA, ADRL, NTPA, PPL, NMRA, NMCA, PSCA, WCHRA, ORSCA, OTTPA, Fun Ford, NEOPMA, NSCA, and many more.

Additionally, PTE manufactures its own line of inter-coolers, boost control products, fuel injectors, High Performance Lubricants (HPL Oil), and is a distributor for stand-alone engine management systems and fuel components. PTE knows what it takes to put together the perfect unit to boost you ahead of the competition. You can trust PTE to get you where you want to be: the winner's circle!



Class Legal Turbocharger
 - GEN2 Pro Mod 85 for X275 -
 HP Rating 1,550



Entry Level Turbocharger -
 5531 - HP Rating 520



Entry Level Turbocharger -
 PT88 MFS - HP Rating 1,250



Factory Upgrade Turbocharger - Ford Falcon
 XR6 (GEN2 6466 CEA)



Street and Race Turbocharger
 - GEN2 Pro Mod 88 CEA - HP
 Rating 1,650



Street and Race Turbocharger -
 GEN2 Pro Mod 102 CEA W 105mm
 TW - HP Rating 2,250



LS-Series PT 7675 Turbocharger
 - HP Rating 1150



GEN2 Pro Mod 88 XPR CEA Turbocharger - HP Rating 1850



PTE PB64 64mm Blow Off-Valve (BOV)



Pro Series CO2 66mm Wastegate

Garrett



Internal Wastegate Turbochargers

GT1241 Part No. GT756068-5001
 - 0.33 AR Comp Housing and 0.43 Turbine Housing - Internally Wastegated 70-130 HP. Non Ball Bearing - Small applications only

GT2871R Part No. GTSB88031
 - 0.6 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 320 HP. T25 Flange - Suitable upgrade for the SR20 engine, but requires some minor modifications



GT2871R Part No. GTSB88031A
 - 0.6 AR Comp Housing and 0.86 Turbine Housing - Internally Wastegated 350 HP. T25 Flange - Suitable upgrade for the SR20 engine, but requires some minor modifications

GT2871R Part No. GTSB88032
 - 0.6 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 3850 HP. T25 Flange - Suitable upgrade for the SR20 engine, but requires some minor modifications

GT2871R Part No. GTSB88032A
 - 0.6 AR Comp Housing and 0.86 Turbine Housing - Internally Wastegated 400 HP. T25 Flange - Suitable upgrade for the SR20 engine, but requires some minor modifications

GT2560R Part No. GT466541-5001
 - 0.60 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 250-350 HP. T25 Flange - Commonly known as GT28R. Bolt on replacement for 180SX with CA18 engine. Some minor modifications may be required

GT2860R Part No. GT707160-5005
 - 0.6 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 320 HP. T25 Flange - RB26 Direct Replacement, but best suited to modified engines

GT2860R Part No. GT707160-5007
 - 0.6 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 320 HP. T25 Flange - Direct bolt on upgrade for the RB26DET. Has minimal lag and is a good all round performer

GT2860R Part No. GT707160-5010
 - 0.7 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 350 HP. T25 Flange - Bolt on upgrade for the RB26DET. Similar to the 707160-5005. Best suited to a modified engine. Actuator not included

GT2860RS Part No. GT739548-5001
 - 0.6 AR Comp Housing and 0.86 Turbine Housing - Internally Wastegated 320 HP. T25 Flange - Commonly known as the "Disco Potato" or GT28RS. Great upgrade turbo for the SR20 engine, although some minor modifications are required to air intake and boost outlet piping



GT2860RS Part No. GT739548-5005
 - 0.6 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 300 HP. Ball Bearing - Similar to Disco Potato but smaller turbine housing

GT2871R Part No. GT743347-5002
 - 0.6 AR Comp Housing and 0.86 Turbine Housing - Internally Wastegated 380 HP. T25 Flange

GT2876R Part No. GTSB88004
 - 0.7 AR Comp Housing and 0.64 Turbine Housing - Internally Wastegated 350 HP. T25 Flange - Upgrade turbo for 1.8L to 2.2L



GT2876R Part No. GTSB88005
 - 0.7 AR Comp Housing and 0.86 Turbine Housing - Internally Wastegated 440 HP. T25 Flange - Upgrade turbo for 1.8L to 2.2L

GT3071R Part No. GT700382-5003
 - 0.5 AR Comp Housing and 0.64 Turbine Housing (T25 Style) - Highest flowing Ball Bearing turbo in the Garrett Range, using the "T25" style Wastegated turbine housing - No Actuator Supplied

GT3071R Part No. GT700382-5020
 - 0.5 AR, 4" Inlet Comp Housing and 0.86 Turbine Housing (T25 Style) - Highest flowing Ball Bearing turbo in the Garrett Range, using the "T25" style Wastegated turbine housing - No Actuator Supplied

GT3082-IW Part No. GT774150-5001
 - 0.70 AR Comp Housing and 1.06 Turbine Housing - Internally Wastegated 600 HP. T3 Flange

GT3082-IW Part No. GT774150-5002
 - 0.70 AR Comp Housing and 0.82 Turbine Housing - Internally Wastegated 600 HP. T3 Flange



GT3082-IW Part No. GT774150-5003
 - 0.70 AR Comp Housing and 0.63 Turbine Housing - Internally Wastegated 600 HP. T3 Flange

GT3582R-IW Part No. GT774095-5001
 - 0.70 AR Comp Housing and 1.06 Turbine Housing - Internally Wastegated 700 HP. T3 Flange - Upgrade turbo for 2.5L to 4.0L

GT3582R-IW Part No. GT774095-5002
 - 0.70 AR Comp Housing and 0.82 Turbine Housing - Internally Wastegated 700 HP. T3 Flange

GT3582R-1W Part No. GTSB8007WG

- 0.70 AR Comp Housing and 0.63 Turbine Housing
- Internally Wastegated 700 HP. T3 Flange

GTP38R Part No. GT739619-5004

- 1.00 AR Comp Housing and 1.00 Turbine Housing
- Internally Wastegated 750 HP.
- Ford F250 Upgrade. L/H Rotation

External Wastegate Turbochargers**GT3071R Part No. GT700382-0012**

- 0.6 AR Comp Housing. Turbine Housing not included, but is available separately
- Upgrade for non-wastegated turbo with T3 Inlet Flange.
- Ideal for twin turbo applications on medium size engines up to 950 HP

GT3076R Part No. GTSB8005A

- 0.7 AR Comp Housing and 0.64 Turbine Housing
- Externally Wastegated 500 HP. T3 Flange
- Upgrade turbo for 2.0L to 2.5L

GT3082R Part No. GTSB8006

- 0.7 AR Comp Housing and 1.06 Turbine Housing
- Externally Wastegated 600+ HP. T3 Flange
- Upgrade turbo for 2.0L to 3.0L

GT3082R Part No. GTSB8006A

- 0.7 AR Comp Housing and 0.82 Turbine Housing
- Externally Wastegated 600 HP. T3 Flange
- Upgrade turbo for 2.0L to 3.0L

GT3082R Part No. GTSB8006B

- 0.7 AR Comp Housing and 0.63 Turbine Housing
- Externally Wastegated 600 HP. T3 Flange
- Upgrade turbo for 2.0L to 3.0L

T04Z Part No. GTSB80011

- 0.70 AR Comp Housing and 0.70 Turbine Housing - Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011A

- 0.70 AR Comp Housing and 0.84 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011B

- 0.70 AR Comp Housing and 0.96 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011C

- 0.70 AR Comp Housing and 1.06 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011D

- 0.70 AR Comp Housing and 1.14 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011E

- 0.70 AR Comp Housing and 1.15 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

T04Z Part No. GTSB8011F

- 0.70 AR Comp Housing and 1.32 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange - Split Pulse

T04Z Part No. GTSB8011G

- 0.70 AR Comp Housing and 1.52 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange - Split Pulse

T04Z Part No. GTSB8011H

- 0.70 AR Comp Housing and 1.75 Turbine Housing
- Externally Wastegated 750+ HP. T04B Flange
- Split Pulse

GT3582R Part No. GT714568-5001

- 0.7 AR Comp Housing and 1.06 Turbine Housing - Externally Wastegated 700 HP. T3 Flange
- Upgrade turbo for 2.5L to 4.0L

GT3582R Part No. GT714568-5002

- 0.7 AR Comp Housing and 0.82 Turbine Housing
- Externally Wastegated 700 HP. T3 Flange
- Upgrade turbo for 2.5L to 4.0L

GT3582R Part No. GT714568-5003

- 0.7 AR Comp Housing and 0.63 Turbine Housing
- Externally Wastegated 700 HP. T3 Flange
- Upgrade turbo for 2.5L to 4.0L

GT6041 Part No. GT731377-5001

- 1.05 AR Comp Housing and 1.47 Turbine Housing
- Externally Wastegated 2000 HP.
Non Ball Bearing

GT42R Part No. GTSB8008

- 0.66 AR Comp Housing and 1.05 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 3.0L engines upwards

GT42R Part No. GTSB8008A

- 0.66 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 3.0L engines upwards

GT42R Part No. GTSB8008B

- 0.66 AR Comp Housing and 0.91 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange
- Suitable for Rotary applications and 3.0L engines upwards

GT42R Part No. GTSB8008C

- 0.66 AR Comp Housing and 1.15 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange
- Suitable for Rotary applications and 3.0L engines upwards

GT42R Part No. GTSB8008D

- 0.66 AR Comp Housing and 1.34 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange
- Suitable for Rotary applications and 3.0L engines upwards

GT42R Part No. GTSB80010

- 0.6 AR Comp Housing and 0.91 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT42R Part No. GTSB8010A

- 0.6 AR Comp Housing and 1.05 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT42R Part No. GTSB8010B

- 0.6 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT45R Part No. GTSB8012

- 0.81 AR Comp Housing and 1.05 Turbine Housing
- Externally Wastegated 800-1200 HP. TA Flange

GT45R Part No. GTSB8012A

- 0.81 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800-1200 HP. TA Flange

GT45R Part No. GTSB8012B

- 0.81 AR Comp Housing and 1.40 Turbine Housing
- Externally Wastegated 800-1200 HP. TA Flange

GT45R AKA GT51R Part No. GTSB8009

- 0.72 AR Comp Housing and 0.91 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT45R AKA GT51R Part No. GTSB8009A

- 0.72 AR Comp Housing and 1.051 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT45R AKA GT51R Part No. GTSB8009B

- 0.72 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT45R AKA GT51R Part No. GTSB8009B

- 0.72 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange
- Suitable for Rotary applications and 4.0L engines upwards

GT45R AKA GT51R Part No. GTSB8013

- 0.72 AR Comp Housing and 0.91 Turbine Housing
- Externally Wastegated 800+ HP. TV Flange

GT45R AKA GT51R Part No. GTSB8013A

- 0.72 AR Comp Housing and 1.05 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange

GT45R AKA GT51R Part No. GTSB8013B

- 0.72 AR Comp Housing and 1.22 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange

GT45R AKA GT51R Part No. GTSB8013C

- 0.72 AR Comp Housing and 1.40 Turbine Housing
- Externally Wastegated 800+ HP. TA Flange

TURBO ACCESSORIES**1mm Restrictor**

Ideal for use with bearing turbos. These great little restrictors restrict the oil flow/pressure to the core of the turbo to ensure long life of your seals. They suit AeroFlows -3 and -4 200 series fittings.

Part No

AF399-03 Description Suits -3AN teflon hose 10 Pack
AF399-04 Suits -4AN teflon hose 10 Pack

O-Ring Seal Turbo Drain Adapter

Part No	Bolt Pattern	Outlet
AF463-01	1-7/16" - 1-7/8"	36-47.5mm -8 ORB
AF463-02	2" 51mm	-10 ORB
AF463-03	2-1/16" 52.4mm	-10 ORB
AF463-05	1-7/16" - 1-7/8"	36-47.5mm -8AN Male
AF463-06	2" 51mm	-10AN Male
AF463-07	2-1/16" 52.4mm	-10AN Male

Garrett Turbo Fittings**Part No Description**

GT Style Oil Feed
AF341-03 Male inverted flare 7/16" - 24 SAE
AF341-04 Male inverted flare 7/16" - 24 SAE short

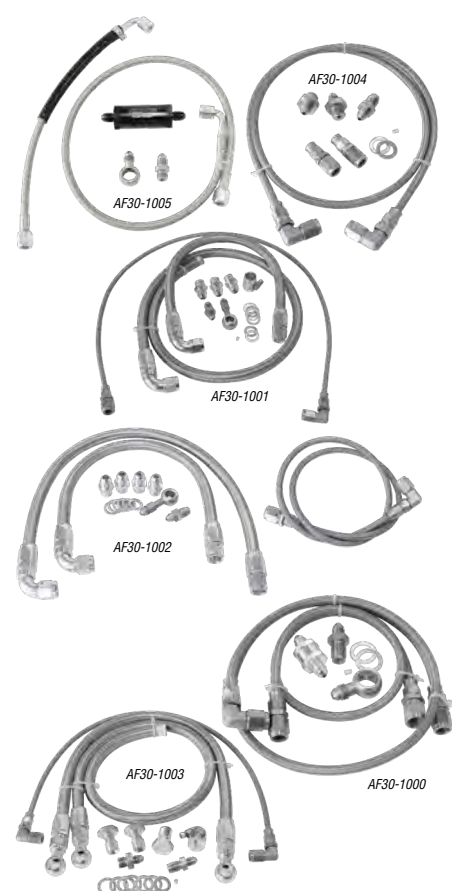
Water Inlet-Outlet Gt Style And To4b

AF732-06	Male -6 to M14 X 1.5 Blue
AF732-06BLK	Male -6 to M14 X 1.5 Black
AF732-06S	Male -6 to M14 X 1.5 Silver
AF732-08	Male -8 to M14 X 1.5 Blue
AF732-08BLK	Male -8 to M14 X 1.5 Black
AF732-08S	Male -8 to M14 X 1.5 Silver

**INLINE FUEL AND OIL FILTERS**

This CNC machined filter features a large surface area cone design stainless steel 30 micron element that can be easily cleaned to maintain an efficient fuel or oil system. 3" (63mm) length body 1" (25.4mm) O.D.

AN	Blue	Black	Silver
-3	AF607-03	AF607-03BLK	AF607-03S
-4	AF607-04	AF607-04BLK	AF607-04S

**TURBO OIL & WATER FEED LINE KITS**

Includes -3AN 200 series stainless steel teflon oil feed lines

Part No	Description
AF30-1000	Ford XR6 BA-BF includes 40 micron filter (Turbo feed line only)
AF30-1005	Ford XR6 FG Turbo feed line kit with 40 micron filter F6 requires AF359-04 (M12x1.5 to -4AN)
AF30-1001	Nissan SR20 S13
AF30-1002	Nissan SR20 S14 / S15
AF30-1003	Nissan RB20, RB25, RB26, RB30
AF30-1004	Universal line kit (Turbo feed line only) Comes with M12 x 1.25, M12 x 1.5, 7/16"-24

**OIL PRESSURE REGULATOR**

Turbosmart's new patent pending OPR T40 is an oil pressure regulation system for your ball bearing turbocharger. It helps prevent compressor or turbine stage oil leaking or smoking, and takes the guesswork out of oil restrictor sizing for more efficient and effective oil delivery. Providing an aftermarket turbocharger with the ideal oil pressure has always been a challenge. Traditionally, the turbocharger's oil feed has relied on a restrictor system, which are difficult to set up correctly. When incorrectly sized or set up, they can be the cause of turbo seal leakage and blow-by. Turbosmart's Turbo Oil Regulator ensures the oil pressure going to the turbocharger never exceeds the maximum pressure turbocharger manufacturers specify for oil supply, regardless of engine oil pressure. The result is an oil delivery system that is more reliable and easier to setup than a standard restrictor system.

Oil Pressure Regulator T40 40 PSI (Blue) TS-0801-1001

(-4AN Inlet, Outlet & Return)

Oil Pressure Regulator T40 40 PSI (Black) TS-0801-1002

(-4AN Inlet, Outlet & Return)



TURBINE FLANGES

Aeroflow's machines a variety of exhaust-turbo flanges all manufactured from 3/8" (9.5mm) high quality 304 Stainless Steel.

INLET

AF9551-0001	GT25, GT28, Turbine inlet flange (T28)
AF9551-0002	GT30, GT35, Turbine inlet flange (T3)
AF9551-0003	T04Z, GT42, GT45, Turbine inlet flange (T4)
AF9551-0004	GT42, GT45, GT51 turbine inlet flange (T5)

OUTLET

AF9551-0005	GT25, GT28, turbine outlet flange (T28)
AF9551-0006	GT30, GT35, turbine outlet flange (T3)
AF9551-0007	GT42, GT45, GT51 turbine outlet flange (T4)

GT409039-FLANGE



Flanges

Turbo Inlet Flange suit T04Z/GT42/GT45/GT51 with TA Turbine Inlet (10mm)	GT407294-FLANGE
Turbo Inlet Flange suit GT30/GT35 Turbine Inlet (10mm)	GT409039-FLANGE
Turbo Inlet Flange suit GT42/GT45/GT51 with TV Turbine Inlet (10mm)	GT409038-FLANGE
Turbo Outlet Flange suit GT35 SB8007WG Outlet (10mm)	GT35WG-O/FLANGE
Turbo Outlet Flange suit GT25/GT28 Turbine Outlet (10mm)	GT25-O/FLANGE
Turbo Outlet Flange suit GT42/GT45/GT51 Turbine Outlet (10mm)	GT42G89-FLANGE
Turbo Outlet Flange suit GT30/GT35 Turbine Outlet (10mm)	GT30-O/FLANGE
Flange Blank suit T04Z/GT42/GT45/GT51	GT701-FLANGE BLANK



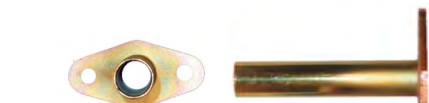
Gaskets

Gasket Kit suit T3/T04B with T3 Flange	GT95021
Gasket Kit suit T25/GT25/GT28	GT95009
Gasket Kit suit GT30/GT35	GT95010
Gasket Kit suit GT42/GT51 with TV Flange	GT95011
Gasket Kit suit GT42/GT51 with TA Flange	GT95012
Gasket Kit suit T04B/T04Z	GT95013



Stud Kits

Stud Kit M8x1.25 suit T25/GT25/GT28	GT95014
Stud Kit M10x1.5 suit GT30/GT35/GT42/GT51	GT95015
Stud Kit Outlet M10x1.5 suit GT42/GT51	GT95016
Stud Kit Outlet M8x1.25 suit GT42/GT51	GT95017



Oil Drains

Oil Drain Kit (90mm) suits GT25/GT28/GT30/GT35	GT95005
Oil Drain Kit (90mm) suits GT42/GT45/GT51R	GT95007
Oil Drain Kit (90mm) suits T03/T04/T04Z	GT95006



Fittings

Oil Supply Fitting 7/16" JIC suits GT25/GT30/GT35/T04Z	GT95008
Oil Supply Fitting 7/16" JIC suits GT42/GT47/GT51	GT95022
Water Fit. Kit M14x1.5mm (Bolts & Banjos)	GT95018
Water Fit. Kit M16x1.5mm (Bolts & Banjos)	GT95019
Water Fit. Kit M18x1.5mm (Bolts & Banjos)	GT95020



BELLMOUTHS

Aeroflow Performance's Bellmouth-style velocity stacks are ideal for achieving maximum air velocity. Manufactured out of spun aluminium, these lightweight Bellmouth velocity stacks increase the volume of air at your compressor inlet. They come in polished and black anodized so they look awesome under the bonnet and you can choose between three sizes to meet your application needs. 76mm (3") bellmouth has a 152.4 mm (6") O.D. so you can run an Aeroflow pod filter.

Part No	Colour	Description
AF64-4070	Polished	76mm (3") inlet
AF64-4070BLK	Black	76mm (3") inlet
AF64-4071	Polished	101mm (4") inlet
AF64-4071BLK	Black	101mm (4") inlet
AF64-4072	Polished	152mm (6") inlet
AF64-4072BLK	Black	152mm (6") inlet

TURBO

PROTECTOR

SCREENS

Protect your turbocharger and engine internals from debris at the track or on the road. These stainless honeycomb turbo guards cover your turbo's inlet to stop rocks and rubber damaging your impeller and engine.

AF64-4074	1101.6mm (4") I.D. Suits turbos with 4" front covers
AF64-4075	1278mm (5") I.D. Suits turbos with 5" front covers
AF64-4077	1397mm (5.5") I.D. Suits turbos with 5.5" front covers
AF64-4076	152.4mm (6") I.D. Suits turbos with 6" front covers

WASTEGATES



EX50 50mm

External Wastegate

Designed to cope with the brutal conditions of extreme exhaust temperatures, the EX50 features not only a huge flow capacity, but also a compact size that is unmatched by competitors for a 50mm wastegate. The main goal for the EX50 was to create a wastegate that had a very large flow capacity in a package that is physically as small as possible. Good flow around a poppet-style valve depends on a smooth and generous bowl area into which the valve lifts. Many brands do not allow enough room around the valve head for good flow, instead relying on increasing the valve travel as a band-aid solution.

- Supplied with 3 springs that can be ganged together in various combinations to allow boost pressures of 7, 9, 13, 16, 20, 22 and 29psi. This is the largest range of boost pressures off-the-shelf.
- Body, valve and seat are made from high-temp stainless steel.
- Actuator housing machined from billet 7075 aluminium – much stronger & harder than 6061.
- Flow tests show that for the same valve lift, the EX50 outflows its nearest competitor by 18%.
- Internal valve shroud protects valve stem from excessive heat and prevents carbon-related sticking.
- Top-hat style Nomex-reinforced silicone rolling diaphragm for longer valve travel.
- 90° banjo-style boost hose connectors.
- V-band clamp mounting system, supplied with 304 stainless weld-on adaptors (base flange is compatible with TIAI 44 flange when used with GFB adaptor).

EX50 50mm External Wastegate GFB7001



Comp-Gate 40

40mm External Wastegate
Turbosmart's Comp-Gate40 offers maximum performance in minimal space. Equipped with a 40mm valve, the Comp-Gate40 has excellent heat handling and flow capabilities and features Turbosmart's new collared actuator design which allows for easy spring changes and minimizes size. Suitable for all turbocharged engines with an external wastegate turbo system. Flanges suit 1.75" outside diameter pipe. Inlet flange also fits other 38mm V-band flanges. Kit builder packs available to customer specifications. Supplied with: 7 PSI middle spring (installed), valve seat, inlet and outlet weld flanges and V-Band clamps, 2 x 1/16 NPT pressure fittings, 2 x 1/16 NPT Blanking plugs and collar tightening tool.

Blue Comp-Gate 40	TS-0505-1005
Black Comp-Gate 40	TS-0505-1006



Hyper-Gate 45

45mm External Wastegate
Turbosmart's 45mm external wastegate offers class-leading flow path and temperature resistance in a compact and lightweight package. Suitable for all turbocharged engines with an external wastegate turbo system. Suits 1.75" outside diameter pipe. Fits all popular 44mm flanges. Supplied with: 7 PSI middle spring (installed), valve seat, inlet and outlet weld flanges and V-Band clamps, 2 x 1/16 NPT pressure fittings, 2 x 1/16 NPT Blanking plugs and collar tightening tool.

Blue Hyper-Gate 45 7psi	TS-0506-1001
Black Hyper-Gate 45 7psi	TS-0506-1002
Blue Hyper-Gate 45 14psi	TS-0506-1040
Black Hyper-Gate 45 14psi	TS-0506-1041



Ultra-Gate38

Smaller, lighter and better in every key performance area than its predecessor, the new Ultra-Gate38 provides high-end features and build quality at an entry-level price. Suitable for all turbocharged vehicles with an external wastegate turbo system. Street and racing applications.

Ultra-Gate38 External Wastegate 7 PSI (Blue)	TS-0501-1101
Ultra-Gate38 External Wastegate 7 PSI (Black)	TS-0501-1102
Ultra-Gate38 External Wastegate 14 PSI (Blue)	TS-0501-1140
Ultra-Gate38 External Wastegate 14 PSI (Black)	TS-0501-1141



Pro-Gate50

A new, smaller and lighter body provides an improved flow path and temperature resistance. Shielded diaphragm housing ensures excellent heat handling capabilities while a one-piece high-temp stainless steel valve provides strength and reliability. Suitable for most high performance turbocharged vehicles with an external wastegate turbo system. Easy upgrade – fits onto the old Pro-Gate or Power-Gate weld flange.

Pro-Gate50 External Wastegate (Blue)	TS-0502-1001
Pro-Gate50 External Wastegate (Sleeper)	TS-0502-1002



Pro-Gate 50 - Lite

The Pro-Gate50 Lite is a new external wastegate that combines big wastegate flow and performance in a compact and lightweight package. It is ideal for applications where performance of a larger wastegate is required but space for turbo components is at a premium, such as aftermarket turbo kits, and for racing applications where every gram counts. The Pro-Gate50 Lite features a 50mm valve matched to a compact cap, secured with Turbosmart's unique locking collar allowing for quick spring changes, and a heat shielded, nomex-reinforced diaphragm for excellent heat resistance. Supplied With:

Inlet and Outlet Stainless Weld Flanges, Inlet and Outlet V-Band Clamps, 1/16 NPT Hose Barbs (5mm), 1/16 NPT Port Blanking Plugs, Locking Collar Tool, Valve Seat, Brown/Purple Tpsi Middle Spring (installed).	
Pro-Gate 50 - Lite Wastegate 7 PSI (Blue)	TS-0502-1201
Pro-Gate 50 - Lite Wastegate 7 PSI (Black)	TS-0502-1202
Pro-Gate 50 - Lite Wastegate 14 PSI (Blue)	TS-0502-1240
Pro-Gate 50 - Lite Wastegate 14 PSI (Black)	TS-0502-1241
Pro-Gate 50 - Lite Wastegate 35 PSI (Blue)	TS-0502-1301
Pro-Gate 50 - Lite Wastegate 35 PSI (Black)	TS-0502-1302

Power-Gate60

Despite being increased from 50mm to 60mm, the new Power-Gate60 is smaller and lighter than its predecessor. With improved flow path and temperature resistance it is a market leader in its sector, outperforming all similarly sized wastegates. Shielded diaphragm housing ensures excellent heat handling capabilities while a one-piece high-temp stainless steel valve provides strength and reliability. Designed for high-end racing to withstand extreme temperatures and harsh racing conditions. Fully compatible with all Turbosmart Boost Controllers.

Power-Gate60 External Wastegate 7 PSI (Blue)	TS-0503-1001
Power-Gate60 External Wastegate 7 PSI (Black)	TS-0503-1002
Power-Gate60 External Wastegate 14 PSI (Blue)	TS-0503-1040
Power-Gate60 External Wastegate 14 PSI (Black)	TS-0503-1041



UNIVERSAL INTERNAL WASTEGATE

Turbosmart Internal Wastegate

Actuator provides better turbo response and greater sensitivity when managing boost pressures. Supplied With: Fitting Hardware, Brown/Purple 7psi Spring and Brown/Pink 7psi Outer Spring (installed)

- Silicone diaphragm with Nomex reinforcement to withstand high temperatures.
- High grade, billet aluminium construction.
- Stainless steel rods and connecting clevis for corrosion resistance.
- Locking Collar design cap allows for quick spring changes.
- Ideal for use with any Turbosmart boost controller.

IWG75 Universal 150mm rod 14 PSI Black **TS-0681-5142**



UNIVERSAL TWIN PORT INTERNAL WASTEGATE

The Twin Port IWG-75 uses the air-pressure differential between two sealed chambers to create a dynamic force which overcomes the mechanical spring force in the actuator. Creating a boost curve that is much more precise, and allows for a much wider boost range between minimum boost and maximum boost, than the single tier control offered by conventional actuators. This makes the Twin Port IWG-75 ideal for traction limited applications, such as front-wheel drive or drag racing vehicles. The IWG-75 is released to suit Borg Warner's EFR range of high performance internally wastegated turbochargers, along with a universal fit model which can be used with our range of clevis rod ends, with more applications coming in the future. The Turbosmart wastegate actuator range has been designed as a stronger, more reliable replacement for OEM parts. Like all Turbosmart parts, billet construction means they are stronger and more durable than a stock actuator, while Turbosmart's focus on performance means boost comes on faster and holds on longer. Supplied With: Fitting Hardware, Brown/Purple 7psi Spring and Brown/Pink 7psi Outer Spring (installed)

- Stable boost control
- Improved boost response
- Flatter boost curve in the top end
- Interchangeable springs for a great range of boost levels

IWG75 Twin Port Universal 14 PSI Black **TS-0681-6142**

Wastegate Accessories

Spring 7 PSI Inner	TS-0501-2004
Spring 10 PSI Outer	TS-0501-2006
Spring 14 PSI Outer	TS-0501-2007
Double Weld Flange Pack (10mm Mild Steel)	TS-0501-2002
Wastegate Valve Position Sensor	TS-0502-2008
Wastegate Valve Position Sensor Plug	TS-0502-2009
WG 50/60 Sensor Cap (Cap Only) - Black	TS-0502-3011
WG 45 Inlet Weld Flange	TS-0504-3001
WG 45 Outlet Weld Flange	TS-0504-3002
WG 45 Inlet Vee Band	TS-0504-3004
WG 45 Outlet Vee Band	TS-0504-3005
WG38/40/45/IWG 5PSI Inner Spring Brown/Grey	TS-0505-2002

Pro-Gate/Power-Gate

Spares And Accessories

WG50/WG60 Spring 7 PSI Inner Black/White	TS-0502-2002
WG50/WG60 Spring 7 PSI Outer Black/Purple	TS-0502-2003
WG50/WG60 Spring 10 PSI Middle Black/Blue	TS-0502-2004
WG50/WG60 Spring 14 PSI Middle Black/Yellow	TS-0502-2005
WG50 Inlet V-Band Clamp	TS-0502-3004

BLOW OFF VALVES & ADAPTORS



50MM BILLET ALUMINIUM BLOW OFF VALVE WITH V-BAND

AeroFlow's new 50mm (1-31/32") billet aluminium universal high flow blow off valve is for use on turbo-charged and supercharged applications. The body and all internal components are CNC-machined from 6061-T6 aluminum. 1.98" (50.5mm) valve. 1/4" (7mm) vacuum / boost hose barb size. The flange is v-band design and comes with a 2" (50.8mm) weld on pipe.

Part No	Colour	Description
AF64-5050	Polished	50mm billet alloy high flow BOV
AF64-5050S	Silver	50mm billet alloy high flow BOV
AF64-5050BLK	Black	50mm billet alloy high flow BOV
AF59-5052	Aluminium	50mm weld on flange aluminium
AF59-5053	S/Steel	50mm weld on flange stainless steel
AF59-5050		Replacement diaphragm & O-Rings
AF59-5051		Replacement billet V-band clamp
AF59-2150	Green	2 psi Supercharger only spring
AF59-2152	Black	6 psi Turbo spring (-8 to -12 in/Hg)
AF59-2153	Yellow	11 psi Turbo spring (-18 to -20 in/Hg)



GFB has the largest range of blow-off valves on the market, from the silent plumb back type to ear shattering dump valves.



GFB Responds TMS

As the name suggests, the GFB Responds is designed specifically with the aim of improving throttle response and reducing turbo lag. What's TMS? GFB's Turbo Management System is the term we apply to our diverter valves that have features designed specifically for the purpose of turbo lag reduction. Tests show that TMS features can return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears.

On top of the TMS benefits, the Responds also packs GFB's patented adjustable venting bias system found on the Stealth FX.

tms-responds-image-2 This unique system allows the amount of air vented to either recirc or atmosphere to be infinitely varied to change the venting sound like a stereo volume dial!

So if you want noise with your performance, the Responds can deliver! By fine-tuning the venting ratio, you CAN achieve a blow-off sound WITHOUT throwing a CEL, running rich, stalling, using more fuel or causing any other problems commonly associated with aftermarket valves on cars with MAF sensors.

Subaru WRX MY99-00

Subaru WRX, Legacy, Liberty

Nissan R32-34, Mazda 3, 6, CX-7

Subaru WRX

Nissan Silvia/200SX S14-15

Falcon XR6 Turbo BA-BF

Mitsubishi

WRX/STI MY97-98

GFBT9000

GFBT9001

GFBT9002

GFBT9003

GFBT9004

GFBT9025

GFBT9033

GFBT9055



DECEPTOR PRO II

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between

- Sleek, compact in-car BOV volume controller with backlit dial

- End point adjustment to control maximum vent to atmosphere bias setting

- Volume adjustment mechanism driven by a high-torque geared electric motor

- Durable, low-friction gear train supported by precision sealed ball-bearing

- Supplied with all parts and wiring required to have it up and running quickly and easily

Description	Part No
Deceptor Pro II Subaru WRX/STI MY99-00	GFBT9500
Deceptor Pro II Subaru WRX/STI MY08-14	GFBT9501
Deceptor Pro II Nissan Skyline R31, 32, 33, 34	GFBT9502
Deceptor Pro II Mitsubishi Galant/Eclipse 4G63	GFBT9502
Deceptor Pro II Subaru WRX MY03-05/STI 03-07	GFBT9503
Deceptor Pro II Nissan S13/S14/S14 SR20DET	GFBT9504
Deceptor Pro II Nissan GT-R R35 VR38DETT	GFBT9505
Deceptor Pro II Subaru WRX MY14-On (FA20)	GFBT9507
Deceptor Pro II Universal, 20mm Inlet/Outlet	GFBT9520
Deceptor Pro II Universal, 25mm Inlet/Outlet	GFBT9525
Deceptor Pro II Universal, 33mm Inlet/Outlet	GFBT9533
Deceptor Pro II Universal, 35mm Inlet/Outlet	GFBT9535

(Check Rocket Website For more up to date Information on model specific cars)

SV45

The latest and Biggest of the range, designed specifically for drag racing and big horsepower engines. With a 45mm piston and three large flared outlets, the SV45 flows like nothing else and is capable of flowing in excess of 1000hp. Available in Blue Only.

SV45 Blow-off Valve **GFBT020**



Replacement Parts

Replacement parts for all GFB blow off valves.

Standard Replacement Trumpet (Silver)

Standard Replacement Spring

GFB6110
GFB6115



Plumb Back Adaptors

Screw-in replacement plumb-back adaptors to suit various hose sizes. Fits all GFB BOVs except Basic (1004), WRX Hybrid (1006) and SV45 (1020)

20mm Plumb Back Adaptor **GFB5220**

25mm Plumb Back Adaptor **GFB5225**

30mm Plumb Back Adaptor **GFB5230**

33mm Plumb Back Adaptor **GFB5233**

Base Adaptors

Screw-on replacement base adaptors to suit various hose and pipe sizes.

For use on blow-off valves part 1001-1005.

20mm Hose Adaptor **GFB5020**

25mm Hose Adaptor **GFB5025**

30mm Hose Adaptor **GFB5030**

35mm Hose / 25mm (1") Pipe Adaptor **GFB5035**

38mm (1.5") Pipe Mount Adaptor **GFB5038**



Screw-on replacement base adaptors to suit various hose and pipe sizes.

For use on Stealth FX and Deceptor Pro.

20mm Hose Adaptor **GFB5320**

25mm Hose Adaptor **GFB5325**

30mm Hose Adaptor **GFB5330**

33mm Hose Adaptor **GFB5333**

35mm Hose / 25mm (1") Pipe Adaptor **GFB5335**

Hose Plugs

Various sized hose plugs to block plumb back hoses in full atmosphere-venting applications.

20mm Hose Plug **GFB5520**

30mm Hose Plug **GFB5530**



Whistling Trumpet

Just in case you want to sound different, here's the answer. During normal driving conditions, this trumpet gives a typical BOV "whoosh" sound, but once the revs and boost level rise, a loud, high pitch whistle noise takes over. Note that there are a few conditions that must be fulfilled to get the most out of this product. Your blow-off valve should be set to full atmosphere venting, and boost must be at least 10psi (0.68 bar). The whistle noise is dependent on air velocity through the trumpet, and low-boost set-ups will not be effective.

Whistling Trumpet **GFB5701**
For all Stealth FX, Deceptor Pro and WRX Hybrid BOVs
Note that 200SX's require at least 17psi to make this trumpet whistle. Use 5702 on this car if boost is lower).

Whistling Trumpet **GFB5702**

For all other GFB valves with trumpet outlets.



Weld-on Pipes

Weld-on pipes for custom blow-off valve installations. For use with 5035, 5038, 5335 and 5338 base adaptors.

1" Mild Steel Weld-on Adaptor **GFB5601**

1" Aluminium Weld-on Adaptor **GFB5602**

1" Stainless Steel Weld-on Adaptor **GFB5603**

1-1/2" Aluminium Weld-on Adaptor **GFB5604**

1-1/2" Stainless Steel Weld-on Adaptor **GFB5605**



GFB Adaptors For 'Universal' Style BOVs

1001-5, 1008 and 1025

Nissan Skyline Adaptor for blow-off valves 1001-5 **GFB5104**

Suits all R32 - R34 models except R32 GTS-t

Subaru Forester XT (MY03-on) **GFB5107**

Flange Mount Base Adaptor **GFB5107**

Suit BOVs part # 1001-5, 1008 and 1025

Subaru WRX (MY01-on) Flange Mount Base Adaptor **GFB5108**

Suit vent-to-atmosphere BOVs 1001, 1004 and 1005

Nissan 200SX SR20DET (S14 -15) Adaptor **GFB5109**

Suit all BOVs 1001-5. Stealth FX: use bolt-on kit 1010

Deceptor Pro: use bolt-on kit 1027

Screw-in Plug & Thread Adaptor

If you have a GFB blow-off valve with two outlets and want to plug one of them, this is the plug to use. It replaces either a trumpet or recirc outlet to effectively disable the venting port. On Hybrid valves for example, it is used to change from 50/50 to full atmosphere or full recirc venting, by plugging the appropriate outlet.

Screw-in Plug **GFB6107**

Thread Adaptor **GFB6309**



Hose Adaptors

Hose adaptors allow the standard

V-band clamp universal BOVs to

be fitted to a clamp-on hose.

BOV V-Band to 19mm Hose Adaptor **TS-0205-2006**

BOV V-Band to 25mm Hose Adaptor **TS-0205-2007**

BOV V-Band to 32mm Hose Adaptor **TS-0205-2008**

BOV V-Band to 34mm Hose Adaptor **TS-0205-2009**



Universal Blow-Off Valves

All Turbosmart BOVs are made out of tough and durable billet aluminium and offer a host of features designed to give them superior flow and performance. Turbosmart's Universal Fit BOVs have been developed to fit most popular makes and models and come supplied with pictorial fitting instructions. The Turbosmart line has been updated and improved. The new style BOVs have been made lighter and more compact without sacrificing flow and the universal models now feature quick release billet V-band clamps to attach them to the adapters.

Race Port

With an oversize 52mm inlet, the Race Port is Turbosmart's largest and highest-flowing blow-off valve, outflowing all competitors in its class. Lightweight and compact, this product is ideal for high horsepower, turbo or supercharged racing applications. Supplied with quick release V-band clamp, aluminium weld flange and swivel nipple.

Race Port Blow-off Valve (Blue)
Race Port Blow-off Valve (Black)



TS-0204-1001
TS-0204-1002

Race Port

Completely redesigned the new Race Port blow-off valve is a fraction of the size of the superseded model and provides an ideal combination of maximum flow and minimal weight. The new Race Port is perfect for hard core racing and street applications where big power and fast response is crucial.

Blue TS-0204-1101

Black TS-0204-1102



Vee-Port

Features a variable exhaust port system, providing superior venting of excess pressure. Simple and effective. Small footprint makes it an ideal choice for larger capacity, super-restricted engines. Preferred choice of drifting and circuit enthusiasts. Supplied with quick release V-band clamp, aluminium weld flange and swivel nipple.

Vee-Port Blow-off Valve (Blue)
Vee-Port Blow-off Valve (Black)



TS-0205-1100
TS-0205-1101

Vee Port Pro

Redesigned from the ground up, the new Vee Port PRO is 20% smaller and 33% lighter than its predecessor. Featuring a hard anodized aluminium piston, the new Vee Port PRO offers high flow capabilities in a lighter, more compact package.

Blue Vee Port Pro
Black Vee Port Pro



TS-0205-1130
TS-0205-1131

Supersonic

A BOV for racers and serious enthusiasts who want to be noticed. Supersonic provides a superior flow performance with a unique "supersonic" sound. Suitable for all turbocharged vehicles.

Extremely popular with racers and show-car builders world-wide. Supplied with quick release V-band clamp, aluminium weld flange and swivel nipple.

Supersonic Blow-off Valve (Blue)
Supersonic Blow-off Valve (Black)



TS-0205-1300
TS-0205-1301

Plumb Back

Fully recirculating valve. A quiet alternative to the atmospheric BOV, the Plumb Back systems vents all excess pressure back into the intake system. Ideal for cars with sensitive Air-Flow systems and off-road applications as the fully-sealed design of the Plumb Back prevents any foreign matter entering the system. Supplied with quick release V-band clamp, aluminium weld flange and swivel nipple.

Plumb Back Blow-off Valve 32mm outlet (Blue) TS-0205-1261
Plumb Back Blow-off Valve 32mm outlet (Black) TS-0205-1262
Plumb Back Blow-off Valve 38mm outlet (Blue) TS-0205-1271
Plumb Back Blow-off Valve 38mm outlet (Black) TS-0205-1272



Model-Specific Universal Blow-Off Valves

Some engine bays have space or design constraints that make fitting a Multi-Fit BOV difficult or even impossible. The Model-Specific BOV range has been designed to cater for those cars. Model-Specific BOVs are supplied as "Bolt-On" kits, complete with all the accessories needed for fitting. Most require no special tools and can be installed in under an hour.

Mitsubishi Dual Port

Three BOVs in one. The Dual Port can be configured to vent to the atmosphere, back into the air intake or both! Plumb Back system for quiet, road-compliant operation, Supersonic for the race track, or Dual Port for the best of both worlds. Fits Mitsubishi EVO VII to X & Ralliart Colt

Mitsubishi Dual Port Blow-off Valve (Red Only) TS-0205-1020



Nissan Dual Port

Features both atmospheric and bypass ports. Easily converts to a fully atm or fully bypass valve. Sequential ports provide a quiet operation on mild boost and full performance at full boost. Simple installation and set up. Suits Nissan Skyline GT-S and GT-R, R32, R33, R34 and R35 (excluding R32 GT-S-t)

Nissan Dual Port Blow-off Valve (Black Only) TS-0205-1026



Subaru WRX Vee-Port

Atmospheric BOV. Features a variable exhaust port system, providing superior venting of excess pressure. Easy to install and set up. Fits all 2001-2007 Subaru WRX models.

Subaru WRX Vee-Port Blow-off Valve (Blue) TS-0205-1115
Subaru WRX Vee-Port Blow-off Valve (Black) TS-0205-1116



The New Vee Port Pro (Subaru Vehicles)

Re-designed from the ground up, the new Vee-Port PRO Subaru is 20% smaller and 33% lighter than its predecessor. Featuring a hard anodised aluminium piston, the new Vee Port PRO offers high flow capabilities in a lighter, more compact package. The best news however is that the new Subaru Vee Port PRO actually costs LESS than the product it replaces! There has never been a better time to upgrade to Turbosmart.

Application
Suits all Subaru WRX 2001-2007 models and Forester 05-07.

Features
Unique high flow ports and new piston design provides quicker response and better sealing capabilities. Easy to install via a bolt-on flange, optimized spring for greater adjustability and a 360 degree swivel vacuum fitting. Available with a blue or black cap.

Blue Vee Port PRO Subaru WRX 2001-2007 TS-0205-1135
Black Vee Port PRO Subaru WRX 2001-2007 TS-0205-1136



Subaru Dual Port

A fully recirculating BOV, quiet operation, ideal, high-flow replacement for the factory unit for enthusiasts who don't want to be noticed.

Easy to install and set up. Fits all 2001-2007 Subaru WRX models.

Subaru Dual Port Blow-off Valve (Blue) TS-0205-1015
Subaru Dual Port Blow-off Valve (Black) TS-0205-1016



WRX Supersonic

Preferred venting solution for serious street tuners and racers. Ideal for enthusiasts who want big flow and even bigger sound.

Fits all 2001-2007 Subaru WRX models.

WRX Supersonic Blow-off Valve (Blue) TS-0205-1315
WRX Supersonic Blow-off Valve (Black) TS-0205-1316



BIG BUBBA PLUMB BACK SLEEPER

Big Bubba has been designed for big horsepower, high performance and high boost turbo and supercharger applications. Big Bubba is, as its name suggests, big, bold and in-your-face. It is by far the largest valve in the Turbosmart range. But it's not all about the size and looks, Big Bubba packs a lot of punch too! With a heavy duty, CNC billet aluminium body and components and a 52mm (2.05") hard anodised aluminium two-piece piston, Big Bubba gives a new meaning to the term hardcore. A -4AN threaded vacuum port offers a wide variety of connection methods. Outlet fitting size: 50mm (2.0"). To make things easy we've ensured all Big Bubba valves use the same inlet flange and V-Band clamp as the Turbosmart Race Port. All that in a package that weighs only 790 grams (1.7lbs)!

Big Bubba Plumb Back Sleeper Universal TS-0204-1203



Compact Series Blow-Off Valves

The Compact Series BOVs have been designed as a bolt-on replacement for plastic factory Bosch or Denso BOVs, the Compact Series products offer superior flow, full adjustability and greater structural integrity under boost. Ideal for cars with constrained engine bay access like VWs, Audis, Porsches, Seats, SAABs, Mazda MX5 and Ford XR6 Turbo. Very popular with motorcycle drag racers.

Compact Series - Plumb Back

Fully recirculating BOV. The Plumb Back systems vents all excess pressure back into the intake system. Great for enthusiast not wanting to be noticed. Fits most cars using the factory BOSCH or DENSO bypass valves. Available in 20mm and 25mm outlet diameters.

Plumb Back Blow-off Valve 20mm Outlet TS-0203-1201
Plumb Back Blow-off Valve 25mm Outlet TS-0203-1202



Compact Series - Dual Port

Hybrid-type BOV. Dual Port vents both to the atmosphere and back into the air intake. Dual ports with sequential timing allow quieter operation during normal driving, while getting all the benefits of a Supersonic BOV under race conditions. Easily converted to a fully atm or fully bypass unit. Fits most cars using the factory BOSCH or DENSO bypass valves. Available in 20mm and 25mm outlet diameters.

Dual Port Blow-off Valve 20mm Outlet TS-0203-1011
Dual Port Blow-off Valve 25mm Outlet TS-0203-1012



Compact Series - Supersonic

Fully atmospheric BOV for racers and serious enthusiasts who want to be noticed. Supersonic provides a superior flow performance with a unique "supersonic" sound. Extremely popular with racers and show-car builders world-wide. Fits most cars using the factory BOSCH or DENSO bypass valves. Available in 20mm and 25mm outlet diameters.

Supersonic Blow-off Valve 20mm Outlet TS-0203-1306
Supersonic Blow-off Valve 25mm Outlet TS-0203-1307



Compact Plumb Back - Universal

Full recirculating BOV. The Plumb Back system recirculates all excess pressure back into the intake system. Great for enthusiasts not wanting to be noticed but wanting the performance and reliability benefits of a quality BOV. Fits most cars using the factory BOSCH or DENSO bypass valves.

Compact Plumb Back - 20mm TS-0203-1221
Compact Plumb Back - 25mm TS-0203-1222
Compact Plumb Back - 34mm TS-0203-1223



POWER PORT

The Power Port is Turbosmart's largest and highest flowing blow-off valve ever, resetting the flow benchmark set by our popular and highly regarded Race Port BOV. Designed to be as light as possible, to keep vehicle weight down. Its cutting edge dual-chamber design means it can be held open with the use of a solenoid to aid turbo response and control during staging to give the best possible launch.

Power Port Blow-off Valve (Blue) TS-0207-1001
Power Port Blow-off Valve (Black) TS-0207-1002



BOV Adapters

These adapters suit the new style Turbosmart BOVs with V-band attachment. The Race Port BOV uses a special 50mm V-band and all other universal BOVs use the standard 38mm V-band clamp. If you are replacing an older style Turbosmart BOV you can use the V-band to grub screw adapters to attach the V-band style BOV to the older style weld on adapter.

BOV V-Band Stainless Weld-on Adapter TS-0205-2003
BOV V-Band to 38mm Grub Screw Adapter TS-0205-2010
Race Port V-Band Aluminium Weld-on Adapter TS-0204-3001
Subaru Type 5 BOV Flange Adapter Kit TS-0205-2056

BOV Replacement Parts

BOV Port Blanking Plug TS-0205-3103
BOV 60mm Replacement Trumpet TS-0205-3104
BOV 50mm Replacement Trumpet TS-0205-3105
BOV 25mm Plumb Back Fitting TS-0205-3200
BOV 29mm Plumb Back Fitting TS-0205-3201
BOV 32mm Plumb Back Fitting TS-0205-3202
BOV 34mm Plumb Back Fitting TS-0205-3203
BOV 38mm Plumb Back Fitting TS-0205-3204
BOV O-Ring Kit TS-0205-3010
Spring for DP, SS, VP (Yellow) TS-0205-3101
Spring for PB or Supercharger (Red) TS-0205-3102
Spring for Compact Plumb Back (Blue) TS-0203-3001
Spring for Compact Supersonic (Pink) TS-0203-3002
Spring for Compact Dual Port (Green) TS-0203-3003
Race Port Spring Kit TS-0204-2004
Race Port Spring 15 In/Hg TS-0204-3002
Race Port Diaphragm Assembly TS-0204-3003
Race Port Flange O-Ring TS-0204-3005
Race Port/Big Bubba SS Weld-On Flange TS-0204-2001
BOV Race Port Spring Kit (X3 Springs) TS-0204-2104
BOV Compact 25mm Plumb Back Fitting TS-0203-3009
BOV Race Port M/S Weld Flange to Suit Female BOV TS-0204-3008
BOV Race Port Mild Steel Weld Flange Female TS-0204-3010
BOV V-Band clamp assembly TS-0205-3009

FUEL CUT DEFENDERS



TurboSmart Fuel Cut Defenders

Most late model cars have in-built defence mechanisms to guard against increases in boost pressure. Such systems are important, but can be an obstacle when increasing boost pressure. A TurboSmart FCD will allow boost pressure to be increased above the factory level and prevent momentary shutdown of the fuel injection system.

FCD-1 (Pneumatic)

Allows for an accurate increase in the factory fuel cut-out level without the need for cutting/splicing wires or affecting off-boost conditions. Can be locked to prevent tampering. Suits most turbo cars using a MAP sensor. To be used in conjunction with a TurboSmart Boost Controller.

Pneumatic Fuel Cut Defender TS-0303-1001

FCD-2 (Electronic)

The FCD2 alters the output of a factory 5V MAP or AFM at an adjustable level to accurately raise the factory fuel cut point. Features LED indicators for easy setup. Adjustable release feature ensures you retain the safety of having a fuel cut to protect your engine from over boosting. Adjustment feature enables the sensor signal to be clamped flat or at another gradient to suit your application. Suits most turbo cars. To be used in conjunction with a TurboSmart boost controller.

Electronic Fuel Cut Defender TS-0303-1002



BOOST CONTROLLERS

Reactor Boost Controller

The GFB Reactor is a dual-stage boost controller, which allows one of two independently adjustable boost levels to be selected from the driver's seat. The Reactor comes with a complete wiring harness, along with a fuse, "Rocket Launcher" style switch and all necessary plugs to make installation a breeze. All you need to do is find a 12v power source and plug it all together – no soldering. Another unique feature of the Reactor is its air-bleed return outlet, which gives you the option to feed the bleed-off air back to the inlet to ensure the entire system stays closed to the atmosphere, in the same way that most modern factory systems do. Available in Black/Silver Only.

Features:

- Made from solid Aluminium 6061 T6 billet. • Lightweight rugged construction - looks great too • Allows two levels of boost to be selected from inside the cabin. • Unlike other brands on the market, both boost stage adjustments are completely independent of each other. • Allows bleed-off air to be plumbed back to the inlet, just like the factory system. • "Rocket Launcher" style in-cabin switch. • "Plug together" wiring harness, no solder joints or additional wires needed.

Reactor Dual Stage Boost Controller GFB3002



G-Force III Electronic Boost Controller

The latest iteration of GFB's feature-packed electronic boost controller now has the ability to monitor and display your engine's air/fuel ratio in either Lambda or AFR. By connecting the analogue output of most wideband O2 controllers (i.e. Innovate LC-2, AEM UEGO etc, sold separately) to the G-Force III's auxiliary input, you can toggle between boost pressure and air/fuel ratio display. Not only does this save you from having to install a separate AFR gauge in your car, it can also save your engine! A lean mixture at high boost can destroy an engine in seconds, and a stand-alone AFR gauge is next to useless when accelerating hard as your concentration is likely to be (and should be!) on the road in front of you. The G-Force III safeguards your engine against a lean mixture by lowering boost to the minimum setting, and visibly warning you by flashing the display lighting. Whether your car is a daily driver or an all-out track weapon, the G-Force III has the features to tailor boost to suit your needs. Set up to 6 boost presets and select on the fly, use the scramble feature for overtaking, launching, towing, or protecting the engine, and you can even customize the lighting colour to suit your interior! No other EBC on the market offers the features, control, ease of use, and value for money like the G-Force III!

- For Boost Pressures Up To 50psi (3.45bar, 345kpa)
- Adjust Peak Boost, Rise Rate, And Closed-Loop Correction
- Display Boost Pressure In Psi, Bar, Or Kpa
- 6 Boost Presets, Individually Programmable
- Unique "Scramble" Feature With Remote Switching
- Peak Boost Recall • Air/Fuel Ratio Display In AFR Or Lambda (When Connected To A Wideband O2 Controller)
- Separately Adjustable Overboost And Lean Mixture Warning/Boost Cut • Touch Buttons With User Selectable Illumination Colours
- Auxiliary Input To Switch Boost Presets Or Activate Scramble
- 1/2" Size Casing, Fits Standard Stereo Slot
- Supplied With Mac 3-Port Solenoid

GFB3005



G-Force II Electronic Boost Controller

Controller

The GFB G-Force II boost controller is designed to bring on boost as fast and accurately as possible on a turbocharged vehicle. It incorporates an advanced and unique boost control strategy that allows the user fine control over the peak boost, rise rate, and closed-loop correction. The G-Force II also features a new user interface, making menu navigation and setup as fast and simple as possible.

- 6 individually programmable boost preset memories, selectable on-the-fly
- Closed-loop correction - helps prevent boost variations
- New scramble boost strategy - increase or decrease boost for a certain amount of time at the push of a button
- Overboost protection - shuts down the solenoid and flashes a warning if boost goes too high
- Peak hold display • Real-time boost/vacuum gauge display - in BAR, kPa, or PSI
- External input - can be used to activate scramble or select boost memories remotely
- Adjustable button colours - tie in with the car's existing lighting

GFB3004



ELECTRONIC BOOST CONTROLLER

- Two stages of boost pressure, create your personal setting and save them.
- Rapid switching, press only one button and switch the setting immediately.
- Over boost alert to prevent turbo and engine damage.
- Pressure limited to 43 PSI (2.9 BAR).

AF49-1030 Electronic boost controller.

AF49-1036 Replacement electronic boost controller solenoid kit



AF49-1036

AeroFlow's replacement 3 port solenoid kit is supplied complete with fittings, mounting and wiring loom. This handy complete kit is also perfect for use with aftermarket installation to your vehicle to control your boost and set it precisely. This can be custom wired into many late model vehicles by your tune shop. Suits AF49-1030 & AF49-1039



DIGITAL BOOST CONTROLLER

- Three stages of boost pressure, create your personal setting and save them. • Rapid switching, allows you to switch between settings immediately.
- Over boost alert to prevent turbo and engine damage.
- Scramble function allows burst of power.

AF49-1039 Electronic boost controller.

AF49-1036 Replacement electronic boost controller solenoid kit

BOOST CONTROLLER TEE

Easily adjustable from under the bonnet, simple fitment with included mounting bracket. 5mm barbs. Fast boost gated system.

Part No Colour
AF64-2096 Blue
AF64-2096BLK Black



Description
Manual boost controller.
Manual boost controller.



Electronic Boost Controllers

More than just a boost controller, e-Boost2 puts you in total control of your turbocharger. With a host of features and state-of-the-art software, e-Boost2 is the one accessory all owners of turbocharged cars should have! Easy to use, yet technologically advanced, e-Boost2 is equally at home in a street-going vehicle as it is in a top-level race car.

- Factory Preset Mode provides beginners with an easy start-up option.
- Advanced User Mode unlocks up to 6 alternate boost mapping functions. Presets for FWD, RWD, AWD, Bike and Drag racing needs.
- Gear-based Boost Mapping lets you set a different boost for each gear
- Adjustable Boost Levels can also be mapped against TIME or RPM.
- Fully programmable auxiliary output controls water spray, methanol or nitrous injection
- RPM Compensation Feature eliminates boost drop-off at high RPM
- Peak Hold/Max Boost Recall function monitors boost and RPM.
- Programmable Display can be configured to KPA, Bar or PSI
- Gate Pressure function eliminates wastegate creep
- Accurate Display to within +/-0.5% of full scale making it an ideal Boost Gauge
- Programmable, audible warning alarm
- Integrated input for optional shift/warning lights

Sport Compact e-Boost2 60mm (Sleepier)

Suits most turbocharged street and race cars. Ideal for Sport Compact pillar/ dash mounts. Back-lit, auto-dimming display, Black Face/Black Bezel combination. Available in 40 and 60psi models.

e-Boost 60mm 60psi TS-0301-1003

Sport Compact e-Boost2 60mm (White)

Suits most turbocharged street and race cars. Ideal for Sport Compact pillar/ dash mounts. Back-lit, auto-dimming display, White Face/Silver Bezel combination. Available in 40 and 60psi models.

e-Boost 60mm 60psi TS-0301-1001

Sport Compact e-Boost2 60mm (Black)

Suits most turbocharged street and race cars. Ideal for Sport Compact pillar/ dash mounts. Back-lit, auto-dimming display, Black Face/Silver Bezel combination. Available in 40 and 60psi models.

e-Boost 60mm 60psi TS-0301-1002

Traditional e-Boost2 66mm (Silver)

Suits most turbocharged street and race cars. Ideal for Traditional 2.5/8" pillar/dash mounts. Back-lit, auto-dimming display, Silver Face/Silver Bezel combination. Available in 40 and 60psi models.

e-Boost 66mm 60psi TS-0301-1004

Traditional e-Boost2 66mm (White)

Suits most turbocharged street and race cars. Ideal for Traditional 2.5/8" pillar/dash mounts. Back-lit, auto-dimming display, White Face/Black Bezel combination. Available in 40 and 60psi models.

e-Boost 66mm 60psi TS-0301-1005

Traditional e-Boost2

Now standard with 60psi max boost operating pressure, e-Boost2 is a second generation complete Boost Management System. With market-leading features and state-of-the-art software, e-Boost2 is the one accessory all owners of turbocharged cars should have! Easy to use, yet sophisticated and technologically advanced, the e-Boost2 is equally at home in a street-going vehicle as it is in a top-level racecar. e-Boost2 allows the user to control, monitor, map and compensate boost. But e-Boost2 is a lot more than just a boost controller – it can also control water spray, methanol or nitrous injection, manage shift/warning lights and read/monitor RPM. While e-Boost2 is fitted with a state-of-the-art software, it has been designed to be easy and logical to use.

e-Boost 66mm (2-5/8") 60psi Black TS-0301-1011
e-Boost 66mm (2-5/8") 60psi Black/Silver TS-0301-1013

TurboSmart 30PSI Boost Gauge

The TurboSmart boost gauge is the perfect accessory for any of our Gated Boost Control Valves. Featuring precision mechanical operation, a black face with silver bezel, bright backlighting and a 30psi boost range. All hook-up and panel mounting hardware included. Aluminium dash mounting cup also available.

GBCV Boost Gauge 0-30psi 52mm – 2 1/16" TS-0101-2023
GBCV Boost Gauge Mount Cup 52mm – 2 1/16" TS-0101-2024





e-Boost Accessories

All Turbosmart Boost Controllers are supported by a wide range of accessories designed to aid and complement the boost controllers.

Twin LED Ring for e-Boost2

Houses two Shift/Warning lights (not included). Available in silver and black for both Sport Compact and Traditional models. Fits all e-Boost2 models. Optional LED lights available in four colours: Red, Green, Blue and Orange.

Twin LED Ring 60mm (Silver)	TS-0301-2006
Twin LED Ring 60mm (Black)	TS-0301-2007
Twin LED Ring 66mm (Silver)	TS-0301-2017
Twin LED Ring 66mm (Black)	TS-0301-2018
Red LED	TS-0301-2008
Green LED	TS-0301-2009
Blue LED	TS-0301-2010
Orange LED	TS-0301-2011

Dashboard/Windshield Mounting Kit for e-Boost2

Made from billet aluminium, generous range of vertical and horizontal adjustment. Suitable for all types of vehicles. Mounts to dashboards, A-pillars and windscreens using screws or adhesive supplied.

Mounting Kit 60mm	TS-0301-2001
Mounting Kit 66mm	TS-0301-2013

Roll Cage Mount for e-Boost2

Made from billet aluminium, generous range of vertical and horizontal adjustment. Fits diameters from 1,1/2" to 1,5/8". Ideal for all race applications.

Roll Cage Mount 60mm	TS-0301-2002
Roll Cage Mount 66mm	TS-0301-2014

Solenoid Kits

Replacement Solenoid Kit for e-Boost2. Suits all e-Boost2 models.

40 psi Solenoid Kit	TS-0301-3003
60 psi Solenoid Kit	TS-0301-3004
4-Port Solenoid	TS-0301-2003

BOV Controller Kit

The BOV controller is an electronic device which controls the pressure signal to the BOV. It works by detecting a negative voltage change in throttle position. It then energises a solenoid to vent all of the air out of the BOV cap, causing a pressure differential between the piston of the BOV and the cap which will vent pressure from the intake system. Large diesel engines with larger turbochargers can experience compressor surge when coming off the throttle. The deceleration of the engine can be a restriction on the outlet of the turbocharger causing compressor surge. This can be disastrous on a turbo system which is producing high amounts of boost. The BOV controller can vent this build up of pressure, protecting the turbocharger. This can reduce the amount of rebuilds on your turbocharger as well as improve acceleration between gears. The kit consists of a BOV Controller, Specific Race Port BOV, Wiring Loom, Solenoid, Reinforced pressure tubing, Hose clamps and mounting hardware

BLUE RACEPORT	TS-0304-1001
BLACK RACEPORT	TS-0304-1002



e-Boost STREET

The e-Boost STREET is a brand new electronic boost controller aimed at the street performance market. It features many boost control capabilities found on its big brother – the e-Boost2, continuing the e-Boost tradition of providing class leading boost control, value for money and no nonsense features.

- **Boost Settings:** There are two boost settings – easily selected via the "turn-and-push" button. An external switch can also be used to change between boost groups if required.
- **Boost correction factor:** Many street cars with standard turbo systems suffer from boost drop off at high RPM. The Boost Correction Factor eliminates this problem and is exclusive to the e-Boost family.
- **Display:** An easy-to-read 3-segment display with adjustable brightness can be configured for PSI, KPa, or BAR and will flash when warning of over boost shutdown or rev limit, allowing the unit to be used as a boost gauge, tachometre, or a shift light.
- **Housing:** The unit is housed in a black anodized aluminium case 80mm wide x 25mm high x 95mm deep allowing the unit to be mounted within a DIN size opening.
- **Maximum boost level:** 30PSI / 2.05BAR.
- **Display mode:** Live display of Boost or RPM
- **e-boost street includes:** • EBS Control unit • Wiring loom + installation kit
- Solenoid with mounting bracket and vacuum nipples
- Vacuum hose and hose clamps
- **e-Boost Street Boost Controller Kit** TS-0302-1001
- **e-Boost Street Mounting Bracket** TS-0302-2001
- **e-Boost Street Re-Loom Kit** TS-0302-3001

TURBO TIMERS



PENCIL TURBO TIMER

- Designed for 12 volt application to protect engine's efficiency and extend turbo life.
- Easily adjust timer from 10 seconds – 19 minutes.
- Also features a built in voltage gauge.
- Slim pencil design for easy mounting.
- 100mm (3-15/16") long 19mm (3/4") diameter

Part No	Description
AF49-1026	Pencil Turbo Timer with memory

MINI TURBO TIMER

- Designed for 12 volt application to protect engines efficiency and extend turbo life
- Easily adjust timer from 15 seconds – 3 minutes.
- Mini design for easy mounting

Part No	Description
AF49-1025	Mini Turbo Timer with memory



INTERCOOLERS



Aeroflow Intercoolers

Aeroflow intercoolers are designed with a tube and fin core which has the highest thermodynamic dissipative process. Aeroflow tube and fin style intercoolers are available in both polished and black powder coated finishes. These universal intercoolers feature 76mm (3") inlet and outlets. (Intercooler mounts are female M8x1.25 thread) Max Pressure 50 PSI

Part No	Finish	Core Size WxHxT	CFM
AF90-1002	Polished	280mm (11") x 300mm (11-13/16") x 76mm (3")	660
AF90-1002BLK	Black	280mm (11") x 300mm (11-13/16") x 76mm (3")	660
AF90-1001	Polished	450mm (17-11/16") x 300mm (11-13/16") x 76mm (3")	540
AF90-1001BLK	Black	450mm (17-11/16") x 300mm (11-13/16") x 76mm (3")	540
AF90-1000	Polished	600mm (23") x 300mm (11-13/16") x 76mm (3")	510
AF90-1000BLK	Black	600mm (23") x 300mm (11-13/16") x 76mm (3")	510
AF90-1004	Polished	600mm (23") x 300mm (11-13/16") x 100mm (4")	715
AF90-1004BLK	Black	600mm (23") x 300mm (11-13/16") x 100mm (4")	715



AERO 2 Intercoolers

The PWR Aero 2 Intercooler uses revolutionary seamless rounded leading edge tube design with unique internal fin, which incorporates a straight through design improving heat transfer for less pressure drop. The Aero 2 also has PWR's unique fin angle configuration with a high grade polished cast tanks. The cooler is also fitted with m8 mounting bosses top and bottom for easy installation. The Aero 2 is a PWR Australian Manufactured universal Intercooler option with all of the PWR performance features we are known for. All cast tanks are available in 2.5" or 3" outlets.

BY SPECIAL ORDER ONLY



Air to Air Intercoolers

PWR Performance Products are making full use of the laws of physics, developing several of the



most efficient intercoolers in the world. PWR use a revolutionary seamless rounded leading edge tube design throughout the manufacturing process. These tubes have an integrated internal fin with a straight through design, which improves heat transfer for less pressure drop, resulting in higher flow and reduced lag time. PWR intercoolers are individually hand manufactured using 12 FPI (fins per square inch) and can be custom designed by in house "Auto CAD" design division or simply just replace your current OEM system for better flow and performance.

PWR Intercoolers features and benefits

- Low restriction internal turbulators
- Leading edge tube wall thickness is efficient for strength
- Light weight • Tube dimension (PWR use 55,68 and 81mm)
- Core Thickness configuration up to 159mm thick
- Flexibility of custom designs exactly to your needs
- World class TIG welding • 10 working days for manufacturing
- State of the art controlled atmosphere brazing process
- Race and street proven performance
- Hi-tech "Auto CAD" design division • 100% Australian made
- 1 year manufactured warranty • Pressured tested and guaranteed

Liquid to Air

Barrel Kits

The PWR Liquid to Air Barrel Intercooler is a world first exclusive in its design for the industry. The Radical cylindrical shape was designed for drag and street applications, providing maximum cooling, airflow and performance efficiencies. The 12-volt pump circulates water throughout the barrel providing a stable outlet temperature and the unique internal baffle system ensures an even amount of cooling is provided within the barrel itself. The system requires no ambient (external) airflow, which enables the unit to be mounted as close to the manifold as possible, reducing turbo lag and providing maximum performance. The PWR Liquid to Air Barrel Intercoolers is available as an individual unit or in Kit Form and are suited to machines producing horse power between 270-1200+ HP. The PWR Barrel intercooler comes in different sizes and are finished in a near chrome finish.

PWR Liquid to Air Barrel Intercooler benefits

- Unique cylindrical design • Improves turbo response
- More rapid effective cooling than air to air
- Promotes more dense air pressure for more boost application
- More consistent intake temperatures then air to air
- Available in different sizes (universal fit)
- Allows shorter intercooler pipe for less turbo lag
- Easy fitment • Comes in kit form • World class TIG welding
- Race and street proven performance • 100% Australian Made
- 10 working days for manufacturing
- Pressure tested and Guaranteed • 1 year manufactured warranty

PWR Air to Ice Barrels

The "Ice Barrel" utilises a unique straight through tube arrangement like the "Liquid to Air" Barrel design, however the "Ice Barrel" is designed specifically to run ICE and incorporates wide 18mm Tube Pitch, a Finless Ice compartment, sealed access lid and CO2 Breather fitting which gives this unit a unique design and the first available in the market. Overall dimensions of 485x205x270 with 4" Tapered Outlets as used on 8x8 and 8x10 "Liquid to Air" Barrels. The PWR "Ice Barrel" Australian Designed and Made product that is designed around the drag racing market with excellent results over short bursts like the quarter mile or even dyno shoots.

Air to Ice Barrel 8" x 12" Square	PWI5556
Air to Ice Barrel 485x205x270mm 4" outlet	PWI5358
Air to Ice Barrel 8" x 10" Round	PWI5513
Air to Ice Barrel 8" x 12" Round	PWI5771
Universal Drag Ice Box 300x400x300mm	PWI6038
Universal Ice Box Heat Exchanger	PWI5645

Barrels Only

Liquid to Air Barrel 4" x 6"	PWI2292
Liquid to Air Barrel 4" x 8"	PWI2921
Liquid to Air Barrel 4" x 10"	PWI2920
Liquid to Air Barrel 5" x 6"	PWI5881
Liquid to Air Barrel 5" x 8"	PWI5884
Liquid to Air Barrel 5" x 10"	PWI5886
Liquid to Air Barrel 6" x 6"	PWI2919
Liquid to Air Barrel 6" x 6" 25mm outlets	PWI5971
Liquid to Air Barrel 6" x 8"	PWI2918
Liquid to Air Barrel 6" x 8" 25mm outlets	PWI5972
Liquid to Air Barrel 6" x 10"	PWI2917
Liquid to Air Barrel 6" x 10" 25mm outlets	PWI5973
Liquid to Air Barrel 8" x 8"	PWI5207
Liquid to Air Barrel 8" x 10"	PWI3204
Liquid to Air Barrel 8" x 12" -16	PWI6029

TURBO HEAT BAGS



Turbo Insulating Kit

The Turbo Kit was designed to protect and improve performance of the turbo.

This universal kit will keep the turbo spooled up and it virtually eliminates turbo lag. The custom cut-to-fit kit comes with a substantial amount of material to cover turbos from the smallest automotive application to heavy-duty truck applications. Two Turbo Kits are available, a 4 cylinder kit and one for 6 & 8 cylinders.

4 Cyl. Turbo Insulating Kit TT15001
6 & 8 Cyl. Turbo Insulating Kit TT15002

Turbo Bag / Blanket

Aeroflow's turbo blanket is from hi-temp silica material & designed to reduce turbo lag and control under hood temperatures. Interior surface max temp 2500°F/1370°C, Exterior max temp 1100°F 600°C.



STANDARD DUTY

Part No	Description
AF91-1000	Suit GT30 / GT35 Internalgate
AF91-1001	Suit WRX VF Internal gate
AF91-1002	Suit GT30-35/GT40 External gate
AF91-1004	Suit T04 & GT42 External gate
AF91-1005	Suit GT45/GT47 External gate
AF91-1006	Suit T-28

Titanium Turbo Bag / Blanket

Aeroflow's turbo blanket is from hi-temp titanium material & designed to reduce turbo lag and control under hood temperatures. Interior surface max temp 2500°F/1370°C, Exterior max temp 2500°F/1370°C.



EXTREME DUTY

Part No	Description
AF91-8000	Suit XR6 & T3 Internal gate
AF91-8002	Suit GT30-35/GT40 External gate
AF91-8004	Suit T04 & GT42 External gate
AF91-8005	Suit GT45/GT47 External gate
AF91-8006	Suit T-28

WATER-METHANOL INJECTION



STAGE 1 BOOST COOLER

Race gas quality fuel on pump gas! Increase your pump gas octane by 25 points and make more power efficiently with a cooler running motor! The Snow Performance Stage 1 Boost Cooler® water-methanol injection kit is available for all forced induction applications (supercharged/turbocharged) and uses a adjustable boost switch to inject a fixed amount of water-methanol into the system until boost goes below the switch set point. Proven to deliver 30-70 HP increases to all forced induction applications! This makes it a good choice for low to medium boost setups (1-15 PSI) looking for an octane enhancement and cooler intake charge. Activation can also be set up through any other user-chosen switch, such as a full throttle switch, nitrous switch, etc.

- Features:
- Made in USA
 - Nickel Plated Metal Fittings
 - Industry Leading 300 PSI Pump For More Pressure Than The Competition
 - Adjustable Boost Setting
 - Level Switch Upgrade and Red LED to Alert User of Low Level
 - Green LED to Alert User When System is Injecting
 - Your Choice of Red, Blue, or Black Methanol Resistant High Temp Nylon Tubing
 - 3 Proprietary Hypersonic™ Nozzles For The Best Atomization on the Market
- What's In The Box:
- 300 PSI UHO (Ultra High Output) Pump
 - 3 Quart Reservoir
 - All Tubing Necessary for Installation
 - 10' ¼ Inch High Temp Nylon Tubing
 - 18" High pressure Boost Line
 - 3' (Black) Wire Loom
 - Adjustable Boost Switch (1-15 PSI)
 - Pig Tail Harness
 - Level Switch Upgrade
 - 1 Nozzle Holder/Check Valve Combo
 - 3 Hyper-Sonic™ Nozzles
 - Required Hardware Needed For Installation
 - Snow Performance Running S Decal
 - Comprehensive Instructions to Install on Any Forced Induction Vehicle

Stage 1 "THE NEW" Boost Cooler

RPSP201

Stage 2 Boost Cooler

This kit uses manifold boost pressure to determine when and how much fluid to inject. Proportionally injecting according to boost pressure gives the most accurate delivery of water-methanol and allows the most cooling and performance improvement over the widest range.

More power and driveability is the result. It can be used on any forced induction engine: carburetted, fuel injected, turbocharged, positive displacement or centrifugal blowers. The most suitable are the centrifugal supercharged and turbocharged engines, as they build boost is a more progressive manner concerning water-methanol injection. The positive displacement blower engines will work, but it might take more work to dial in the delivery. For higher boost applications (over 25psi), the controller can be upgraded to our VC100 unit. **Kit includes:**

- 150+ PSI High Volume Pump • 3 Quart Reservoir
- Digital Variable Controller • Comprehensive Instructions
- 2 Nozzles To Cover a Wide Range of Horsepower
- All Required Hardware Needed For Installation

Stage 2 Boost Cooler

RPSP2010

STAGE 3 BOOST COOLER BOOST/EFI

The Snow Performance Stage 3 Boost Cooler is the most advanced water-methanol injection system for your EFI (electronic fuel injected) and forced induction (turbocharged/supercharged) vehicle. The Stage 3 creates a 2D injection map based off boost and fuel injector pulse width to deliver the most accurate and tunable water-meth delivery on the market. Taking it one step further the Stage 3 will control 2 Hyper-Sonic™ Nozzles independently of one another to solidly the exact amount of water-methanol is provided at all rpm ranges of the engine. This 2D map injection and dual stage technology translates into the most accurate injection curve and tuneability of any water-methanol system giving 50-110 HP gains and up to 150 degree reduction in air temps! Tie this in with the industry leading Snow Performance 300 PSI UHO pump, Hypersonic Nozzles™, and terminated weather tight OEM harnessed wiring connections and the Stage 3 promises to be the easiest and most effective water-methanol system on the market for your EFI and boosted vehicle. **Kit includes:**

- 300 PSI UHO (Ultra High Output) Pump • 3 Qt Reservoir • All Tubing Necessary for Installation • 10' ¼ Inch High Temp Nylon Tubing • 18" High pressure Boost Line
- Terminated Digital Variable Mapping Controller • Terminated Plug & Play Wire Harness • Power Solenoid Upgrade • Level Switch Upgrade • 2 Nozzle Holder/Check Valve Combo • 3 Hyper-Sonic™ Nozzles • Snow Performance Running S Decal • Required Hardware Needed For Installation • Comprehensive Instructions to Install on any EFI/Boosted Vehicle • Snow Performance 1-Year Warranty

Stage 3 Boost Cooler Boost/EFI

RPSP310

STAGE 2 MAF/MAP

The Snow Performance Stage 2 MAF/MAP water-methanol injection kit is designed for all naturally aspirated/forced induction vehicles utilizing a Mass Air Flow (MAF) sensor or Manifold Absolute Pressure (MAP) sensor. The Stage 2 uses a progressive controller that proportionally injects more or less water-methanol according to MAF/MAP input. Start and full points are adjustable for engagement and delivery curve to match what the engine requires. Proportionally injecting according to MAF/MAP sensor input gives an accurate delivery of water-methanol for small fast spooling turbos and positive displacement superchargers that hit boost almost instantly and allows the most accurate injection curve which translates into the highest cooling and performance gains. Proven to deliver 20-35 HP and 45 FTLB of torque on all naturally aspirated applications and 50-80 HP increases and up to 150 degree drop in air temps for all positive displacement superchargers and small fast spooling turbos! The Stage 2 comes with a MAFU controller that can be mounted anywhere in the engine bay or cab for a clean install and comes with the industry leading Snow Performance 300 PSI UHO pump and Hypersonic Nozzles™ for the absolute best atomization and power available for your MAF/MAP equipped vehicle. **Kit Includes:**

- 300 PSI UHO (Ultra High Output) Pump • 3 Quart Reservoir • MAFU Progressive Controller for Use With All MAF/MAP Sensors • Pig Tail Harness
- All Tubing Necessary for Installation • 10' ¼ Inch High Temp Nylon Tubing • 3' (Black) Wire Loom • Level Switch Upgrade • 1 Nozzle Holder/Check Valve Combo • 3 Hyper-Sonic™ Nozzles (175, 375, 625 ml/min) For • Required Hardware for Install
- Snow Performance Running S Decal
- Comprehensive Instructions to Install on Any Vehicle Utilizing a MAF/MAP Sensor

Stage 2 MAF/MAP Water Injection

RPSP212

2011-2017 FORD MUSTANG GT 5.0L STAGE 2 FORCED INDUCTION WATER-METHANOL INJECTION KIT

Snow Performance has combined performance, quality and easy installation in this new water-methanol injection system engineered specifically for forced induction (supercharged/turbocharged) 2011+ Ford 5.0 Coyote engines. Increase your pump gas octane by 25 points and make more power efficiently with a cooler running motor! Complete with custom water-methanol injection throttle body spacer plate, braided stainless line, and 4AN fittings offering an unsurpassed reliability and ease of install. The Stage 2 uses a progressive VC-50 controller (ISO 9001 Manufactured) that proportionally injects more or less according to boost pressure. Start and full points are adjustable for engagement and delivery curve to match what the engine requires. Proportionally injecting according to boost pressure gives an accurate delivery of water-methanol and allows cooling and performance improvements over a wide range for improved drivability. The VC-50 controller (52mm gauge) offers the functionality of a boost gauge and water-methanol controller all in one! Highlighting a 7 colour (Blue, White, Red, Yellow, Orange, Purple, Green) OLED screen displaying boost, percentage of injection, low level, secondary nozzle activation, prime button, and 4 fault codes directly on the screen you can tailor the controller to match your OEM gauges or mix and match up to two colours. Fits all forced induction (supercharged/turbocharged) 2011+ Ford Mustang GTs equipped with the 5.0L Coyote engine.

- Benefits:
- Made In USA • Cooler Denser Air Charge • Achieve 116 Octane Quality Fuel From Pump Gas • Safely Run More Boost & Timing
 - Cleans Engine Combustion Of Carbon Build Up
 - Progressive Water-Methanol Injection
- Features:
- Hard Anodized Black Fittings
 - Industry Leading 300 PSI UHO Pump For More Pressure Than The Competition • 52mm Boost Gauge and Adjustable Progressive Water-Methanol Controller All in One
 - 7 Colours OLED Screen Displays Boost, Injection Percentage, Injection Error (s), Prime Button, Second Stage Activation, and Low Level • New Prime Feature Ensures Water-Methanol In Lines With Push of A Button • 4 Fault Modes (Clogged Line/Broken Line)
 - Level Switch Upgrade • 2 Proprietary Hypersonic Nozzles For The Best Atomization On The Market
 - NOTE: For Forced Induction Applications Only

Stage 2 Boost Cooler 2011-2017 Ford Mustang GT 5.0L

Forced Induction Water-Methanol Injection Kit RPSP2132-BRD



DIESEL STAGE 2 BOOST COOLER WATER-METHANOL INJECTION KIT UNIVERSAL

Lower EGTs 100-300 degrees and increase HP by 65+ with a cleaner, cooler running Diesel! The Snow Performance Diesel Stage 2 Boost Cooler is available for all diesel truck owners looking to have the benefit of water-methanol injection throughout the trucks boost range. The Stage 2 utilizes a progressive VC-50 controller (52mm gauge) that commands two water-methanol nozzles that proportionally inject more or less according to boost pressure. Start and full points are adjustable for engagement and delivery curve to match what the engine requires. Proportionally injecting according to boost pressure gives an accurate delivery of water-methanol and allows cooling and performance improvements over a wide range for improved drivability. The VC-50 controller (52mm gauge) offers the functionality of a boost gauge and water-methanol controller all in one! Highlighting a 7 color (Blue, White, Red, Yellow, Orange, Purple, Green) OLED screen displaying boost, percentage of injection, secondary nozzle activation, prime button, and 4 fault codes directly on the screen you can tailor the controller to match your OEM gauges or mix and match up to two colors. 7 Gal Tank included for trip ready installation. Recommended for all daily driven diesel trucks that see light towing.

Diesel Stage 2 Boost Cooler Water-Methanol Injection Kit Universal RPSP450

DIESEL STAGE 1 BOOST COOLER WATER-METHANOL INJECTION KIT

Decrease EGTs and increase HP in your diesel by 65HP+ in the most cost effective water-methanol injection kit on the market! Utilizing a adjustable boost pressure switch and dual nozzles to deliver precise amounts of water-methanol once 30 boost PSI has been reached (Boost Engagement Adjustable, 30 PSI Boost Hobbs Switch Included). Recommended for all high boost and competition diesels looking to increase HP while decreasing EGTs when on heavy throttle. Comes with easy to mount race ready 3QT tank, high flow check valve, and quick-connect fittings, 300 PSI UHO Pump, and LED alert system.

Diesel Stage 1 Boost Cooler Water-Methanol Injection Kit
RPSP301

DIESEL STAGE 3 BOOST COOLER WATER- METHANOL INJECTION KIT UNIVERSAL

Snow Performance has combined performance, quality, and ease of installation in this new water-methanol injection kit designed for all turbo diesel owners who demand colder EGTs while towing heavy loads. The Diesel Stage 3 Boost Cooler utilizes a 2D mapped controller that commands injection based on boost pressure and EGTs (exhaust gas temperatures) to maintain extremely cold air inlet temperatures, 100-300 EGT decreases, decreased emissions, cleaner engine components, and increased fuel economy all while giving 65+ HP to help pull large hills with easy effort while towing. A must have for the diesel enthusiast that is concerned about the longevity of his truck that sees heavy towing. None invasive, the Diesel Stage 3 Boost Cooler® controller is designed to mount on the steering column or the dash so no drilling/marring of the interior needs to take place or additional gauge pods need to be purchased. Functions as a boost gauge, water-meth controller and EGT monitor all in one! Concerned about warranty? The Snow Performance Stage 3 does not leave a signature on the vehicle leaving your diesel truck with its warranty intact. 7 Gal Tank included for trip ready installation. Recommended for all daily driven diesel vehicles that see heavy towing where EGTs become dangerously high.

Diesel Stage 3 Boost Cooler Water-Methanol Injection Kit Universal
RPSP50100



CARBURETOR SPACER PLATE

1" thick adapter plates allow for a clean and easy install with any Snow Performance Nozzles (one or two) on carbureted applications using a Holley, Edelbrock, or Carter 4150 or 4500 (Dominor) carburetors.

- Includes:
- 4150/4500 style Carb Plate
 - Gaskets Needed for Installation
 - Hardware Needed for Installation
- 4150 Style** **RPSP40050**
4500 Style **RPSP40055**

VC-50 CONTROLLER

The all new VC-50 water-methanol injection controller from Snow Performance is available for all forced induction (turbocharged/ supercharged) vehicles. Heavily loaded, the VC-50 controller comes with a built in manifold absolute pressure sensor that proportionally injects more or less water-meth according to boost pressure. Start and full points are adjustable to match what the engine requires. New dual tone 7 colour (white, green, blue, red, orange, purple, yellow) OLED screen shows boost, percentage of injection, low level, secondary nozzle activation, and 2 specific fault modes (clogged line/broken line) directly on the screen. The controller has the ability to command two stages of water-methanol, is prime button equipped, and can be turned on/off to act as a boost gauge only or boost gauge and water-meth controller all in one!

- Made in USA
 - Robust ISO 9001 Quality Display
 - Progressive Fully Adjustable Boost Referenced Water-Methanol Controller
 - Heads Up Display
 - Pigtail Harnessed Wiring Connections
 - Fully Adjustable Dual Tone 7 Color Screen (Red, Blue, Green, Orange, Purple, White, Yellow)
 - Comes With Universal 2 1/16 Gauge Pod Assembly
- RPSP60500**



MCVC (MUSCLE CAR VARIABLE CONTROLLER)

The MCVC (Muscle Car Variable Controller) is a progressive water methanol injection controller that utilizes engine vacuum to command injection. Complete with a 5 wire pigtail harness and rpm lockout feature. You can decide exactly what RPM you want your water-methanol to engage. Perfect for all non supercharged/turbocharged vehicles with a carburetted engine looking for an octane enhancement and cooler intake charge. Note: For carburetted naturally aspirated vehicles only

RPSP60040

MAFU CONTROLLER (MAF/MAP)

Controlled by the mass air flow sensor output (voltage/frequency) or a manifold absolute pressure sensor, the MAFU is fully adjustable to progressively inject water-methanol along the entire RPM range of the vehicle. Complete with a 4 wire pigtail harness.

RPSP60100

VC-20 CONTROLLER

The VC-20 controller is a progressive water-methanol controller that can be mounted in the cab/engine bay. Referencing boost (1-20 PSI) this controller will progressively inject water-methanol to match the boost curve of your vehicle. Completely stand alone, this controller will not affect operation of any other vehicle systems. Included 3 wire harness means the only wiring needed for controller is good ground, 12V key on power source, manual boost source, and connection to a Snow Performance pump. NOTE: Boosted Applications Only

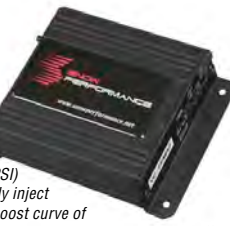
RPSP60090

Stage 3 Gasoline Boost Cooler™ Upgrade

Already have a Snow Performance Stage 2 gasoline Boost Cooler™? Snow Performance offers you the option to upgrade just the controller to make your Stage 2 system into a Stage 3. Extremely easy to set up and dial in - the software creates a delivery map from just a few easy to set start and full points you punch in. The LCD Screen displays boost pressure, fuel injector duty cycle, as well as water-methanol injection percent. Quick, easy, positive adjustments are made with 2 push buttons. Low profile design allows for easy-to-view and discrete mounting. Upgrade includes:

- LCD Screen, Pushbutton Digital Variable Mapping Controller
- Comprehensive Instructions

RPSP60061 Stage 3 Gasoline Boost Cooler™



PARTS & ACCESSORIES

WATER/METHANOL PUMP

Take your forced induction ride to the next level with a Holley water/meth injection system! Integrated into the Holley HP and Dominator EFI Systems is the capability to control water/methanol injection, allowing you to safely run on lower octane pump gas! What makes the Holley water/methanol system unique and light years ahead of competitive systems, is that the solenoid flow has been characterized within the ECU. Program in an exact flow amount into the software, and that flow is injected into the engine. This is critical to ensure that neither too little (causing engine damage), nor too much (causing a large loss in power) water/methanol mix is injected into the engine. Select the exact percentage of water/methanol mix to be delivered vs. the percentage of fuel flow present, at any RPM and load. This makes tuning a very simple and accurate process. All components are designed to be compatible with water/methanol mix of up to 50% methanol. The Water/Meth solenoids are run by an injector driver output. If an extra output is not available (as would be the case on a HP ECU driving 8 injectors), PN 554-115 can be purchased that can be driven by a low side PWM output.

140 PSI Pump

H0557-100

220 PSI Pump

The 220 psi pump is high pressure/volume pump that's only necessary in the highest horsepower applications. It is for use with systems running three or more large nozzles or if more injection quantity is needed. Adjustable pressure just like our 150 psi pumps. Suggested for diesel applications running more than 50 psig of boost.

NOTE: The 220 pump should not be used with MPG-MAX systems. It is suggested that the VC100 controller be used in conjunction with the 220 psi pump.

220 PSI Pump



RPSP40300

Nitro Booster

Nitro Booster is a great power adder designed for use with gasoline engines using Boost Cooler water-methanol injection kits. A proprietary blend of nitro methane and a specially developed emulsifier that keeps Nitro Booster equally distributed in the water-methanol mixture. This allows for a small percentage of nitro methane to be injected into the engine in the correct proportion with air and fuel to produce impressive increases in power. Usually, around 30 to 50hp increase can be measured. Nitro methane has fewer BTUs than gasoline, but contains oxygen and acts like a chemical supercharger and an octane enhancer to safely increase power.

Nitro Booster

RPSP40007



Boost Juice

Boost Juice is Snow Performance's proprietary mix of 49% methanol and 51% water. It is made in a controlled environment with special care to make sure the ratios are accurate to result in a high performance water-methanol fluid formulated for use in the Boost Cooler injection system.

Boost Juice 1 Gallon

RPSP40008



Nozzles

Unique design provides the best atomisation possible. Nozzles have integrated 100-micron filters. Support 150-1500 HP.

- Nozzle 100ml/min**
- Nozzle 175ml/min**
- Nozzle 225ml/min**
- Nozzle 375ml/min**
- Nozzle 600ml/min**
- Nozzle 825ml/min**

- RPSP40100**
- RPSP40175**
- RPSP40225**
- RPSP40375**
- RPSP40600**
- RPSP40625**



Nozzle Mounting Adapter

Snow Performance offers a Nozzle Mounting Adapter for those without metal intake tubes. Made from Delrin, the adapter is methanol resistant and highly durable. Installation is easy: simply drill a 3/4" hole using a spade bit, insert the inner adapter piece, and thread on the outer adapter nut.

Nozzle Mounting Adapter

RPSP40110



Nozzle Mounting Bung

Weldable threaded bungs make installing your injector nozzle easier when using thin-walled intake tubing. Simply drill a hole in your intake tube and weld in the bung. Your nozzle then has a strong threaded connection that can be used with confidence. Available in steel or aluminium. 1" diameter, 1/4" thick, 1/8" NPT threads for Snow Performance Boost Cooler nozzle. Can also be used with nitrous nozzles, boost port fittings, etc.

Nozzle Mounting Bung - Aluminium

Nozzle Mounting Bung - Steel

RPSP40120

RPSP40130



Dual Nozzle Upgrade

This allows an additional nozzle to be mounted in any of our Boost Cooler kits. It includes a Tee, or splitter, junction piece with our quick-connect fittings, a nozzle holder and a section of hose. Note - injector nozzle is not included. Mounting additional nozzles are required when you need a quantity greater than one nozzle can provide, or if you have a dual plenum/throttle body/ carburetor set-up to get even distribution.

Dual Nozzle Upgrade

RPSP40040



2.5 Gallon Reservoir

The new 2.5 Gallon Reservoir gives much more range than the included 3 qt tanks, and is fairly small in size - 13" L x 9.5" H x 7.5" W (similar to a very small car battery) and includes an additional 10 feet of tubing.

2.5 Gallon Reservoir

RPSP40014

Low Level Indicator

This is a float switch and indicator light that lets you know when your reservoir is running low on fluid. Simple to install and wire in any reservoir.

Level Switch (Unmounted)

RPSP40035

Solenoid Upgrade

Shut off solenoid is used when mounting the injection nozzle lower than the reservoir or the reservoir is rear-mounted to prevent gravity flowing. It is also used to prevent siphoning when the injection nozzle is mounted after the throttle body or carburetor and is exposed to vacuum.

Solenoid Upgrade

RPSP40060



SEATS

GLIDE
engineering inc



1928-1934 Coupe & Roadster Seat Frame with Adjustable Rack

Part#	Description
GL5132	1932 Coupe & Roadster - Chop Top
GL6134	1933-34 Coupe & Roadster - Chop Top
GLF-213	1932 Contoured Foam - Coupe & Roadster
GLF-223	1933-34 Contoured Foam - Coupe & Roadster
GLS-30	1928-34 Seat Sliders

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Seat Bottom Lifts up with a gas spring
- Back reclines in 18 Various positions
- Back tilts forward
- Powder Coated Finish
- Ready to Upholster
- Available for the Stock or Chop Top
- Bolts to Floor (no riser)

Optional Features include:

- Contoured Foam
- Seat Sliders
- Arm Rest
- Covers offered in Vinyl or Leather Faced



1932-1934 Coupe & Roadster Seat Frame for Cars with Tunnels

Part#	Description
GLHW-32	1932-34 Coupe, Roadster & Sedan
GLF-HW-32	1932-34 Contoured Foam
GLS-30	Seat Sliders

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Back reclines in 18 positions
- Back tilts forward
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Seat Sliders
- Fold down centre arm



1928-1932 Roadster Seat Frame with Fixed Back

Part#	Description
GLFB1128	1928-29 Roadster - Chop Top
GLFB5332	1932 Roadster - Chop Top
GLFB-29	1928-29 Contoured Foam - Roadster
GLFB-32	1932 Contoured Foam - Roadster
GLA-10	1932-34 4" Arm Rest

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Fixed Back
- Seat Bottom Lifts up with a Gas Spring
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Centre Fold Down Arm Rest



1928-1934 Rear Bench Seat Frame

Part#	Description
GLR-28	1928-31 Tudor & Sedan
GLR-32	1932-34 Tudor & Sedan
GLSF-19	1928-34 Contoured Foam
GLF-19	Seat Foam To Suit GLR-32 Frame

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Adjustable backs and bottom lifts
- Mounting Brackets
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Covers offered in Vinyl or Leather

1928-1947 Pick Up Bench Seat Frame

Part#	Description
GL3028	1928-31 Pick Up, Bolts to Floor
GL4028	1928-31 Roadster Pick Up, Bolts to Floor
GL7032	1932 Pick Up, Bolts to Factory Riser
GL8034	1933-34 Pick Up, Bolts to Factory Riser
GL9036	1935-36 Pick Up, Bolts to Factory Riser
GL9141	1937-47 Pick Up
GLF-20-P	1928-31 Contoured Foam
GLF-213-P	1932 Contoured Foam
GLF-223-P	1933-34 Contoured Foam
GLF-26-35	1935-47 Contoured Foam

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Mounting Brackets
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor or factory riser

Optional Features include:

- Contoured Foam
- Covers offered in Vinyl or Leather



1931-1934 50 / 50 Roadster Seat

Part#	Description
GL50-50-32	1932 Roadster
GL50-50-34	1933-34 Roadster
GLF50-50-32	1932 Contoured Foam - Roadster
GLF50-50-34	1933-34 Contoured Foam - Roadster

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Backs tilt forward
- Seat is ideal for extended leg room
- Each seat moves independently
- Backs recline in 18 various positions
- Seat back low to fit under most rear decks
- Access to trunk through driver compartment
- Seat sliders and mounting brackets
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Covers offered in Vinyl or Leather



1935-1940 Ford Square Back Split Frame

- An All Steel Construction
- Non-Sag Springs
- Backs recline in 18 Various positions
- Backs tilt forward
- Mounting Brackets
- Seat Sliders
- Powder Coated Finish
- Ready to Upholster

Optional Features include:

- Contoured Foam
- Pair Arm Rest
- Covers offered in Vinyl or Leather

Part No	Description
GLSP-40	1935-40 Ford Split Back Frame
GLF-40	Seat Foam To Suit GLSP-40 Frame



1928-1934 Tapered Split Back Seat Frame

Part#	Description
GLSP-332	1932 Coupe & Roadster
GLSP-334	1933-34 Coupe & Roadster
GLSF-32	1932 Contoured Foam
GLSF-34	1933-34 Contoured Foam

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Backs recline in 18 Various positions
- Backs tilt forward
- Mounting Brackets
- Seat Sliders
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features

- include: - Contoured Foam
- Covers offered in Vinyl or Leather



1931-1934

Split Back Style Bench Bottom Seat Frame

Part#	Description
GLSP-50-32	1932 Coupe, Roadster & Sedan
GLSP-50-34	1930-34 Coupe, Roadster & Sedan
GLF-50-32	1932 Contoured Foam
GLF-50-34	1933-34 Contoured Foam

Standard Features include:

- An All Steel Construction
- Non-Sag Springs
- Backs recline in 18 Various positions
- Backs tilt forward
- Mounting Brackets
- Seat Sliders
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Covers offered in Vinyl or Leather



1955-1957

Chevy Bucket Seats

Standard Features Include:

- An All Steel Construction
- Non-Sag Springs
- Backs recline in 18 Various positions
- Backs tilt forward
- Mounting Brackets
- Seat Sliders
- Powder Coated Finish
- Ready to Upholster
- Bolts to floor (no riser)

Optional Features include:

- Contoured Foam
- Covers offered in Vinyl or Leather

Part No	Description
GLCB-57	1955-1957 Bucket Seats

Universal Sport Bucket Seat Frame (High Bottom Bolster)

- An All Steel Construction
- Non-Sag Springs
- Backs recline in 18 Various positions
- Backs tilt forward
- Mounting Brackets
- Seat Sliders
- Powder Coated Finish
- Ready to Upholster

Optional Features include:

- Mounting Brackets
- Head rest
- Covers offered in Vinyl or Leather

Part No	Description
GLSS-2	Sport Bucket Seat Frame



**LARGE RANGE OF SEATS AVAILABLE PLEASE CALL
ROCKET HOT RODS FOR MORE INFORMATION ON ALL
SEATS AND ACCESSORIES.**

Other Models Available include:

Prices subject to change without notice:

1928-1934	Coupe & Roadster with Adjustable Back
1928-1932	Roadster with Fixed Back
1932-1934	Coupe & Roadster Seat Frame with a Tunnel
1931-1934	50/50 Roadster
1931- Up	51/51 Roadster, coupe and sedan seat frame
1928-1934	Tapered Split Back Coupe, Roadster & Sedan
1931-1934	Split Back Style Bench Bottom
1931-1934	Square Split Back Bench Seat Frame
1928-1934	Rear Seat Frame
1935-1948	Square Back with Centre Fold Down Arm Rest
1935-1948	Square Split Back Bench Seat
1935-1948	Tapered Split Back with Centre Fold Down Arm
1949-1952	Ford Coupe & Sedans and all other makes
1955-1956	Chevy Split Square Seat Frame
1957	Chevy Split Square Back Seat Frame
1955-1957	Chevy Tapered Split Back with 8" Centre Fold Down Frame
1958-1964	Impala Square Split Back Bench Seat Frame with or without Arm Rest
1959-1972	El Camino & Chevelle Square Back Split Back with Centre Arm
Universal	Sport Bucket (High Bottom Bolster)
Universal	Sport Bucket (Low Bottom Bolster)
1928-1947	Pick-Up One Piece Back Seat Frame
1948-1952	Ford Pick-Up Square Split Back Seat Frame with Centre Arm Rest
1953-1956	Ford Pick-Up Square Split Back Seat Frame
1928-1946	Series Chevy Pick-Up Seat Frame
1947-1954	Chevy Pick-Up Seat Frame
1955-1959	Series Chevy Pick-Up Seat Frame

Accessories - Mounting Brackets, Flip-Up Base, Arm Rest
Seat Covers in Vinyl or Leather Faced, Lumbar Support & Seat Heaters



**Other Colours & Style
Available Please Call
ROCKET for more
information & Pricing.**

Rave Series 1600

RACE STYLING with Street Comfort High-tech styling combines generous lateral support with the convenience of a recliner — perfect for the street enthusiast and occasional weekend warrior. These Performance Seats have openings to accommodate 5-point racing harnesses.

SC80-1600-51L Black Vinyl, Left
SC80-1600-51R Black Vinyl, Right

Elite Lumbar Series 1200

Elite Styling with Comfort in Mind. Supports your Back And Body Comfortably And With Style.

Part# Description
SC80-1200-51L Black Vinyl, Left
SC80-1200-51R Black Vinyl, Right



Elite Series 1100

Ideal for use in late model muscle cars, sport compacts, or even trucks and SUVs, these Elite Series 1100 seats from Scat are ergonomically shaped to accommodate drivers of all sizes. Features include pronounced side bolstering for support under hard cornering, an all-steel TIG-welded frame for long-lasting durability, and one-touch recliner/backrest releases with Safe-Lock headrest

adjusters for precise driver fitment.

Elite Series Black Left SC80-1100-51L
Elite Series Black Right SC80-1100-51R

**Sportsman Series
1605 & 1606**

This awesome sport seat has all the great features found in our Rave Seat with sleek lines and a slightly different feel.

Part# Description
SC80-1605-61L Black Vinyl Inside, Black Velour Wings & Side
SC80-1605-61R Black Vinyl Inside, Black Velour Wings & Side
SC80-1606-61L Black Velour Inside, Black Velour Wings & Side
SC80-1606-61R Black Velour Inside, Black Velour Wings & Side



Rally Series 1000

Equally at home in muscle cars, off-road buggies, Jeeps, or sport compact vehicles, these Rally Series 1000 seats from Scat are packed with exciting features. Vertical stitching provides a vintage look, and pronounced side bolstering adds support under hard cornering. An all-steel, TIG-welded frame offers long-lasting durability, and the one-touch recliner/backrest releases with Safe-Lock headrest adjusters will fit any size driver.

Rally Series Black Left
Rally Series Black Right

SC80-1000-51L
SC80-1000-51R



Lowback Series 1400

Compact Vintage Look for Small Cars, Street Rods Looks great in any early resto-rod, '50s Custom, pony car, muscle car or VW Bug.

Part# Description
SC80-1400-51L Black Vinyl, Left
SC80-1400-51R Black Vinyl, Right



**Scat Pro Sports 1790
Fixed Back Seats**

These Scat Pro Sports 1790 fixed back seats are full bucket seats with maximum lateral support and ample padding. They feature openings to accommodate five racing harnesses and come in your choice of black, gray, red, blue, or yellow velour fabric. Ideal for the street or off-road, the Scat Pro Sports 1790 fixed back seats make an excellent choice for any vehicle.

Scat Pro Sports 1790 Black SC80-1790-61
Scat Pro Sports 1790 Gray SC80-1790-62
Scat Pro Sports 1790 Red SC80-1790-64
Scat Pro Sports 1790 Blue SC80-1790-65
Scat Pro Sports 1790 Yellow SC80-1790-66



UNIVERSAL SEAT ADAPTERS

For custom or special applications, our pre-fab base with pre-bent and drilled material for legs

Simple to fabricate equals cost effective & easy installation

SC81000

INTERIOR & DOOR LIGHTS



Clayton Machine Works Interior Lights

Designed by Paul Atkins this chrome plated dome light comes with a frosted lens and measures 4.5" x 2" x .75"

CLA-DM-402



Vintique Interior Lights

Chrome bezel with frosted lens Available with switch.

VIA-13771 Plain
VIA-13771WS With Switch



Courtesy Light Kits

These courtesy light kits simplify installing courtesy lights in your vehicle. Both kits include wires and light sockets and the GM kit includes GM style door jam switches.

Description
GM Kit - Includes Light Sockets, Wires & Switches
Universal Kit - Includes Light Sockets & Wires

Part No.
PW30702
PW30710



Interior & Door Lights

Designed for use in door panels, consoles and headliners Billet Specialties interior and door lights provide ample light.

Product Features
- Machined from 6061-T6 billet aluminium
- Mirror polished billet bezel
- Easy Installation



Rectangular Lights

Dimensions: 1-1/4" H x 3-5/8" W x 1-1/16" D
BS60120 Interior Rectangle Light
BS60220 Door Rectangle Light



Elliptical Lights

Dimensions: 2" H x 4" W x 1-1/2" D
BS60320 Interior Elliptical Light
BS60420 Door Elliptical Light

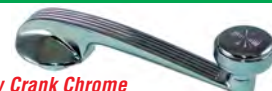
Note: Door lights have white & red lens while interior lights have NO red lens.

DOOR ACCESSORIES

1940 Deluxe

Street Rod Window Crank Chrome

Our hot rod style handles and cranks are shaped just like the original styles, except they're all chrome to add cool, retro detail. Chrome/chrome knob. Nice Detail.
3D01A-7023342-D



Chevy & Holden Door Accessories

Interior Door Handle, Die-Cast Chrome, Chevy & Holden EH
UPC496401 Suit 1949-64 Chev & Holden EH.



Window Winder Handle, Die-Cast Chrome, Black Knob, Chevy & Holden EH
UPC496402 Suit 1949-64 Chev & Holden EH.

Knob, Door Latch Stainless 1926-29

Door Latch Knob installs '28 - '29 door latch mechanisms on '30 - '31, '28 - '29, some '30 - '31 Inside bodies not using outside door handles (ea.) 1 pair required
VIA-35710



Lakester Door Handles,

Window Cranks & Vent Window Cranks

- Nostalgia Styling
- Steel Splined Arms for a full 360 fine adjustment
- Hidden set screws
- Available in chrome, black and raw finish
- Matches Lakester Throttle Pedal and Brake Pedal sets
- Available for most GM and Ford applications

Door Handles (Pair)

Part No.	Description	Finish
LK-IDH-2024	GM Pre 1949	Chromed
LK-XIDH-2024	GM Pre 1949	Black
LK-IDH-2025	GM & Ford 1949 & Later	Chromed
LK-XIDH-2025	GM & Ford 1949 & Later	Black
LK-IDH-2026	Ford Pre 1949	Chromed
LK-XIDH-2026	Ford Pre 1949	Black

Window Cranks (Pair)

Part No.	Description	Finish
LK-IDH-2030	GM Pre 1949	Chromed
LK-XIDH-2030	GM Pre 1949	Black
LK-IDH-2031	GM & Ford 1949 & Later	Chromed
LK-XIDH-2031	GM & Ford 1949 & Later	Black
LK-IDH-2032	Ford Pre 1949	Chromed
LK-XIDH-2032	Ford Pre 1949	Black

Vent Window Cranks (Pair)

Part No.	Description	Finish
LK-IDH-2036	GM Pre 1949	Chromed
LK-XIDH-2036	GM Pre 1949	Black
LK-IDH-2037	GM & Ford 1949 & Later	Chromed
LK-XIDH-2037	GM & Ford 1949 & Later	Black
LK-IDH-2038	Ford Pre 1949	Chromed
LK-XIDH-2038	Ford Pre 1949	Black

Door Handles

Dress up your door panels with our billet aluminium door handles and window cranks. Easy installation and fully adjustable, sold in pairs.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- Tool steel splines with two set screws ensure secure attachment
- Installs in minutes

BS45320	FORD to '48 3/8" Square
BS45420	GM to '48 7/16" Round Spline
BS45520	GM/FORD '49 & up 1/2" Round Spline

Replacement Door/Window Handle Caps

Replacement caps for Billet Specialties traditional style door handles, window and vent cranks. Sold in pairs. Polished finish only.

BSRP4505	Replacement Handle Caps (pair)
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Profile Door Handles - Rail

This new collection of door handles and window cranks features 3-D machined billet aluminium handle and base with applications specific steel spline and dual set-screw locking system. Handles and cranks are fully indexable during installation for the perfect angle even on custom applications.

BS45328	FORD to '48 3/8" Square
BS45428	GM to '48 7/16" Round Spline
BS45528	GM/FORD '49 & up 1/2" Round Spline

Ball Milled Door Handles

New Ball Milled door handles are designed to bring more attention to the inside of your vehicle. Ball Milled design with steel spline insert and dual set-screw locking system ensure a secure fit with easy installation.

BS45325	FORD to '48 3/8" Square
BS45425	GM to '48 7/16" Round Spline
BS45525	GM/FORD '49 & up 1/2" Round Spline
BSBLK45525	GM/FORD '49 & up Black Anodised

Window Cranks

Dress up your door panels with our billet aluminium door handles and window cranks. Easy installation and fully adjustable, sold in pairs.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- Tool steel splines with two set screws insure secure attachment
- Installs in minutes

BS46320	FORD to '48
BS46420	GM to '48
BS46520	GM/FORD '49 & up

Vent Window Cranks

BS47320	FORD to '48
BS47420	GM to '48
BS47520	GM/FORD '49 & up

Profile Window Cranks - Rail

This new collection of door handles and window cranks features 3-D machined billet aluminium handle and base with applications specific steel spline and dual set-screw locking system. Handles and cranks are fully indexable during installation for the perfect angle even on custom applications.

BS46328	FORD to '48
BS46428	GM to '48
BS46528	GM/FORD '49 & up

Vent Window Cranks

BS47328	FORD to '48
BS47428	GM to '48
BS47528	GM/FORD '49 & up

Ball Milled Window Cranks

New Ball Milled window cranks are designed to bring more attention to the inside of your vehicle. Just as our wheels and engine accessories demand attention on the outside.

Ball Milled design with steel spline insert and dual set-screw locking system ensure a secure fit with easy installation.

BS46325	FORD to '48
BS46425	GM to '48
BS46525	GM/FORD '49 & up
BSBLK46525	GM/FORD '49 & up Black Anodised

Vent Window Cranks

BS47325	FORD to '48
BS47425	GM Tto '48
BS47525	GM/FORD '49 & up
BSBLK47525	GM/FORD '49 & up Black Anodised

Reproduction Early Ford Inside Door Handles

Handles are die cast and chrome plated.

VIA-702400-A	1928/31 Coupe & Tudor (std)
V168-702400-E	1936 Closed & 1936/37 Pickup
V18-702400-E	1932 Closed Car
V148-702400-E	1935 closed car & pickup
V140-702400-E	1933/34 Closed Car
VIA-702400-C	1928-34 Inside Door Handles suit Open Car (Not 32) Chrome

Reproduction Early Ford Window Risers

Die cast and chrome plated.

VIA-702828-S	1928/31 (Standard) Coupe & Tudor
V18-702780-E	1932 Closed Car
V140-702780-E	1933/4 Closed Car

1932 Roadster and Phaeton Inside Door Handles

Both RH & LH are exact copies of the rugged originals with elegant chrome plating, heavy gauge steel mounting plates and precision pivot shafts for a lifetime of everyday use. Correct mounting hardware included with each pair.

V118702400-A

V168-702780-E	1936 Passenger & 1936/37 Pickup
V148-702780-E	1935 Passenger & Pickup
VIA-702780-A	1928-31 Window Raiser Handles suit Closed Car. Chrome

Escutcheon Springs

Fits behind door panels to hold tension on the escutcheon. Sold in packs of 10

VIA-48284	1928 & Up
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Door Handle & Riser Escutcheon Plates

All escutcheons are die stamped brass and chrome plated or die stamped stainless steel and bright polished.

VIB-48139-AS	1932 Closed Car, S/S
V140-48139-BC	1933/34 Open Car, Chrome
V140-48139-AS	1933/34 Closed Car S/S
V148-48139-AS	1935/36 Closed Car S/S
V168-48139-BC	1935/36 Open Car Chrome
VIA-48139-AR	1928-29 Chrome

Door Handle Pad Set

Die moulded rubber with lip

VIB-702356-AS	1928-34 open & 28-29 Pickup
VIB-702356-BS	1928-34 closed & 1930-36 Pickup
VIA-702356	1935-37 passenger & 37-47 Pickup

DOOR HANDLE SLEEVE NUT

1928-31 Ford inside door handle sleeve nut

VIA-702400-SN



Chrome Aluminium Door Handles

RPCR8407	3" Handle
RPCR8406	4-1/4" Handle

Chrome Aluminium Window Winder Handles

RPCR8409	3" Handle
RPCR8408	4-1/4" Handle



Inserts included

Interior Door Handles & Window Cranks

These attractive chrome plated door handles and window cranks are designed by Paul Atkins. They feature drilled I-beam styling and each set is supplied with 2 sets of adhesive inserts in carbon fibre look and black which can be painted or upholstered. They are available with 3/8" square drive to suit Fords to 1948 or 1/2" splined to suit 1949 and up Ford, GM and Chrysler. Supplied as pairs.

Description	Part No.
Door Handles – 1/2" Splined	CLA-PT102
Door Handles – 3/8" Square	CLA-PT102EF
Window Cranks – 1/2" Splined	CLA-PT103
Window Cranks – 3/8" Square	CLA-PT103EF
Vent Window Cranks – 1/2" Splined	CLA-PT104
Vent Window Cranks – 3/8" Square	CLA-PT104EF



CLA-EL-503

Elliptical Door Handles

Chrome plated interior door handles are available in 3 styles and each set is supplied with 3 sets of inserts in carbon fibre look, black and brushed aluminium. Supplied as pairs.

Description	Part No.
Elliptical Door Handles – Ball End	CLA-EL-502
Elliptical Door Handles – Open Ellipse	CLA-EL-503
Elliptical Door Handles – Ribbed	CLA-EL-504



Door Latch Releases

These chrome plated Paul door latch releases are designed by Paul Atkins and add a beautiful finish to your door trims. Pivot action to suit bear claw latches.

Description

Door Latch Releases – Smooth Knob & Bezel
Door Latch Releases – Grooved Knob & Bezel

Part No.

CLA-LR702
CLA-LR703



Pro-Touring Door Handles and Window Cranks

CNC machined door handles designed to complement our billet pedal assemblies. Available for all 1949-up GM and Ford Vehicles.

Vent window PT-204 also available

CNC Door Handles 1/2" Splined

CNC Window Crank Handles 1/2" Splined

CNC Window 1/4 Vent Crank 1/2 Splined

CLAPT-202

CLAPT-203

CLAPT-204

Door Jamb Vent

- 68-69 Camaro

Replace those plastic door vents on your 68-69 Camaro with a set of precision machined billet aluminium vents from Billet Specialties.

Our billet vents feature a 3D machined design with a stainless mesh insert for cutting edge style. Includes stainless hardware.

Product Features:

- Sold in pairs
- Precision machined from 6061-T6 billet aluminium
- Polished, Black Anodized & Raw Machined finishes

BS171100

Polished

BSBLK171100

Black Anodised

BSN171100

Machined Finished



1968-1969 Camaro

Billet Jamb Vent

Available with blasted recessed area and brushed outside edge. Quality and cutting edge design is nothing less than what you would expect from Ringbrothers.

- Machined from 6061-T6 billet aluminium
- Stainless steel insert
- Direct replacement fit
- Brushed finish with matte recess
- Installation hardware included

RING20689-217N 1968-1969 Camaro Billet Jamb Vent



Oval Billet Interior Door Handles

- Recessed mounting design
- Complete with mounting back plate and hardware
- Rubber trigger stop provides quiet return of lever
- Brushed aluminium or polished finish

Part No.

Description

LK-IDH-2000 Brushed Billet Oval Interior Door Handles/Pair

LK-IDH-2001 Polished Billet Oval Interior Door Handles/Pair

LK-XIDH-2000 Black Billet Oval Interior Door Handles/Pair



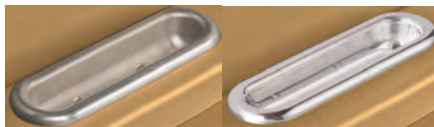
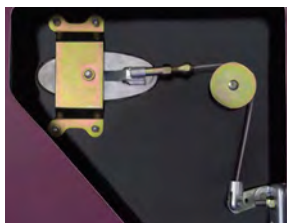
Universal Door Latch Cable Release Kit

- Shielded pulley for a more direct pulling angle
- U-Cut-to-Fit stainless steel cable wire 36"
- Adjustable cable connection
- Eliminates solid rods and bell cranks
- Compatible with most door handles and latches

Part No.

Description

LK-DLR-2100 Universal Door Latch Cable Release Kit/Pair



Billet Aluminium Arm Rest Door Pulls

- Two screw installation
- Deep pocket - 4 finger width
- 360° rolled finished upper edge
- Designed to recess in arm rest
- Stainless screws included
- Available in billet brushed or polished finish
- Mounting bracket included

LK-IDP-2004

Brushed Billet Aluminium Arm Rest Door Pull

LK-IDP-2005

Polished Billet Aluminium Arm Rest Door Pull



Billet Aluminium Crescent Oval Arm Rest Door Pulls

- Two screw installation
- Deep pocket - 4 finger width
- Designed to complement Lokar Oval Door Handles, Pedals and Dash Inserts
- Designed to recess in arm rest
- Stainless screws included
- Mounting bracket included
- Available in billet brushed or polished finish

LK-IDP-2002

Brushed Crescent Oval Arm Rest Door Pull

LK-IDP-2003

Polished Crescent Oval Arm Rest Door Pull



Billet Grab Handle

Our universal grab handle is machined from 6061-T6 billet aluminium and polished to a mirror finish. Perfect for street rods & muscle cars with flat door panels. Also a direct replacement for GM truck grab handles. Stainless steel hardware included.

Dimensions: 8-1/2"L x 1-1/2"W

Holes are 6-3/4" centre to centre

BS271020



Chrome Truck Cab Handles

With Hardware/Gasket - 1-inch x 12-inch (Package of 2)

RPCR9700

Cowl Vent Handles

Solid brass and Chrome Plated.

V18-700611 1932 pass & 1932-34 pickup

V140-700611 1933-36 passenger car

1933-34 FORD

Chrome Door Pulls

Sold in pairs. Precise duplicate. Heavy chrome plated.

BD40-702420-A

Billet Door Lock Knobs

Get rid of those plastic door lock knobs that came with your ride & go with these billet beauties. Machined from 6061-T6 billet aluminium and sold in pairs.

Available with the common 10-24 thread size or 6-40 thread to suit '55-57 & '59-60 Chevs.

Description

Smooth (10-24 Thread)

Classic (10-24 Thread)

Smooth (6-40 Thread)

Part No.

BS45910

BS45920

BS45930

CLASSIC

SMOOTH



Dice Door Knobs

High impact plastic dice

UP70040 Red / White dots

UP70041 White / Black dots

UP70042 Black / White dots

UP70043 Blue / White dots

UP70150 Green / White dots

UP70151 Purple / White dots

UP70049 Chrome



Moon Door Lock Knobs Yellow

MMAA112MN

sold as pair



Piston Door Lock

A-70035

Chrome. Sold as pair.



Moon Tiki Door Lock

MNIGJC005

Sold as pair.

PEDALS & THROTTLE ASSEMBLIES



Standard Billet Aluminium Throttle Assemblies

Ball-milled aluminium gas pedal has spring-loaded pad like OEM design. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Matching brake pad is designed with a 1/2 x 20 thread and includes a 1/2 x 20 stud in kit. Can be mounted centred or off centre. Dimmer fits both Chevy and Ford.

Part No.

Description

LK-BAG-6001 Billet Standard Gas Pedal Ball-Milled

LK-BAG-6002 Billet Standard Brake Pad Ball-Milled

LK-BAG-6003 Billet Standard Dimmer Switch Cover Ball-Milled

LK-BAG-6004 Billet Standard Gas Pedal w/Rubber

LK-BAG-6005 Billet Standard Brake Pad w/Rubber

LK-BAG-6006 Billet Standard Dimmer Switch Cover w/Rubber

LG-XBAG-6005 Black Billet Aluminium Brake

Pad w/Rubber - Black

LG-XBAG-6006 Black Billet Aluminium

Dimmer Switch Cover w/Rubber - Black

LG-XBAG-6004 Black Billet Aluminium

throttle Pad w/Rubber - Black

XL Series Billet Aluminium Throttle Assemblies

XL Series ball-milled aluminium gas pedal is designed just like our standard billet throttle assemblies, but it is EXTRA LARGE for those seeking more comfort and safety. Gas pedal pad is spring-loaded like OEM design. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Matching XL Series brake pad is designed with a 1/2 x 20 thread and includes a 1/2 x 20 stud in kit. Can be mounted centred or off centre.

Part No. Description

LK-BFG-6010 XL Series Billet Aluminium Throttle Pedal Ball-Milled

LK-BFG-6011 XL Series Billet Aluminium Brake Pad Ball-Milled

LK-BFG-6012 XL Series Billet Aluminium Throttle Pedal w/Rubber

LK-BFG-6013 XL Series Billet Aluminium Brake Pad w/Rubber



Standard Chromed Steel Throttle Assemblies

Lokar's chromed steel gas pedal is the first spring-loaded steel pedal in the industry. Chromed steel gas pedal pad with rubber inserts is spring loaded like OEM design. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Matching chromed steel brake pad mounts with a 1/2 x 20 stud built into the back of the pad. Matching dimmer fits both Chevy and Ford. Standard Chromed Steel Throttle Assemblies

LK-SG-6007 Spring-Loaded Chromed Steel Gas Pedal w/Rubber

LK-SG-6008 Chromed Steel Brake Pad w/Rubber

LK-SG-6009 Chromed Steel Dimmer Switch Cover

Chromed Steel Spoon Gas Pedal Assembly

If you are looking for a nostalgic style gas pedal, Lokar has the Spoon. The Lokar Spoon Gas Pedal is designed with the same quality as shown in Lokar's other throttle assemblies. Chromed steel gas pedal is splined.

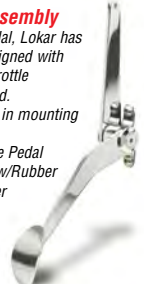
Removable lower arm is splined for mounting to the right or left of the mounting bracket.

LK-SPO-6070 Chromed Steel Spoon Throttle Pedal

LK-SPO-6071 Round Chromed Steel Brake w/Rubber

LK-SPO-6072 Round Chromed Steel Dimmer

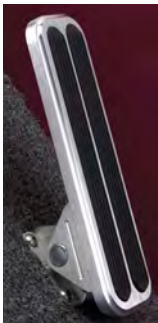
Cover w/Rubber



Eliminator Floor Mount Gas Pedals

Lokar's Eliminator Floor Mount Gas Pedal is designed with the Signature Lokar Quality you have come to expect. Pedal eliminates routing cables through firewall and comes equipped with an aluminium splined adjustable shaft and stainless steel "under-the-floor" cable mounting bracket. Mounts in multiple positions for floor and toe board angles. Designed with built-in pedal travel stops. Available in ball-milled billet aluminium pad or with rubber inserts. Requires 36" U-Cut-to-Fit Lokar Throttle Cable for most applications. Order 48" cable for LS1 Ramjet and Vortec applications.

LK-FMG-6097 Billet Eliminator Floor Mount Gas Pedal Ribbed
LK-FMG-6098 Billet Eliminator Floor Mount Gas Pedal w/Rubber
LK-XFMG-6098 Black Billet Eliminator Floor Mount Gas Pedal w/ Rubber



Oval Billet Aluminium Throttle Pedal Assemblies

Mini Oval Billet Aluminium LK-BAG-6103

Throttle Pedal Mini Oval billet aluminium throttle pedal is spring-loaded and is perfect for limited floor space. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Rubber inserts provide foot traction for safety. Mini oval pad measures 1 3/8" x 2 3/8".

Oval Billet Aluminium Throttle Pedal (Standard) LK-BAG-6104

Oval billet aluminium throttle pedal is spring-loaded. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Rubber inserts provide foot traction for safety. This standard gas pad measures 1 3/4" x 3 3/4".

XL Oval Billet Aluminium Throttle Pedal Assembly LK-BAG-6105

XL oval billet aluminium throttle pedal is designed EXTRA LARGE for those seeking more comfort and safety. Throttle pedal is spring-loaded. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Rubber inserts provide foot traction for safety. XL gas pad measures 2 3/8" x 5".

Mini Oval Billet Aluminium Brake Pad LK-BAG-6106

Mini oval billet aluminium brake pad is designed with a 1/2 x 20 thread and includes a 1/2 x 20 stud in kit. Can be mounted centreed or off centre. Rubber inserts provide foot traction for safety. Mini oval design is perfect for limited floor space and measures 1 5/8" x 3 7/16".

Oval Billet Aluminium Brake Pad (Standard) LK-BAG-6107

Oval billet aluminium brake pad is designed with a 1/2 x 20 thread and includes a 1/2 x 20 stud in kit. Can be mounted centreed or off centre. Rubber inserts provide foot traction for safety. This standard brake pad measures 3 3/4" x 1 3/4".

XL Oval Billet Aluminium Brake Pad LK-BAG-6108

XL Oval billet aluminium brake pad is designed with a 1/2 x 20 thread and includes a 1/2 x 20 stud in kit. Can be mounted centreed or off centre. Rubber inserts provide foot traction for safety. XL brake pad measures 5" x 2 3/8".

Oval Billet Aluminium Dimmer Cover LK-BAG-6109

Oval billet aluminium dimmer fits both Chevy and Ford and measures 2 3/8" x 1 3/8". Dimmer matches all Mini Oval, Standard Oval and XL Oval throttle and brake assemblies.



LOKAR "GOOLSBY" THROTTLE PEDAL ASSEMBLY

LK-BAG-6188 Chrome throttle pedal assembly
LK-XBAG-6188 Black anodised throttle pedal assembly
LK-BAG-6190 Brake & Clutch pad billet alloy with rubber insert
LK-XBAG-6190 Black Brake & Clutch pad billet alloy / rubber insert

The Goolsby Edition by Lokar Throttle Pedal Assembly features alloy steel construction and is available in black and polished.

Lakester Throttle Assemblies & Pedal Pads

Lakester hot rod pedal styling is a continuation of the many nostalgic products we offer at Lokar. The pedals have the same quality you have come to expect from its sister steel spoon throttle pedal and round brake/clutch pad. The removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lakester pedals feature curved pads and arms. These new nostalgic style pedals are available in chromed, black and raw. This unique pedal design will give your favorite vehicle an all new look. The throttle pedal is designed using Delrin bushings for smooth operation when throttling up or down during daily use.



LK-BAG-6151 Lakester Steel Throttle Pedal - Chromed
LK-XBAG-6151 Lakester Steel Throttle Pedal - Black
LK-BAG-6154 Lakester Steel Throttle Pedal - Raw
LK-BAG-6152 Lakester Steel Brake/Clutch - Chromed (each)
LK-XBAG-6152 Lakester Steel Brake/Clutch - Black (each)
LK-BAG-6155 Lakester Steel Brake/Clutch - Raw (each)
LK-BAG-6153 Lakester Steel Automatic Brake - Chromed
LK-XBAG-6153 Lakester Steel Automatic Brake - Black
LK-BAG-6156 Lakester Steel Automatic Brake - Raw

55/56/57 Brake & Clutch Pads Standard

Brake and Clutch Pads are designed to match the Throttle Pedal assemblies. With Lokar's exclusive mounting design, no drilling is needed to mount pads, which allows easy installation



Power Brake Pads

Outside measurement of 5 x 2 3/4 fits 4 3/4 x 2 3/8 original steel brake pedal

LK-BAG-6077 Power Brake Pad - Brushed

Brake and Clutch Pads

(Outside measurement of 3 7/8 x 2 5/8 fits 4 3/4 x 2 3/8 original steel brake pedal

LK-BAG-6078 Brake/Clutch Pad w/rubber - Brushed

55/56/57 Brake & Clutch Pads Curved

For a compact and clean look, Lokar has put a modern bend on classic brake pedal pads. Our Curved Brake/Clutch Pedal Pads add style and function to your classic car. Designed with hidden screws, these pads are curved and pocketed to match and bolt directly to the factory steel brake pedal. Each brake pedal pad has been fashioned after its corresponding factory rubber pad and is available in brushed or black finish



LK-BAG-6137 1955-1957 Chevy Billet Aluminium Curved Power Brake Pad w/Rubber - Brushed

LK-BAG-6138 1955-1957 Chevy Billet Aluminium Curved XL Non-Power Brake Pad w/Rubber - Brushed

Competitor Series Throttle Assemblies

Lokar's Competitor Series Throttle Assemblies are designed with a unique internal spanner nut ensuring perfect pedal tension. This pedal is in a class of its own; by adding this built in tensioning feature, we have eliminated the possibility of excess 'slop' in the throttle pedal. Another milestone of the Competitor Series Throttle Pedal is its incredibly sturdy mounting base. The design of this pedal has enabled us to provide over an inch and a quarter wide mounting base yet maintain a narrow and sleek appearance. If that weren't enough, the mounting base is available in either a centreed or an offset version which will raise or lower the centre of the throttle assembly an entire inch. This feature is incredibly accommodating when installing the pedal in a vehicle which already has the throttle cable installed. In our everlasting quest for perfection, we have also built the Competitor Series Throttle Assemblies with our exclusive large diameter 3/4" x 48 tooth fine-spline steel insert to provide the ultimate in strength and durability. This also allows for infinitely adjustable arms which can also be swapped for right and left adjustment of the throttle pad. All of these features coupled with a spring-loaded throttle pad, Delrin bushings, and superior design have made the Competitor Series Throttle Pedal the finest and most versatile throttle pedal available

LK-BAG-6148 Billet Aluminium Competitor Throttle Pedal Assembly w/Rubber - Centreed Mounting - Brushed

LK-XBAG-6148 Billet Aluminium Competitor Throttle Pedal Assembly w/Rubber - Centreed Mounting - Black

LK-BAG-6149 Billet Aluminium Competitor Throttle Pedal Assembly w/Rubber - Vertical Offset Mounting - Brushed

LK-XBAG-6149 Billet Aluminium Competitor Throttle Pedal Assembly w/Rubber - Vertical Offset Mounting - Black



Oval Mini Billet Aluminium Throttle Pedal (Standard)

LK-BAG-6103

Oval billet aluminium throttle pedal is spring-loaded. Removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins. Rubber inserts provide foot traction for safety. This standard gas pad measures 1-3/8" x 2-3/8"



Lokar Alloy Oval Dimmer Pad

LK-BAG-6109 Oval Billet Aluminium Dimmer Cover - Brushed



Billet Aluminium Adjustable Foot Rests

Features:

- Adjustable angles for foot comfort
- Universal mounting locations
- Available in three styles:
- Oval pad with rubber inserts
- Rectangular pad in ball-milled billet aluminium
- Rectangular pad with rubber inserts

Part No. Description

LK-BFR-6114

LK-BFR-6115

LK-BFR-6116

Oval Billet Aluminium Pad w/Rubber

Rectangular Billet Aluminium Pad Ball-milled

Rectangular Billet Aluminium Pad w/Rubber

Dimensions:

Oval: 1-3/4" x 3-3/4"

Rectangular: 1-1/2" x 4"

Billet Aluminium Throttle Pedal Spacers

Is your throttle pedal buried in your carpet? Lokar has designed a spacer just to eliminate that dilemma. We offer a billet aluminium spacer in three styles: One for the standard billet aluminium assemblies, one for the chromed-steel assemblies, and one for our Eliminator Floor Mount Pedal. Spacer mounts directly to the centre of the pedal mounting bracket.



Billet Alum. Direct Fit Brake & Clutch Pedal Arm

Direct Fit assemblies are designed to replace original brake and clutch pedal arm.

Features

- Direct replacement of the original brake & clutch pedal arms
- Billet aluminium construction
- Windowed arms complement other Lokar products
- Bronze pivot bushing for increased durability
- Unique styling
- Brushed or black finish

Available For:

- Kugel Komponenten 90 & 180 degree pedal assemblies
- Tri-Five Chevy • Camaro • Chevelle • Nova/Chevy II • C-10 Truc

Part No. Description

LK-BCA-9500

LK-XBCA-9500

LK-BCA-9501

LK-XBCA-9501

LK-BCA-9502

LK-XBCA-9502

LK-BCA-9503

LK-XBCA-9503

LK-BCA-9504

LK-XBCA-9504

LK-BCA-9505

LK-XBCA-9505

LK-BCA-9506

LK-XBCA-9506

LK-BCA-9507

LK-XBCA-9507

90 Billet Aluminium Direct Fit Automatic Brake Pedal Arm with XL Oval Pad

90 Billet Alum Direct Fit Automatic Brake Pedal Arm with XL Oval Pad - Black

90 Billet Aluminium Direct Fit Automatic Brake Pedal Arm with XL Pad

90 Billet Aluminium Direct Fit Automatic Brake Pedal Arm with XL Pad - Black

90 Billet Alum Direct Fit Brake & Clutch Pedal Arm with Standard Oval Pad

90 Billet Alum Direct Fit Brake & Clutch Pedal Arm w/Standard Oval Pad - Black

90 Billet Aluminium Direct Fit Brake & Clutch Pedal Arm with Standard Pad

90 Billet Alum Direct Fit Brake & Clutch Pedal Arm with Standard Pad - Black

180 Billet Aluminium Direct Fit Automatic Brake Pedal Arm with XL Oval Pad

180 Billet Alum Direct Fit Automatic Brake Pedal Arm with XL Oval Pad - Black

180 Billet Alum Direct Fit Automatic Brake Pedal Arm with XL Pad

180 Billet Alum Direct Fit Automatic Brake Pedal Arm with XL Pad - Black

180 Billet Alum Direct Fit Brake & Clutch Pedal Arm with Standard Oval Pad

180 Billet Alum Direct Fit Brake & Clutch Pedal Arm w/Standard Oval Pad - Black

180 Billet Alum Direct Fit Brake & Clutch Pedal Arm with Standard Pad

180 Billet Alum Direct Fit Brake & Clutch Pedal Arm with Standard Pad - Black



1955, 1956, and 1957 Throttle Pedal Assemblies

The Lokar '55, '56, & '57 Chevy ball-milled aluminium gas pedal is designed to convert original rod linkage to modern throttle cable system. It is designed to mount in original firewall location with offset bezel washers to align throttle cable through firewall. The gas pad is spring-loaded like OEM design and removable lower arm is splined for versatility in mounting to the right or left of the mounting bracket. Lokar's exclusive upper arm is a one-piece design. Shaft and arm are one piece, requiring no pins.

Outside dimension of the gas pedal measures 2" x 5".

LK-BAG-6074 '55/'56/'57 Chevy Billet Aluminium Gas Pedal Assembly w/Rubber
LK-BAG-6076 '55/'56/'57 Billet Brake/Clutch Pad w/Rubber Designed to match gas pedal



LK-BAG-6073 '55/'56/'57 Chevy Billet Aluminium Gas Pedal Assembly
LK-BAG-6075 '55/'56/'57 Billet Aluminium Brake/Clutch Pad Designed to match gas pedal



Power Brake Pads

Brake Pads, Clutch Pads & Power Brake Pads Lokar '55, '56, & '57 Brake Pads and Clutch Pads are designed to match the Lokar Throttle Pedals in both ball-milled billet aluminium and with rubber inserts. With Lokar's exclusive mounting design, no drilling is needed to mount pads, which allows easy installation. They are offered in three applications.

'55/'56/'57 Brake & Clutch Pads

Ball-milled billet aluminium Brake Pad and Clutch Pad have an outside measurement of 3 7/8" x 2 5/8" and fit the 3 1/4" x 1 5/8" original steel brake or clutch pedal.

LK-BAG-6075 Ball milled Billet
LK-BAG-6076 w/Rubber

'55/'56/'57 Power Brake Pads

Ball-milled billet aluminium POWER brake pad has an outside measurement of 5" x 2 3/4" and fits the 4 3/4" x 2 3/8" original steel brake pedal.

BAG-6077 Ball milled Billet
BAG-6078 w/Rubber

'55/'56/'57 XL Non-Power Brake Pads

Ball-milled billet aluminium XL size NON-POWER brake pad has an outside measurement of 6" x 2 3/4" and fits 3 1/4" x 1 5/8" original steel brake pedal.

BAG-6079 Ball milled Billet **BAG-6080** w/Rubber



1967-1969 Camaro/Firebird

Throttle Pedal Assemblies & Brake Pads

1967-1969 Camaro Billet Aluminium Throttle Pedal Assembly is designed to bolt into the stock location on the firewall, allowing you to change from rod linkage to throttle cable linkage. Throttle Pad is spring-loaded like OEM design and splined for right or left adjustment of foot pad. 1967-1969 Billet Aluminium Brake Pad Cover is machined to fit over the stock Camaro steel pad. Design is a direct fit.

LK-BAG-6091 Ball Milled Aluminium Throttle Pad
LK-BAG-6092 Aluminium Throttle Pad with Rubber
LK-BAG-6093 Ball Milled Brake Pad
LK-BAG-6094 Aluminium Brake Pad with Rubber
LK-BAG-6095 Ball Milled Throttle Pedal Assembly
LK-BAG-6096 Aluminium Throttle Pedal Assembly w/ Rubber
LK-BAG-6099 Aluminium E-Brake Pad with Rubber
LK-BAG-6100 Ball Milled E-Brake Pad
LK-BAG-6101 Ball Milled Brake/Clutch Pad
LK-BAG-6102 Aluminium Brake/Clutch Pad with Rubber
LK-BAG-6134 Aluminium Automatic Brake Pad w/Rubber
LK-XBAG-6096 Black Aluminium Throttle Pedal Assembly w/ Rubber
LK-XBAG-6134 Black Aluminium Automatic Brake Pad w/Rubber

Drive-By-Wire Electronic Throttle Control Pedal Assembly

Lokar has partnered with Williams Controls, the world leader in heavy duty electronic throttle pedals.

Features

- The first programmable electronic throttle pedal (Drive-By-Wire) for the automotive aftermarket
- Programmable Non-Contact (Solid State) hall effect sensor for most GM, Ford & Mopar applications
- Splined pedal arm for versatile mounting
- All metal construction; Aluminium and Stainless Steel
- 3 times better performance over standard OEM pedals
- Over 90 years of combined throttle pedal experience
- Sensor programmed on pedal to optimize electrical output for quick throttle response (No pedal lag)

Drive-By-Wire Pedal Set

LK-DBW-FORD01 2011-2012 Ford Mustang/Coyote Drive-By-Wire Electronic Throttle Control with Harness
LK-DBW-GM01 2007 & Up Gm Truck/Suv Drive-By-Wire Electronic Throttle Control with Harness
LK-DBW-GM02 2006 & Up Corvette Drive-By-Wire Electronic Throttle Control with Harness
LK-DBW-6001 Drive-By-Wire Billet Aluminium Spring-Loaded Throttle Pedal Ball-Milled
LK-DBW-6004 Drive-By-Wire Billet Aluminium Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6007 Drive-By-Wire Chromed Steel Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6010 Drive-By-Wire XL Billet Aluminium Spring-Loaded Throttle Pedal Ball-Milled
LK-DBW-6012 Drive-By-Wire XL Billet Aluminium Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6016 Drive-By-Wire XL Chromed Steel Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6070 Drive-By-Wire Chromed Steel Spoon Throttle Pedal
LK-DBW-6103 Drive-By-Wire Mini Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6104 Drive-By-Wire Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6105 Drive-By-Wire XL Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-DBW-6151 Drive-By-Wire Lakester Steel Throttle Pedal - Chromed
LK-DBW-6154 Drive-By-Wire Lakester Steel Throttle Pedal - RAW
LK-XDBW-6004 Black Drive-By-Wire Billet Aluminium Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6007 Black Drive-By-Wire Steel Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6012 Black Drive-By-Wire XL Billet Aluminium Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6016 Black Drive-By-Wire XL Steel Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6070 Black Drive-By-Wire Steel Spoon Throttle Pedal
LK-XDBW-6103 Black Drive-By-Wire Mini Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6104 Black Drive-By-Wire Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6105 Black Drive-By-Wire XL Oval Billet Spring-Loaded Throttle Pedal w/Rubber
LK-XDBW-6151 Black Drive-By-Wire Lakester Steel Throttle Pedal - Black

1964 - 1970 Mustang

Throttle Pedal Assemblies

Replace your worn out Mustang hard throttle linkage and pedal pads with Lokar's Mustang Throttle Assembly and Pedal Pads. Designed as a direct replacement for the stock assembly when paired with Lokar Throttle Cable and Brackets. Throw away your old stock hard linkages and get a high quality look that functions smoothly.

- Available in brushed or black anodized finish.

LK-BAG-6115 1964-1968 Pedal w/Rubber
LK-BAG-6117 1969-1970 Pedal w/Rubber
LK-BAG-6121 1964-1970 Mustang Clutch and Brake Pad Manual w/Rubber
LK-BAG-6123 1964-1968 Mustang Automatic Brake w/ Rubber
LK-BAG-6125 1969-1970 Mustang Automatic Brake w/ Rubber
LK-XBAG-6115 Black Aluminium Throttle Pedal w/Rubber 1964-1968
LK-XBAG-6121 Black Aluminium Clutch and Brake Pad Manual w/Rubber 1964-1970 Mustang
LK-XBAG-6123 Black Aluminium Automatic Brake w/Rubber 1964-1968 Mustang



Oval Universal Profile Pedals

Billet Specialties Universal Profile Pedals are ideal for many applications that are not covered by our other pedal applications. The gas pedal's wide base ensures smooth, stable operation and infinitely adjustable arms allow precise throttle control and pedal height for multiple mounting situations. Choose from either a polished or durable black anodized finish.

Product Features

- Modular design allows for custom backgrounds
- Embossed carbon vinyl insert included
- Wider mounting base for added stability
- 1:1 Arm Ratio for full range throttle operation
- Dual Delrin bushings for smooth operation
- 3D CNC machined surface
- Spring loaded pedal
- Stainless hardware included
- Requires cable style throttle linkage (not included)

BS199132 Profile Oval Gas Pedal Polished
BS199137 Profile Oval Gas Pedal Black Anodised
BS199332 Profile Oval Brake/Clutch Pad Polished
BS199337 Profile Oval Brake/Clutch Pad Black Anodised
BS199860 Profile Billet Dimmer Switch Cover Polished
BS199865 Profile Billet Dimmer Switch Cover Black Anodised

Billet Pedal

Cover Kit Universal

Our billet aluminium pedal kits add a finishing touch to the driver compartment. Minor drilling is required for installation.

Kit Includes: Accelerator Pedal Cover, Brake Pedal Cover, & Parking Brake Cover.

Pedal Dimensions:

Gas Pedal - 2.87" W x 6.18" L
Brake Pedal - 5.88" W x 5.92" L
E-Brake Pedal - 2.23" W x 2.79" L

Our interior accessories breathe life into the everyday stock interior. Installation takes just minutes. Everything you see is machined from 6061-T6 billet aluminium and polished to a mirror finish - a difference in quality you can see from a mile away.

BS198622 Polished Grooved - Aluminium Billet
BS198625 Black Grooved - Aluminium Billet

Billet Universal Floor Mount Pedal Polished Billet

Billet univ floor mount pedal black billet. Universal floor mount accelerator pedal - #199270/ #199275
Pedal pad height: 6.75in.
Pedal pad width: 1.97in.
BS199270 Polished
BS199275 Black



Billet Brake Pad - Black Universal Mount

Product Features:
• CNC machined non-slip surface.
• Stainless hardware included.
BS199450 Polished
BS199455 Black



BS199870 Dimmer Switch Covers Polished

BS199875 Dimmer Switch Covers Black Anodised



Rectangular Profile Pedals

Billet Specialties Universal Profile Pedals are ideal for many applications that are not covered by our other pedal applications. The gas pedal's wide base ensures smooth, stable operation and infinitely adjustable arms allow precise throttle control and pedal height for multiple mounting situations. Choose from either a polished or durable black anodized finish.

Product Features

- Modular design allows for custom backgrounds
- Embossed carbon vinyl insert included
- Wider mounting base for added stability
- 1:1 Arm Ratio for full range throttle operation
- Dual Delrin bushings for smooth operation
- 3D CNC machined surface
- Spring loaded pedal
- Stainless hardware included
- Requires cable style throttle linkage (not included)

Universal Applications

BS199172	Profile Rectangular Gas Pedal Polished
BS199177	Profile Rectangular Gas Pedal Black Anodised
BS199472	Profile Rectangular Brake Pad Polished
BS199477	Profile Rectangular Brake Pad Black Anodised
BS199372	Profile Rectangular Clutch Pad Polished
BS199377	Profile Rectangular Clutch Pad Black Anodised
BS199677	Profile Rectangular E-Brake Cover Polished
BS199672	Profile Rectangular E-Brake Cover Black Anodised

1967 - 69 Camaro -/ Firebird

Complete kit to suit 67-69 Camaro or Firebird. Includes gas pedal, brake pad, dimmer/e-brake cover and clutch pad in manual kit.

BS198360	Profile Pedals for Automatic Trans Polished
BS198365	Profile Pedals for Automatic trans Black Anodised
BS198460	Profile Pedals for Automatic Trans Polished
BS198465	Profile Pedals for Automatic trans Black Anodised



Floor Mount Accelerator Pedal Black Billet Full Size Chevy

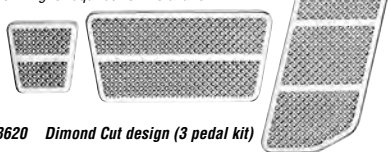
Applications:

- '58 - '64 Bel Air, Biscayne, Impala.
- '64 - '67 Nova, Chevelle, El Camino.

BS199240 Polished Black
BS199245

Universal Pedal Kits

Everything you see is machined from 6061-T6 billet aluminium and polished to a mirror finish. Minor drilling is required for installation.



BS198620 Diamond Cut design (3 pedal kit)

Gas Pedals

Floor it with style! Billet Specialties new billet pedals provide show car looks with precision machining and performance. Stainless hardware, multiple mount points, fully adjustable arms and a wider more stable base are just some of the key engineered features that make our pedals stand out. Top it all off with our award winning mirror finish. Billet Specialties pedals are truly in a class by themselves.

- Wider pivot base for added stability
- Spring loaded pedal
- Stainless hardware
- 1:1 pedal ratio - works with all carburetors
- Dual Delrin bushings for smooth low friction operation
- Base offers left of right mounting positions
- Reversible pedal arm for extra floor clearance
- CNC machined non-slip surface



BS199335 Oval Brake/ Clutch Black Anodised Pedal

BS199330 Oval Brake/ Clutch Pedal

BS199135 Oval Gas Black Anodised Pedal

BS199130 Oval Gas Pedal



BS199310 Rectangle Brake/ Clutch Pedal

BS199315 Rectangle Brake/ Clutch Black Anodised Pedal

BS199110 Rectangle Gas Pedal

BS199115 Rectangle Black Anodised Gas Pedal

Dimmer Switch Covers

Chrome plated. Available with rubber or Chrome pad.

CLA-DC602 Rubber Pad
CLA-DC603 Chrome Pad



Throttle Assemblies

- Clean "inline" styling
- Drilled I-Beam Arms
- Durable Chrome Plating
- Fully Adjustable
- Spring loaded pedal

CLA-TA204 Ribbed Chrome Pad Pedal

Brake Pedals

- Durable Chrome Plating

CLA-BP302 With Rubber Pad
CLA-BP304 Ribbed Chrome

Pro Touring / Muscle car Universal Pedals

Universal Firewall Mount
Black Anodised Throttle Pedal
CLA-TA-206

Automatic Anodised Billet Pedal Cover:
CLA-BPA-206-B

Manual Anodised Billet Pedal Cover
CLA-BPM-206-B



RPC Throttle Pedals

RPCR8600POL Polished Alloy

RPCR8601POL Polished

RPCR8602 Chrome

RPCR8601X Polished Alloy

RPCR9507X Polished Alloy

RPCR9507 Chrome

Brake Pedal Pads - Auto Trans



RPCR8500POL Polished Alloy

RPCR8505 Chrome Steel

RPCR8502 Chrome Steel

RPCR8501POL Polished Alloy

Adjusta-Pedal™ Angle Mount

Avoid those awkward brake and clutch pedal positions, making your car safer to drive by giving you clearance between the gas pedal and steering shaft. Angle mount tilts forward or backward and adjusts 2in. horizontally or vertically at all degrees. Rubber bonded to steel with a stainless trim ring.

BDB-2454-B



Brake/Clutch Pedal Pad; Fits - 1941-48 Car, 1941-56 Pickup

This Bulls Eye Design Has Been The Choice Of Street Rodders for years. 3 1/16 OD. The old stand-by for hot rods.
BD11A-2454

Dimmer Pad

RPCR8514 Polished Alloy Dimmer Pad



RPC Barefoot Dimmer Switch Cover

RPCR8521



MOON Surfer Gas Pedals

Mounts to existing Pedal Set
MNR3034S Small 6"



MOON Foot Pedals

MNMP4580R Foot Shape Pedal - Right Foot
MNMP4582 Rectangle Foot pedal small dragster
MNMP4586 Moon Rectangle foot pedal bolt on

Barefoot Style Throttle Pedal pad

Universal style, fits most applications.

Barefoot Style Throttle Pedal Pad MG9645



Throttle Pedal & Cable Kit

Floor mounted throttle pedal kit features cast aluminium pedal and base with 48" cable and housing clamp. Replacement cables are available and instructions are included.

Description
Throttle Pedal & Cable Kit

Part No.
MG3842G



Watson's StreetWorks



Round Brake & Clutch Trim

Small, round hole trim allows you to finish the brake and clutch pedal shafts and around the dimmer switch. Also great for around wires, hoses, harnesses or anything you want to trim. Choose from a solid machined part or our Split 'n' Pinned trim. Both are 2-1/4" diameter with a 15/16" diameter hole and stainless steel screws and rubber gasket.

Description
Solid Round Brake & Clutch Trim.
Split Round Brake & Clutch Trim .

Part No.
WSWB01
WSWB01S



Round Body Oval Hole Brake & Clutch Trim

Use on cars with elongated pedal shafts. Also great for use on the firewall with accelerator cable and kick down and for some TPI applications. Choose from a solid machined part or our Split 'n' Pinned trim. Both are 2-1/4" diameter with a 5/8" x 1-1/8" hole and stainless steel screws and rubber gasket.

Description

Solid Oval Brake & Clutch Trim.
Split Oval Brake & Clutch Trim.



Part No.
WSWB02
WSWB02S

Oval Hole/Oval Body Brake & Clutch Trim

Great new Oval shaped body. For elongated or rectangular pedal shafts. Also trim the firewall for accelerator cable and kick down or for some TPI applications.

1-5/8" X 2-1/4" wide. 5/8" x 1-1/8" hole. Stainless steel screws, Rubber gasket, Split 'n' Pinned trim.

Description

Split Oval Body & Hole Brake & Clutch.



Part No.
WSWB020VS

CUP HOLDERS



WATSON STREET WORKS CUP HOLDERS

These stainless steel drop in cup holders are the perfect size for tight spaces. The fit a soft drink can like a glove. Most medium sized fast food drinks will fit as well as a coffee cup. We have the bottoms lined with cork for a clean distinctive look (and loose change won't rattle)

Description

2" Deep x 2 9/16" I.D (Pair)
2" Deep x 4-1/4" I.D (Pair)
Black Anodized, 3" Deep x 3-1/4" I.D (Pair)

Part No.
WSW43010
WSW43021
WSW43032

BONNET & BOOT RELEASE CABLE KITS



Bonnet & Boot Release Cable Kits

Billet aluminium handle assemblies for the bonnet and boot, also available as a combination assembly for both bonnet and boot. The cables are "U-Cut-to-Fit", designed with specially extruded liner for extended life of the cable, with aluminium fittings and stainless steel inner wire. Bonnet release includes aluminium firewall fittings and cable stop. Outer housing is 18 inches inside the vehicle and 6 feet under the hood. Inner wire is 9 feet long. Boot release includes cable stop and the outer housing is 15 feet long and the inner wire is 16 feet long. Requires cable-operated latches.

Description

Bonnet Release Kit - Left Mount
Bonnet Release Kit - Right Mount
Boot Release Kit - Left Mount
Boot Release Kit - Right Mount
Combo Bonnet & Boot Release Kit - Left Mount
Combo Bonnet & Boot Release Kit - Right Mount

Part No.
LK-TR-1200HT
LK-TR1200HTR/H
LK-HR-1100HT
LK-HR1100HTR/H
LK-CHT-1300HT
LK-CHT1300HTRH



Choke Cable Kit

• Chrome 6 Foot Cable
• Requires 3/8" Mounting Hole

Choke Cable Kit RPCR2332



INTERIOR MIRRORS

Polished Alloy Interior Mirrors



Fireball Design RPCR6166

Ball Milled RPCR6065

Universal
Chrome Steel
RPCR6065X



Universal
Chrome Steel
with Flames
RPCR6162

Rearview Mirrors

Billet Specialties mirrors will give your car that clean, high-tech look.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- High quality glass for distortion free viewing
- Stainless steel swivel with a nylon bushing for smooth positive adjustment



BS73420

BS73520

Large Rectangle (1-3/4 x 5-1/4")

Oval Mirror (2-5/16" x 4-3/16")

Mirror Mounts - Interior

Choose from two interior mirror mounts. Glue on mirror mount is designed for vertical or slightly angled windshields only (adhesive included).

BS72120 Glue-On Mirror Mount (Includes Adhesive)

BS72220 Bolt-On Mirror Mount



BS257340 Bowtie

BS257330 Ball Milled



Reproduction Early Ford Inside Rear View Mirrors

VIB-17681-SR 1932 Open Car
VIB-17682-SR 1932/36 Closed Car
V140-17681-SR 1933/34 Open Car
V178-17681-SS 1937/48 Convertible
V178-17682-SS 1937/39 Closed Car
V101A-17682-SS 1940 Closed Car

Billet Rectangular Aluminium Rear View Mirrors

Special windscreen adhesive included clue on mirror kit. Screw on attaches with screws to dash top or header panel with the same mounting panel as a 1932/36 Fords.

VIBA-17682-A Glue on type
VIBA-17682-B Screw on type



INSIDE REAR VIEW MIRROR

Model A Ford 1928-31, brushed billet aluminium interior mirror - glue on style
VIA-17682-SR

Chrome Screw On Interior Mirror

Chrome steel 5" oval interior mirror. Screw on style with 1-3/8" mounting centres.

Chrome 5"
Oval Screw On Mirror RPCR6616



INTERIOR TRIM



Aluminium Trim

Clayton Machine Works aluminium trim is available in smooth or grooved styles and is commonly used on custom door trims and other interior parts. Sold in 4 and 6 foot lengths. Dimensions: .25" x .25"

Grooved Aluminium Trim - 4 Foot Length CLA-AEG4
Grooved Aluminium Trim - 6 Foot Length CLA-AEG6
Smooth Aluminium Trim - 4 Foot Length CLA-AES4
Smooth Aluminium Trim - 6 Foot Length CLA-AES6

STEERING WHEELS & ACCESSORIES

Steering Wheels

Flaming River offers a wide variety of Steering Wheels and Steering Wheel Accessories that add the perfect touch to any vehicle. We also gave a great selection of Horn Buttons and Steering Wheel Adapters to top off that new wheel.



WaterFall Wheel

Classic styling with modern billet accents. Premium Italian Leather - Black, Light Gray, White. Dia. 13.8" / 6 Bolt
FR20150 Black
FR20150LG Light Gray
FR20150WH White
FR20150DG Dark Gray



Chrome Aluminium Steering Wheels

14" diameter chromed aluminium steering wheels with leather grip and 9 bolt pattern. Horn buttons sold separately.



ORBitor RPCR5615

Boomerang RPCR5614

Full Flames RPCR5619

Trinity RPCR5616

T Style RPCR5606

Wing Style RPCR5605

4-Slot RPCR5608

Classic Style RPCR5607

Banjo RPCR5620

1940 Ford Replica Steering Wheel
- 15" Diameter
- 1967-94 GM Steering Column
RPCR5628 No Logo horn button
RPCR5629 V8 Logo horn button

Replacement Steering Wheel Wraps

Leather replacement wraps for 14" steering wheels.

Beige Leather Wrap RPCR5621
Grey Leather Wrap RPCR5622
Red Leather Wrap RPCR5623
Yellow Leather Wrap RPCR5624



Horn Buttons

• Chrome Aluminium
• Ground Wire Included
• Also Fits GM 1967-94
Plain 4-5/8" Diameter RPCR5600C
Flamed 4-5/8" Diameter RPCR5601C
Plain 3-1/2" Diameter RPCR5700C
Flamed 3-1/2" Diameter RPCR5701C



What's a Billet Half Wrap Steering Wheel?

Each Billet Specialties steering wheel is 14 inches in diameter (Some designs also available in 15-1/2" diameter) and on the back side of each steering wheel are milled and polished finger notches added for comfort. The front half of each Billet Specialties Half Wrap steering wheel is covered with your choice of leather, simulated carbon fiber or simulated burl wood. Countersunk screws hold the half wrap to the wheel from the backside (a half wrap is required for use with Billet Specialties steering wheels). Because Billet Specialties' steering wheel components are sold separately, you can mix and match your choice of Steering Wheel, Half Wrap, Horn Button, and Adapter to best fit your needs. Solid billet steering wheels also feature milled and polished finger notches but do not use a half wrap. Order horn button, adapter, and leather ring separately

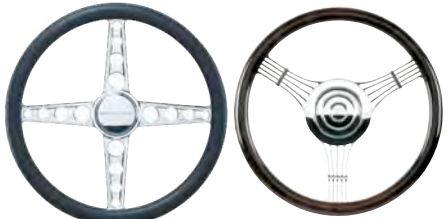
NEW PROFILE Collection Steering Wheels

Introducing a revolutionary take on billet steering wheel design. The new 3-D machined Profile Collection Steering Wheels from Billet Specialties.



BS30973 14" SPEEDWAY

BS30137 14" SPLIT SPOKE
BS34137 15-1/2" SPLIT SPOKE



BS29540 14" Sprint

BS30925 14" BANJO
BS34925 15-1/2" BANJO



BS30935 14" GTX01
BS34935 15-1/2" GTX01

BS30175 14" FASTLANE
BS34175 15-1/2" FASTLANE



BS30765 14" CHICAYNE
BS34765 15-1/2" CHICAYNE

BS30425 14" VINTEC
BS34425 15-1/2" VINTEC



BS30725 14" CLASSIC
BS34725 15-1/2" CLASSIC

BS30445 14" OUTLAW
BS34445 15-1/2" OUTLAW



BS30825 14" ALIEN

BS30735 14" RIVAL



BS30435 14" RAIL



BS30195 14" STREET STAR



BSP30092 14" Stilleto
BSP34092 15.5" Stilleto



BSP30017 14" FURY
BSP34017 15.5" FURY



BS30155 14" SPYDER



BS30955 14" SNIPER

Select Edition 14" Steering Wheels



BS29244 BOOST



BS29244 DRAFT



BS29299 THROTTLE



BS29301 IMPACT



BS29308 OCTANE



BSBLK29244 BOOST BLACK



BSBLK29263 DRAFT BLACK



BSBLK29299 THROTTLE BLACK

Pro Style Horn Buttons With Rivets



BS32710 POLISHED LOGO



BS322715 BLACK LOGO



BS32719 BLACK ANODISED

Pro Style Horn Buttons



BS32720 POLISHED LOGO



BS32725 BLACK LOGO



BS32729 BLACK ANODISED

Street Life Steering Wheels

The latest addition to match Street Life/Comp Series Wheels



BS30103 14"



BSBLK30103 14"



BS32320
Standard
Bowtie



BS32620
Standard Billet Logo
BS2621
Ford Dual Contact



BS32120
Standard Plain
BS32121
Ford Dual Contact



BS32325
Large Bowtie



BS32125
Large Plain



BS32625
Large Billet Logo

Billet Horn Buttons

Billet Specialties dome style horn buttons fit our billet steering wheels and other aftermarket 9-hole steering wheels. Standard horn buttons allow the mounting screws to be exposed and large horn buttons cover the mounting screws for a clean look.

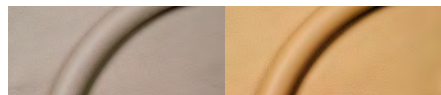
Product Features: Precision machined 6061-T6 billet aluminium, Industry leading polished finish, Stainless internal hardware.



BS32925
Large Banjo

Steering Wheel Leather Half Wraps

Leather half-wraps are genuine top grain leather, hand cut and selected in house for superior quality. Our steering wheel rings are fastened to the wheel by hidden bolts that are recessed on the back of the wheel. Choose from a wide variety of leather colors or simulated burlwood and simulated carbon fiber.



BS29003 Light Gray 14"
BS33003 Light Gray 15.5"

BS29002 Tan 14"
BS33002 Tan 15.5"



BS29005 Red 14"
BS33005 Red 15.5"

BS29004 Dark Gray 14"
BS33004 Dark Gray 15.5"

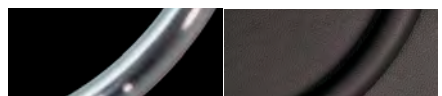
Profile Collection



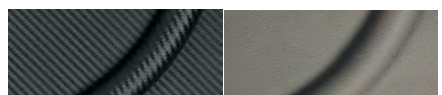
BSP30097 14" RAT TAIL
BSP34097 15.5" RAT TAIL



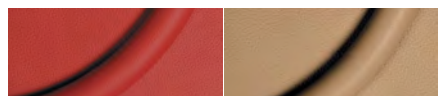
BSP30096 14" Rail
BSP34096 15.5" Rail



BS28600 BLANK ON LEATHER BS28608 BLACK



BS28613 EMBOSSED CARBON VINYL BS28603 LIGHT GRAY



BS28605 RED BS28602 TAN

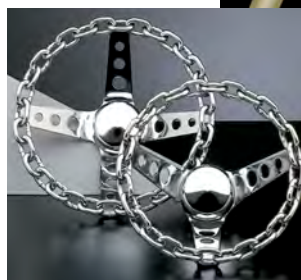


BS29007 Blue 14" **BS29008** Black 14"
BS33007 Blue 15.5" **BS33008** Black 15.5"



BS29012 14" Simulated
 Burl Wood **BS29013** 14"
 Embossed Carbon Vinyl
BS33012 15.5" Simulated
 Burl Wood **BS33013** 15.5"
 Embossed Carbon Vinyl

BS29000 14" No Leather
 Buck Only
BS33000 15.5" No Leather
 Buck Only



Chrome Chain Grip Steering Wheels
MNGS740 11" Dia with 4 Chrome Spoke
MNGS741 10" Dia with 3 Chrome Spokes

Mooneyes Horn Caps
MNGSHCBULL Bullet Style
MNGS8027 Mooneyes Logo
MNGS5894 Plain
MNGS8027IC Iron Cross Logo



**MOON Black or White Vinyl
 Style & Foam Steering Wheels**

Vinyl or Foam Style Steering Wheels are available in Round Hole Spokes or Slotted Spokes in following sizes. (12.5" Dia x 3.5" Dish, 13.5" Dia x 3.5" Dish, 15" Dia x 4.125" Dish)

SLOTTED STEERING WHEELS

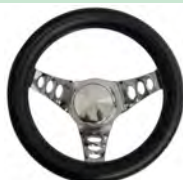
Diameter	15"	13.5"	12.5"
Dish	4-1/8"	3.5"	3.5"
White Vinyl	MNGS270W	MNGS260W	MNGS250W
Black Vinyl	MNGS277	MNGS267	MNGS257
Black Foam	MNGS278	MNGS268	MNGS258

CLASSIC ROUND HOLE STEERING WHEELS

Diameter	15"	13.5"	12.5"
Dish	4-1/8"	3.5"	3.5"
White Vinyl	MNGS505W	MNGS501W	MNGS803W
Black Vinyl	MNGS505B	MNGS502	MNGS802
Black Foam	MNGS838	MNGS836	

Classic White vinyl is also available in
 10" **MNGS821W**

Classic Black Foam also available in
 10" **MNGS833**
 8" **MNGS829**



MOON California Metal Flake Steering Wheels

California Metal Flake - Steering wheels by Mooneyes. Vinyl Grip. Available in Round Hole Spokes or Slotted Spokes in following sizes. (10" Dia x 5.5" Dish, 12.5" Dia x 3.5" Dish, 13.5" Dia x 3.5" Dish, 15" Dia x 4.125" Dish)

CALIFORNIA SLOTTED SPOKE STEERING WHEELS

Diameter	15"	13.5"
Dish	4-1/8"	3.5"
Silver	MNGS270CMLS	MNGS260CMLS
Red	MNGS270CMRD	MNGS260CMRD
Blue	MNGS270CMBL	MNGS260CMBL
Green	MNGS270CMGR	MNGS260CMGR
Gold	MNGS270CMGD	MNGS260CMGD

CALIFORNIA ROUND HOLE SPOKE STEERING WHEELS

Diameter	15"	13.5"
Dish	4-1/8"	3.5"
Silver	MNGS505CMLS	MNGS50CM1SL
Red	MNGS505CMRD	MNGS50CM1RD
Blue	MNGS505CMBL	MNGS50CM1BL
Green	MNGS505CMGR	MNGS50CM1GR
Gold	MNGS280CMGD	

Classic 4-Hole Spoke

15-inch Steering Wheels

All vinyl grip, not foam, available in black or white featuring three 4-hole spokes. These steering wheels follow the same level of quality set by the California METAL FLAKE Steering Wheels also by MOONEYES. They feature mirror like chrome plate finish on the front and back of the wheel and spokes after the metal is smooth and polished to maximize shine. Available in 15" diameter wheels. The "cone size" of the steering wheel is how far it measures from the base of the steering wheel, e.g. the adapter hub where it's mounted on the steering column. These steering wheels measure approximately 3.5 inches (9cm).

Diameter	15"
Dish	3-1/2"
Classic White Vinyl	MNGS280PWWH
Classic Black Vinyl	MNGS280PWBK

GRANT

STEERING WHEELS The Heritage Collection

The Heritage Collection features larger diameter machined aluminium steering wheels. The spokes polished to a mirror finish. The rims are genuine leather, hand rubbed mahogany wood. The wheels have finger grips on the back of the rim for additional comfort and style.

- Modular construction
- Two, three and four spoke models
- 14 3/4" diameter
- 2 1/2" dish



Heritage Speed
 Black Leather **GR15911**



Heritage Speed
 Wood **GR15912**



Heritage Deuce Model
 Black Leather **GR15851**



Heritage Sprint 3 Model
 Black Leather **GR15211**

Banjo Style Wheels

Banjo Style is an updated version of the classic "Banjo" steering wheel. Banjo Style features stainless steel construction with a highly polished centre hub. The spokes are five polished stainless wires anchored to the wheel rim with a sculptured stainless steel spoke retainer. The rims are available in rich, soft, hand-stitched leather or hand-rubbed mahogany wood with a deep, rich luster.

- 14 3/4" diameter
- 3 1/2" dish with styling sleeve



Banjo Style GR1050
 Black Leather Grip



Banjo Style GR1051
 Grey Leather Grip



Banjo Style GR1057
 Mahogany Wood Grip



Banjo Style GR1042
 Polished S/S steel Grip
 14" dia, 3" dish

Banjo Style

Billet Horn Buttons

These highly polished aluminium horn buttons are designed as a dress-up accessory on Grant Banjo Style steering wheels. (Will only fit Banjo Style models.)

GR5863 Polished billet Banjo Style with Grant horn button

GR5864 Polished billet Banjo Style plain no logo horn button

GR5865 Polished billet Banjo Style horn button with Ford logo

GR5861 Polished billet Banjo Style horn button with oval Grant logo

GR5867 Polished billet Banjo Style horn button with V-8 logo

Optional Banjo Style Installation Kits

Optional Banjo Installation Kit. Use to install Banjo wheels only. Features a chromed steel skirt with a streamlined shape to complement the Banjo series wheels. Refer to standard application list for model info.

Application

GM - Same applications as **GR3162**
GM - Same applications as **GR3196**

Part No.
GR5701
GR5702

Signature Series Wheels

The Signature Series wheels feature European influenced designs that add style and elegance to any vehicle. The wheels offer a wide Selection of individual designs and wide variety of materials. Many of the wheels feature genuine mahogany wood or hand-stitched grips.

GT Rally Models

These steering wheels feature a molded cushion grip contoured to the shape of the hand with a leather-grained finish. The wheels feature highly polished aluminium spokes and matte black rubber styling sleeves.



GT Rally Model GR1103
 13" diameter, 3" dish



GT Rally Model GR1121
 13-3/4" diameter, 3-1/2" dish

Collector's Edition Wheels

These three-spoke wheels feature Grant's exclusive, three dimensional, dual-plane spoke design. The spokes are highly polished aluminium.



Collector's Edition GR1130
Black Leather 14" dia 3-3/4" dish



Collector's Edition GR1170
Mahogany 14-1/2" dia, 3" dish



Collector's Edition GR1178
Black Satin 14-1/2" dia, 3" dish



Collector's Edition GR1175
Stain with Rivets 14" dia, 3-1/2" dish

GT Wheels

The Mahogany GT Wheels feature the elegance of hand-rubbed mahogany grip with aluminium spokes. All models include a matte black rubber styling sleeve.

- Genuine Mahogany finger grip • Silver anodized aluminium spokes
- 14" diameter • 3" dish with styling sleeve



Formula GT Model GR704



Formula GT Model GR714

F/X Steering Wheels

The F/X wheels have the rich look of hand-finished wood. The beautiful high gloss rim is actually high-density polyurethane.

- High Gloss Wood Design Grip
- Aluminium spokes
- 3-3/4" dish
- 13-3/4" diameter **F/X Model GR737**



CORSA GT Wheels

Italian design inspired by the world famous European road races. The wheels feature perforated leather in the hand grip driving position for maximum comfort. Anodized aluminium spokes.

- 13-3/4" x 12-3/4" diameter
- 3-3/4" dish with styling sleeve

Corsa Model GR1030 Black leather



ELITE GT Models

The Elite GT steering wheels feature highly polished mirror finish aluminium spokes. The wheels are highlighted by a machined billet aluminium trim ring.

- Hand-stitched leather grained vinyl grip
- Polished aluminium spokes with trim ring
- 14" diameter • 3 3/4" dish including styling sleeve



Elite GT Model GR739



Elite GT Model GR742

F/X SPLASH! Wheels

The Formula 1 spoke design is highly polished mirror finish aluminium. The ergonomic grip is contoured to the shape of the hand for added comfort, control and driving pleasure.

- High gloss hand grips
- Polished aluminium spokes
- 13-1/2" diameter
- 3-1/2" dish including styling sleeve

F/X Splash! Model GR890 Black



CLUB SPORT Wheels

The Club Sport Wheels have highly stylized ergonomic grips with hand-stitched vinyl covers. Combinations of colors and textures and models with centre pads give these wheels a very attractive high performance look. Matte black leather-look vinyl, diamond grip textured vinyl and red leather grained vinyl are combined to create cutting edge designs. The wheels have aluminium spokes. 13 1/2" diameter, 3 1/2" dish with styling sleeve.



GR452 Club Sport Model
Smooth black grip, diamond grip accents, polished aluminium spokes, polished trim ring and polished accents on wheel rim.



GR457 Club Sport Model.
The wheel rims are molded self skin polyurethane with a textured leather grain finish and polished accents. The spokes are polished aluminium with a clear anodized finish. The wheels have polished trim rings. 13 1/2" diameter, 3 1/2" dish including styling sleeve.



Formula 1 Model GR1064
Black Accent 13-3/4" dia

FORMULA GT Models

- Black leather grained vinyl grip
- Hand stitched grip
- Anodized aluminium spokes

Formula GT Model GR771
Polished spokes, 13" diameter, 3" dish



Formula GT Model GR1770
Black Spokes, 15" diameter 3-1/2" dish



Formula GT Model GR773
Black spokes, 13" diameter, 3" dish



Pro Stock Model GR1075
The grip is a combination of diamond textured and smooth vinyl with a yellow top marker. Black anodized spokes. 13" diameter, 3" dish with styling sleeve.



GT Rally Models

Patterned after the most popular rally car look. Molded cushion grip contoured to the shape of the hand with a leather grained finish. The wheels have anodized aluminium alloy spokes and matte black rubber styling sleeves.



GT Rally Model GR760
Silver anodized spokes 13" diameter, 3" dish



GT Rally Model GR761
Black anodized spokes 13" diameter, 3" dish

GT Sport Models

These 3-spoke wheels feature European styling with a thick textured foam grip. The spokes are CRS steel with matte black or brilliant chrome finish. The wheels have matte black rubber styling sleeves.

- 13" diameter • 3 1/2" dish with styling sleeve



GT701 GT Sport Model
Chrome spokes



GT702 GT Sport Model
Matte black spokes

Signature Horn Buttons



Classic 5 Wheels

- Equally spaced 3-spoke design
- Chrome and black steel spokes
- Matching trim ring
- Aluminium styling sleeve
- 14 1/2" diameter, 2 3/4" dish

GR990 Classic 5



CHALLENGER Wheels

These wheels feature Grant's exclusive dual-plane spoke design. This 3-dimensional hi-tech, dual-plane 4-spoke design offers a "world class look." The wheels have an extra thick textured foam cushion grip. The spokes are CRS steel in matte black, satin silver or brilliant chrome. (The wood wheels feature genuine hardwood walnut finish rims, rivets and black finger grips.) • 13 1/2" diameter • 3" dish



Challenger Model GR414
Matte black spokes



Challenger Model GR415
Silver satin spokes



Challenger Model GR440
Chrome spokes

Three Spoke Models

- 13 3/4" diameter • 2 1/4" dish



Challenger Model GR860
Silver satin spokes



Challenger Model GR870
Matte black spokes

Classic Foam Wheels

The most complete assortment of sizes and finishes for that "timeless" hi-performance look. The wheels feature extra thick foam cushion grip. The spokes are CRS steel in matte black or brilliant chrome with matching horn buttons.



Classic Model

GR838 13-1/2" dia, 3-1/2" dish
GR831 13-1/2" Diameter, 2" Dish
GR836 12-1/2" dia, 3-1/2" dish
GR834 11-1/2" dia, 3-3/4" dish

Classic Model

GR832 14-3/4" dia, 3-1/2" dish
GR830 13-1/2" dia, 3-1/2" dish



Classic Model

GR829 8 1/2" dia, 4 1/2" dish



Classic Model

GR833 10" diameter, 5 1/2" dish



Classic Model

GR338 13-1/2" dia, 3-1/2" dish
GR334 11-1/2" dia, 3-3/4" dish



Classic Model

- Black or white gloss vinyl grip
- CRS steel spokes
- Chrome finish

GR502 13-1/2" diameter, 3-1/2" dish
GR802 12-1/2" diameter, 3" dish

Classic Wood Wheels

The Classic Wood Wheels feature hand-polished hardwood, walnut finish and anodized aluminium rivet construction for a sportier look. The 3-spoke wheels feature CRS steel in matte black or brilliant chrome.

Classic Model

GR213 13-1/2" diameter, 3-3/4" dish
GR201 15" diameter, 4-1/8" dish



Classic Nostalgia Wheels

- Brushed stainless steel spokes
- Chrome horn button
- Hardwood or foam grip



GR967-0

Hardwood rim
 15" diameter, 4 1/8" dish



GR963-0 Hardwood rim,
 13 1/2" dia, 3 3/4" dish
GR966-0 Hardwood rim,
 15" dia, 4 1/8" dish

OEM GM Wheels

Classic GM Wheel with brushed stainless steel spokes, 3 spoke slotted design. Direct Bolt-On replacement for early GM including HK-HG Monaro, no installation kit needed. Uses original horn button.

GM926 16" Diameter, 4" Dish - Dark Wood
GM928 14-1/2" Diameter, 3" Dish - Black Wood
GM929 14-1/2" Diameter, 3" Dish - Dark Wood
GM930 14-1/2" Diameter, 3" Dish - Light Wood



Classic GM Wheels

Classic GM style wheel with brushed stainless steel spokes, 3 spoke slotted design. Grant bolt pattern for use with Grant installation kits. Includes a Grant brushed stainless steel horn button.

GM971 16" Diameter, 4" Dish - Dark Wood
GM973 14-1/2" Diameter, 3" Dish - Black Wood
GM974 14-1/2" Diameter, 3" Dish - Dark Wood
GM976 14-1/2" Diameter, 3" Dish - Light Wood



CHEVROLET Horn Buttons

Die cast replicas of the original 1960's muscle car horn buttons.

GR5755 Chevrolet Button
 Fits Grant Signature Series wheels.



GR5643 Stainless Steel Horn Button
 To fit Classic and Challenger Wheels.

CLASSIC NOSTALGIA WHEEL & HORN BUTTON COMBINATIONS

FORD Licensed Horn Buttons

GR5847 Mustang Horn Button.
 This cast high rise horn button features a beautiful detailed Mustang emblem. Designed to fit Grant Classic Series wheels only.



GR966

GR968

Classic Combination Models

GR963 Includes one GR963-0 Classic Nostalgia Wheel and one GR5847 Mustang Horn Button.

GR966 Includes one GR966-0 Classic Nostalgia Wheel and one GR5847 Mustang Horn Button.

GR968 Includes one GR968-0 Classic Nostalgia Wheel and one GR5847 Mustang Horn Button.



GR967

GR969

Classic Combination Models

GR967 Includes one GR967-0 Classic Nostalgia Wheel and one Chevrolet Horn Button.

GR969 Includes one GR969-0 Classic Nostalgia Wheel and one Chevrolet Horn Button.

GR987 Includes one GR987-0 Classic Nostalgia Wheel and one Pontiac Horn Button.



GR15901 Corvette Model
 Black Leather



GR15902 Corvette Model
 Mahogany Wood

MOPAR Tuff Wheels

Classic Nostalgia Wheel. Mopar Tuff Wheel design with genuine hardwood walnut or black foam grip. The spokes are CRS steel with a satin nickel plate OEM look finish. The wheels have the Grant 3-bolt pattern to fit vehicles using a Grant Installation Kit and the original Mopar bolt pattern to install as a direct replacement wheel on those cars originally equipped with a Tuff Wheel. A GR5699 horn button is included which will fit the original Tuff Wheel horn switch assembly.

- 15" diameter
- Includes Horn Button

GR246 Mopar Tuff Wheel, 1-3/4" Dish - Walnut
GR846 Mopar Tuff Wheel, 2-1/2" Dish - Black Foam



GR633 Performance GT



GR663 Performance GT

GR673 Performance GT

Lightweight Aluminum wheel with the strength to withstand wear and tear of the aggressive driver. Diamond Texture Material for non-slip grip with Red stitching.

GR690
 Black Vinyl, 13-3/4" Diameter, 3-1/2" Dish, Black 3 spoke



Lightweight Aluminum wheel with the strength to withstand wear and tear of the aggressive driver. Premium Ultra Suede Material- Synthetic Material Longer Life than traditional Suede materials Moisture Resistant Anti-Flammable

GR694
 Black Suede, 13-3/4" Diameter, 3-1/2" Dish, Black Anodized 3 spoke

Quick Release Hubs

Grant offers quick release hubs for the quick removal and remount of a Grant Performance Series steering wheel. The "pinless" type features a positive lock system with a squeeze release slip ring mechanism to provide the maximum in safety and convenience to all race cars. The "pin" type features a removable pin. Grant Quick Release Hubs are manufactured from aircraft quality billet aluminium. Parts are precision CNC machined to exacting standards to provide the finest quality Quick Release Hubs available. These parts are designed for off-road use only. NOT LEGAL FOR STREET USE.

GR3021 "Pinless" For GM splined shaft
GR3022 For Ford splined shaft
GR3023 To weld on 5/8" shaft
GR3024 To weld on 3/4" shaft



GR3011 "Pin" For GM splined shaft
GR3012 For Ford splined shaft
GR3013 To weld on 5/8" shaft

Classic & Challenger Horn Buttons



GR5895

GR5894

GR5629



GR5682

GR5640

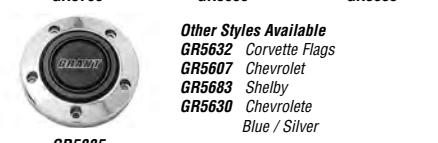
GR5641



GR5790

GR5690

GR5685



GR5885

Other Styles Available
GR5632 Corvette Flags
GR5607 Chevrolet
GR5683 Shelby
GR5630 Chevrolet Blue / Silver



SO-CAL Art Deco Horn Button
SO001-50415 SO-CAL Horn button

BRODY KNOBS / STEERING WHEEL SPINNERS

Brody Knobs/Steering Wheel Spinners

UP70109 Traditional Spinner
S/W Spinner - black with clear top for picture.



STEERING WHEEL ADAPTERS



Steering Wheel Boss Kit

• Fits GM 1967-94, 3-1/4" Inside Diameter
Steering Boss Kit
Steering Boss Kit with Flames
RPC5602C
RPC5702



Steering Wheel Adapters

Engineered to fit most GM applications.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- Polished stainless steel mount screws (8/32" x 5/8")
- '49-'66 adapter includes cancel cam for '55-'56 columns

BS31120 1967 - 1994 Most Applications

BS31126 1996 - 2004 Non Air Bag

BS31322 1949 - 1966 Most applications

BS22404 Ford 64-66 Mustang 3-5/8

BSLC22400 Ford 1967 - 1976 Mustang/Galaxy

BSLC22405 Ford 1977 - 1982 Mustang

BS31000-900

Replacement steering wheel adapter screw kit.

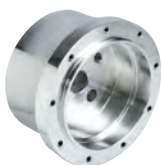


9-Bolt Steering Wheel Adapter

Billet aluminium steering wheel adapter with GM 9-bolt pattern. Polished finish. Adapter is designed to fit Flaming River column diameter and suits Billet Specialties and RPC steering wheels.

Description

9-Bolt Steering Wheel Adapter
9-Bolt Steering wheel Adapter Suit Ford



Part No.
FR20113
FR20113FD

Cascade & Waterfall Adapters

These beautiful adapters are designed to be used with the Flaming River Cascade and Waterfall Wheels. Classic hourglass shape comes in sizes to fit GM column or Flaming River column.

Description

Cascade Wheel to Flaming River Column
Cascade Wheel to GM Column
Waterfall Wheel to Flaming River Column
Waterfall Wheel to GM Column



Part No.
FR20160AD
FR20160ADOE
FR20150HGAD
FR201500E

Polished 5 & 6 Bolt Wheel Adapter

Now available with both 5 and 6 Bolt patterns on a single adapter! Forged Aluminium Polished Wheel Adapter with a 2-1/2" total height, fits perfectly with Flaming River Tilt Columns and Steering Wheels. This adapter actually fits on the column shroud for a "seamless appearance." Tapered Adapter is a unique style and upgrade for that special show car.

DESCRIPTION

5 & 6 Bolt Adapter For Flaming River Column

PART NO.
FR20119TA



Classic CORVETTE Style Adapters

Smooth radiused design to fit 1953-62 Corvette Column or Flaming River Tilt Column. Includes 5 and 6 bolt mounting pattern for use with a variety of steering wheels. Designed to accept the Flaming River or early Corvette horn button assembly (not included). Adapter also available to fit early Corvette mounting pattern. Polished Stainless.

Description

5 or 6-Bolt Steering Wheel Adapter
Early Corvette Style Steering Wheel Adapter

Part No.
FR20157SS
FR20156SS



9 Bolt Adapters

These adaptors fit most Ididit columns as well as most 1969 or newer GM passenger car columns. They suit Billet Specialties, RPC, Budnik, Colorado Custom, Lecarra, and many other aftermarket wheels with the GM 9-bolt pattern. Available with or without horn button.

Description

9 Bolt Adapter No Horn Button - Brushed **ID2201300030**
9 Bolt Adapter No Horn Button - Chrome **ID2201300040**
9 Bolt Adapter With Horn Button - Brushed **ID2201310030**
9 Bolt Adapter With Horn Button - Chrome **ID2201310040**
9 Bolt Adapter With No Horn Button - Chrome **ID2201300020**
9 Bolt Adapter With Horn Button - Chrome **ID2201310020**

6 Bolt Adapter

This adaptor fits most Ididit columns as well as most 1969 or newer GM passenger car columns. It suits Momo, Sparco and other aftermarket wheels with a 6 x 2.75" bolt pattern.

6 Bolt Adapter

Horn Button - Brushed **Part No** **ID2202320030**
6 Bolt Momo No Horn Button - Brushed **ID2202330030**
6 Bolt Momo No Horn Button - Polished **ID2202330040**
5 Bolt Grant With Horn Button - Brushed **ID2207310030**
5 Bolt Grant With Horn Button - Polished **ID2207310040**

Billet Steering Wheel Adapters

Now you can adapt your 9 bolt billet steering wheel to your 6 bolt column or boss kit
PRP-BSW-Adapter



9 Bolt "Shorty" Adapter

The Short 9-bolt is unique. It moves the bolting surface of a steering wheel 2" closer to the dash than a standard aftermarket adaptor. Caution should be taken when using this adaptor. Note the clearance required between the wheel and turn signal lever, and/or shift arm. Modifications may be necessary for proper installation

Description

9 Bolt Short Chrome

Part No.
ID2201100020



3 Bolt Adapter

Grant and Wheel Shoppe are the most popular applications for the standard three-bolt
Description
3 Bolt Grant Adapter - Polished
Part No.
ID2208310040

GRANT Quick Release Adapters

Brushed Aluminium Adapter Plate. To adapt Grant 5-Bolt wheels to Grant 3-bolt Racing Quick Release (adapter included on 5-bolt releases).

5 Bolt to 3 Bolt **GR3073**

Anodized Black Aluminium Adapter Plate.

To adapt 6-bolt Momo/Sparco and Nardi bolt pattern wheels to Grant Racing Quick Release.

6 Bolt to 3 Bolt **GR3075**



Optional Billet Style Installation Kits

Grant Billet Style Installation Kits are an optional styling upgrade. The Billet Style Kits have Grant's five-hole mounting pattern and can only be used to install Grant Signature Series Steering Wheels or Momo/Sparco style wheels when used with an adaptor kit. Refer to standard application list for model info.

Application

GM - Same applications as GR3162
GM - Same applications as GR3196
Ford - Same applications as GR3249

Black Kit

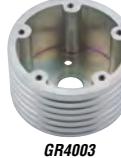
GR5162 **GR5162-1**
GR5196 **GR5196-1**
GR5249 **GR5249-1**

Polished Kit

GR5162-1
GR5196-1
GR5249-1



GR4000



GR4003



GR4002



GR4001

Extension Kits

These kits install between the Grant installation kit and a Grant signature series steering wheel to bring the steering wheel closer to the driver.

Description

One Inch Steering Wheel Extension Kit - Black **Part No.** **GR4001**
Two Inch Steering Wheel Extension Kit - Black **GR4000**
One Inch Steering Wheel Extension Kit - Polished **GR4002**
Two Inch Steering Wheel Extension Kit - Polished **GR4003**

Steering Wheel

Adapter Kits

These adapter kits are used to adapt a Grant or Moon steering wheel to a Momo or Sparco style installation kit or to adapt a Momo/Sparco style wheel to a Grant Billet installation kit. The Momo/Sparco bolt pattern is 6 x 2.75".

Application

Adapts Grant Wheel to Momo/Sparco Install Kit **Part No.** **GR4008**
Adapts Momo/Sparco Wheel to Grant Install Kit **GR4009**



GR4008

GR4009



GRANT Installation Kits

Grant manufactures Installation Kits to install Grant and Moon Custom Steering Wheels on a wide variety of vehicles. An Installation Kit is necessary to install a Grant or Moon Steering Wheel.

AMC

1970-88	All Models (Except Alliance, Encore)	GR3196*
1969-76	Javelin, AMX	GR4193
1967-68	Ambassador, American, Rebel	GR3162*
1969	Ambassador, American, Rebel	GR4193

BUICK

1967-68	All Models	GR3162*
1969-93	All Models (Exc. Telescopic Columns)	GR3196*

CADILLAC

1969-89	All Models (Exc. Telescopic Columns)	GR3196*
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CHEVROLET

1969-94	Most Models (Except Corvette)	GR3196*
1967	Camaro	GR3162*
1968	Camaro	GR4193
1967-68	Chevelle, El Camino	GR3162*
1967-69	Corvair	GR3162*
1967	Corvette	GR3162*
1968-82	Corvette (Exc. Telescopic Columns)	GR4193
1962-63	Chevy II, Nova	GR3162*
1967-68	Chevy II, Nova	GR3162*
1955-56	Chevrolet Full Size	GR4160
1957-63	Chevrolet Full Size	GR3162*
1965-66	Chevrolet Full Size (Tilt Column Only)	GR4193
1967-68	Chevrolet Full Size	GR3162*
1949-52	Chevrolet-Most Models	GR4158
1961-66	Most Models	GR4310
1967	All Models	GR4312

CHRYSLER / DODGE / PLYMOUTH

1968-69	Barracuda, Coronet, Charger, Dart	GR4313
1968-69	Fury, Phoenix, Roadrunner	GR4313
1968-72	Most Models with STD Column	GR4313
1970-87	Most Models with STD Column	GR3314
1978-81	All Models with Tilt Column	GR3196*
1985-94	Dodge Colt/ Vista Wagon/ Conquest	GR3390

CUSTOM STEERING COLUMNS

Ididit & Flaming River with GM Splines	GR3196*
Flaming River with Ford Splines	GR3249

FORD

1965-69	Mustang	GR3294
1964-69	Thunderbird	GR3294
1967-69	Galaxie, LTD	GR3294
1965-70	Falcon, Comet, Ranchero, Mercury	GR3294
1970-77	Most Models	GR3249
1978-80	All Models with Horn on Wheel	GR3249
1978-82	All Models with Horn on Lever	GR4282
1984-88	All models	GR3289
1972-88	XA-XF Sedan/Wagon	GR4230
1972-93	XA-XF Ute/Panel Van	GR4230
1969-72	XW-XY Sedan/Wagon/Ute	GR4231
1949-56	Ford only - Most Models	GR4267
1963½ - 64	Galaxie, Fairlane	GR4286
1961-63	Thunderbird Only	GR4286
1965-66	Ford XP	GR4287
1940-48	Ford	GR4297

GRANT Installation Kits Continued

JEEP

1976-95 Cherokee, Wrangler GR3196*

MAZDA

1971-72 R100, 1200 GR3597
1971-73 RX2, RX4, 616 GR4284
1974-75 RX2, RX4 GR3597
1971-75 RX3 GR4284
1971-80 B1600, B2000 GR4284

OLDSMOBILE

1949-63 All Models (Except Cutlass) GR3162*
1965-66 All Models with Tilt Column GR4193
1967 All Models GR3162*
1968 All Models GR4193
1969-93 All Models GR3196*

PONTIAC

1949-63 All Except GTO, Tempest, LeMans GR3162*
1965-66 All Models with Tilt Column GR4193
1967-68 All Models GR3162*
1969-68 All Models GR3196*
1988-93 All Models (Except LeMans) GR3196*
* Billet & Banjo Style Kits Available For These Applications

NISSAN

1990-93 STANZA, 240SX GR3560

VW

1960-73 All Models - Autos GR3565

TOYOTA

1989-92 All Models (except 1989 MR2) GR3584
1988-92 Camry, Corolla GR3584
1986-92 Celica, Supra GR3584
1976-88 All Models (except above models) GR3593
1979-88 Pick-up, All Models GR3593
1984-88 Van Wagon GR3593
1976-88 Landcruiser GR3593

STEERING COLUMNS



LIMEWORKS FORTY & BANJO STYLE STEERING COLUMN

Our early Forty Ford style columns feature a spun stainless steel top on a high quality Limeworks column. That means super smooth bearings at both ends of a unpolished 1-3/4" stainless steel tube with a smooth quality finish for miles of trouble free use. Taper and key fitment, just like a stock Forty Ford, so you can use an original Ford wheel or any appropriate reproduction. At the other end, there's a 3/4"-36 spline that'll accept any aftermarket universal joint. Wiring for horn is standard on this column. Comes in 30" or 33" overall shaft length

Column With Horn

Description	Part No.
30" 1-1/2" Tube Banjo - Unpolished	LWDB30U112
33" 1-1/2" Tube Banjo - Unpolished	LWDB33U112
30" 1-1/2" Tube Forty - Unpolished	LWDF30U112
33" 1-1/2" Tube Forty - Unpolished	LWDF33U112
30" 1-1/2" Tube Banjo - Polished	LWDB30P112
33" 1-1/2" Tube Banjo - Polished	LWDB33P112
30" 1-1/2" Tube Forty - Polished	LWDF30P112
33" 1-1/2" Tube Forty - Polished	LWDF33P112
30" 1-3/4" Tube Banjo - Unpolished	LWDB30U134
33" 1-3/4" Tube Banjo - Unpolished	LWDB33U134
30" 1-3/4" Tube Forty - Unpolished	LWDF30U134
33" 1-3/4" Tube Forty - Unpolished	LWDF33U134
30" 1-3/4" Tube Banjo - Polished	LWDB30P134
33" 1-3/4" Tube Banjo - Polished	LWDB33P134
30" 1-3/4" Tube Forty - Polished	LWDF30P134
33" 1-3/4" Tube Forty - Polished	LWDF33P134

TURN SIGNAL SWITCH

A stylish turn signal switch to fit your rod, custom or stocker. Fits 1-1/2" column diameters. All turnsignals come with two splits to easy bolt on to your column and in machined billet aluminum. Flashing tip means no need to drill the dash for turn signal lights - just bolt it on, wire it up and go.

Description
1-1/2" Mount Double Splint Turn Signal Switch
1-3/4" Mount Double Splint Turn Signal Switch

Part No.
LWDT51122
LWDT51342



LW332CD112R

32/39 FORD RHD & LHD COLUMN DROP

MADE IN THE USA, our early style drops are the best looking column drops to be found. A clean shape with curvaceous character of the originals, highly polished. Solid aluminum with 2 mounting holes on 3" center to center for a sturdy installation. This beauty has the correct angles engineered right in, letting it hang directly from the bottom of the '32 Ford dash. This drop is measured 3" from the top of the dash to the center of hole just like an original.

Description

Polished RHD 32 Style 3" Drop, 1-1/2" Column
Polished RHD 32 Style 4" Drop, 1-1/2" Column
Polished LHD 39 Style 3" Drop, 1-1/2" Column
Polished LHD 39 Style 4" Drop, 1-1/2" Column
Polished RHD 32 Style 3" Drop, 1-3/4" Column
Polished RHD 32 Style 4" Drop, 1-3/4" Column
Polished LHD 39 Style 3" Drop, 1-3/4" Column
Polished LHD 39 Style 4" Drop, 1-3/4" Column

Part No.

LW332CD112R
LW432CD112R
LW339CD112
LW439CD112
LW332CD134R
LW432CD134R
LW339CD134
LW439CD134

LIMEWORKS FORTY STYLE STEERING WHEEL

A 16" Forty style steering wheel - for extra room in your hot rod or stocker! 3 bolt fitment - comes standard with taper and key adapter to fit Limeworks or early Ford and Mercury columns. Adapters for most other Ford and GM splined columns available at extra cost. Painted gloss black with plain black horn button.

Description

16" Forty Style Steering Wheel
With Plain Black Horn Button

Part No.

LWDFSW16B

LIMEWORKS BANJO STEERING WHEEL

A great quality reproduction with stock cast aluminum center hub, stainless steel spokes with chrome clamps, and an unpainted black rubber rim. Only fits stock 3/4" taper and key shafts and cannot be machined. Install your horn button and you're ready to roll! This rim is finished in a semi-gloss black and the hub in a gloss beige. If you desire a gloss finish, it will require prepping & painting. Also fits 39 Ford Deluxe. 17" diameter. Limeworks Banjo horn center not included.

Description

17" Banjo Steering Wheel No Horn Button

Part No.

LWD91A3600B

LIMEWORKS BANJO HORN BUTTON

Our horn assembly replaces the original light switch on 1937 - 1939 Ford Banjo steering wheel with a show finished polished aluminum center hub. Includes a plain black horn button from a Forty Ford style steering wheel.

Description

Banjo Black Plain Horn Button Suit
LWD91A3600B Wheel

Part No.

LWD3739HB



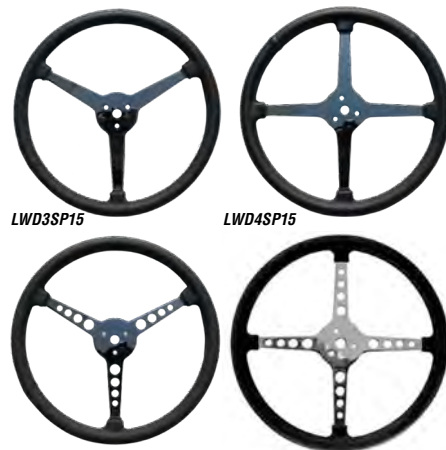
LIMEWORKS FORTY STYLE & BANJO HORN BUTTON

1940 Ford style horn button. Fits original style Forty steering wheels and our Limeworks Banjo horn assembly.

Description

V8 Horn Button Suit Forty Steering Wheel
Ford Deluxe Horn Button Suit Forty Steering Wheel
Ford Horn Button Suit Forty Steering Wheel
Embossed V8 Horn Button Suit Forty Steering Wheel

Part No.
LWDB8
LWDFB
LWDFDB
LWDEV8



LWD3SP15H

LWD4SP15H

LIMEWORKS SPRINT STEERING WHEEL

3 & 4 Spoke chrome steel 15" sprint car wheel. These flat vintage race style steering wheels come wrapped in black leather. Extra thick (6 gauge/200 in.) spokes for added rigidity on a 15 inch rim end to end. 3 bolt pattern bolts directly to our Hot Rod Style Columns or any universal 3 bolt adapter. All wheels include a horn cap 3 bolts spring and horn plate.

Description

15" 3-Spoke Leather
Wrapped Steering Wheel No Holes
15" 4-Spoke Leather Wrapped
Steering Wheel No Holes
15" 3-Spoke Leather Wrapped
Steering Wheel With Holes
15" 4-Spoke Leather Wrapped
Steering Wheel With Holes

Part No.

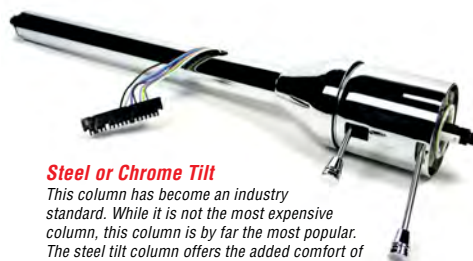
LWD3SP15
LWD4SP15
LWD3SP15H
LWD4SP15H



36" Straight Old School Floor Shift Steering Column

ididit's Old School straight column is our do-it-yourself column. This is the economical choice if you are looking for that special, custom fit for your hot rod. This small, sleek, uniquely designed column comes as a standard length of 36" but, you can cut it down with ease to any length desired (as short as 6"). The head and tubing are made from a mild steel or stainless steel material and can be cut with a saw or cutoff wheel. Bolt your favorite 3-bolt wheel directly onto the column, no adapter required! Available in paintable steel or polished stainless steel. Secure your column with our column drop and floor mount that are specially designed for this unique column. Need a horn? A do-it-yourself horn kit is available for your honking needs.

Stainless steel ID1012360025
Paintable Steel ID1012360010



Steel or Chrome Tilt

This column has become an industry standard. While it is not the most expensive column, this column is by far the most popular. The steel tilt column offers the added comfort of tilt as well as self-cancelling turn signals, four-way flashers, and a standard dress-up kit. For extra eye appeal, you can order your steel tilt column in a chrome-plated finish. Available in LHD or RHD models.

• Tube Diameter: 2" • 8-Position Tilt • Output Shaft: 1"DD

Description	Part No.
28" Paintable Steel Tilt Column (LHD)	ID1120280010
30" Paintable Steel Tilt Column (LHD)	ID1120300010
32" Paintable Steel Tilt Column (LHD)	ID1120320010
28" Chrome Plated Tilt Column (LHD)	ID1120280020
30" Chrome Plated Tilt Column (LHD)	ID1120300020
32" Chrome Plated Tilt Column (LHD)	ID1120320020
28" Paintable Steel Tilt Column (RHD)	ID1250280010
30" Paintable Steel Tilt Column (RHD)	ID1250300010
32" Paintable Steel Tilt Column (RHD)	ID1250320010
28" Chrome Plated Tilt Column (RHD)	ID1250280020
30" Chrome Plated Tilt Column (RHD)	ID1250300020
32" Chrome Plated Tilt Column (RHD)	ID1250320020

Right Hand Drive Collapsible Steering Column Chrome

With the growing interest overseas we wouldn't be doing what we do best if we didn't meet those demands with a column that is not only a proudly made ididit product but one that will meet and exceed expectations for those who wish to install these columns in their vehicles. Right hand steering columns are collapsible and with the appropriate underdash and floor mounts these are the safest aftermarket column any person can buy.

Right Hand Drive Collapsible Steering Column

Description Part No.
1968-69 Chrome Mustang Ford Shaft ID1250644020
1967-69 Chrome Camaro GM Shaft ID1250680020

Right Hand Drive NON Collapsible Steering Column

Description Part No.
1955-56 Chrome Chevy ID1206550020
1965-66 Chrome Mustang Ford Shaft ID1260642020
1967 Chrome Mustang Ford Shaft ID1260643020

Collapsible Tilt

The Smoothest & Safest collapsible column on the market. No Diamond Patterns and No Wire Mesh. One Simple & Safe Step. Both the shaft and outer housing collapse 5 inches making it the safest column in the aftermarket today. Special collapsible mounts necessary for installation (sold separately). Features self-cancelling turn signals, four-way flashers and a standard dress-up kit.

- Tube Diameter: 2-1/4" Upper & 2" Lower
- 8-Position Tilt • Output Shaft:

Description Part No.
28" Paintable Steel Collapsible Tilt Column (LHD) ID1300280010
30" Paintable Steel Collapsible Tilt Column (LHD) ID1300300010
32" Paintable Steel Collapsible Tilt Column (LHD) ID1300320010
28" Chrome Plated Collapsible Tilt Column (LHD) ID1300280020
30" Chrome Plated Collapsible Tilt Column (LHD) ID1300300020
32" Chrome Plated Collapsible Tilt Column (LHD) ID1300320020



Straight Column Shift

When a tilt column takes up too much space in your car and a column shift is a must, try this straight column shift. By removing the tilt portion of the column it is a full 2" shorter than a standard tilt with column shift.

- Tube Diameter: 2 1/4" • Output Shaft: 1"DD
- Steering Wheel Adaptor Required: 69 or Newer GM Pass. Car

Description Part No.
28" Paintable Steel Straight Column Shift ID1160280010
30" Paintable Steel Straight Column Shift ID1160300010
33" Paintable Steel Straight Column Shift ID1160330010
28" Chrome Plated Straight Column Shift ID1160280020
30" Chrome Plated Straight Column Shift ID1160300020
33" Chrome Plated Straight Column Shift ID1160330020



Column Shift Steel or Chrome Tilt

This column has become an industry standard. The steel tilt column shift offers the added comfort of tilt as well as self-cancelling turn signals, four-way flashers, and a standard dress-up kit. Along with these standard features, is the indexable lower shift arm. With 12 possible positions, adjustability is just a turn of a wrench away.

- Tube Diameter • 8-Position Tilt • Output Shaft 1"DD

Description Part No.
30" Chrome Plated Tilt Column (LHD) ID1130300020

IDIDIT Column Shift Cable Conversion Kit

IDIDIT steering column cable shift linkage kits are designed for use with ididit, GM, Ford, or Chrysler OEM-style steering columns. They include a new shifter cable, cable bracket, and transmission bracket to hold the shifter cable in position. Available for a variety of transmission types and styles, ididit steering column cable shift linkage kits will get you selecting the right gear on your new shifter.

Description Part No.
IDIDIT Column Shift Cable Linkage Kit Ford C4 ID2802350010
IDIDIT Column Shift Cable Linkage Kit Ford C6 ID2802450010

Floor Mounts

This swivel ball style polished floor mount has a trim ring for the engine compartment side. Includes all needed hardware for installation.

For aftermarket columns only.

Description Part No.
Floor Swivel Mount Polished Suit 2" Aluminium Column ID2401500040
Floor Swivel Mount Polished Suit 2" Chrome Column ID2401550040

IDIDIT Column Drops

Underdash Mounts are designed for several different applications from a '65 Ford Truck, '69 or new GM car or even your '32 Ford. For the swinger style drops the underdash nuts & bolts are included. Each swinger drop has two screws on either side that when unscrewed will detach the lower half of the mount to slide your column through. They have been buffed so well that there is no noticable gap between the two pieces! Each piece was manufactured in the United States by ididit.

Description Part No.
3 1/2" Drop - Polished Aluminium 2" Hole ID2303370040
5 1/2" Drop - Polished Aluminium 2" Hole ID2305370040
7 1/2" Drop - Polished Aluminium 2" Hole ID2307370040

UNDERDASH MOUNT

Designed for GM 1969 or newer columns.
2-1/4" I.D Hole ID2310500040

IDIDIT Horn Cam

Description Part No.
IDIDIT Horn Cam "Old Style" ID2620000011
IDIDIT Horn Cam "New Style" ID2620000012

IDIDIT

Dimmer Kit

IDIDIT headlight dimmer switch kits are designed to bolt to your ididit steering column for simple dimmer switch activation. They include a billet aluminium polished lever that contains the 12 V dimmer switch. Just bolt the ididit headlight dimmer switch kits to the correct mounting point of your steering column and wire them to your headlight harness. You now have control of your high beams with the push of a button.

Description Part No.
Dimmer / Turn Kit Signal Lever Polished ID3100030040

TURN SIGNAL SWITCH

Replacement turn signal switch to suit Ididit Steering columns
ID2620000101

Column Shift Indicators

These ididit steering column shift indicator housings are designed to mount on top of the ididit steering column. They are manufactured from steel, are chrome plated, and have an open window molded-in for viewing the shift indicator. The ididit steering column shift indicator housings are available for both 3-speed and 4-speed automatic transmission applications.

Description Part No.
Acrylic Shift Indicator - Pointer & Housing 3 Speed ID2600200020
Acrylic Shift Indicator - Pointer & Housing 4 Speed ID2600250020

COLLAPSIBLE MOUNTS

Collapsible Floor Mount with Plate

This mount is designed to mount a steering column to the floor of firewall and can be used on either side of the firewall. It includes extra material to use as a filler for large hole that may already exist in your vehicle.

Description Part No.
Floor mount Collapsible W/Floor Plate 2" ID2401020010

Collapsible Floor Mount with out Plate

This mount is designed to mount a steering column to the floor or firewall and can be used on either side or the firewall.

Description Part No.
Floor Mount Collapsible 2" ID2401010010

Collapsible Underdash Mount

This dash mount is specifically designed for the ididit collapsible series of steering columns. The mounts on each side of the mounting brackets have aluminium release blocks so if there is an accident this mount will move with the other parts of the collapsible system to ensure your safety.

Description Part No.
Dash Mount Collapsible 2-1/4" ID2301310010



Touch-N-Go Keyless Ignition System

Get the most advanced keyless ignition technology at the tip of your finger, with the Touch-N-Go Start keyless ignition system for your ididit steering column. This is the industry's FIRST touch sensitive start system and features a 22mm aluminium button (25mm with column mount) with multi-color interactive LED lights that always let you know what mode it's in. There are no moving components to wear out, ensuring years of outstanding performance.

You'll never have to use your keys again! This system can be used as a simple start button system or you can utilize more advance functions, such as keyless entry. Just stick your programmable key fob in your pocket or wallet and the system will sense your approach, automatically unlocking your door as you get close and locking it up as you leave (the system only responds when the key fob is in range). For added safety, this system can also be programmed to turn on your dome lights as you approach.

- Automatically starts your car with the simple touch of a button.
- Kit comes with 2 key fobs with up to 4 programmable channels.
- Comes with a control box small enough to fit just about anywhere.
- The antenna has a proximity range of 2 to 15 ft. (When selecting the antenna placement it is important to place it near the windows so the doors or sheetmetal will not interrupt the signal)
- 22mm dash mount or 25mm column mount aluminum touch button with interactive LED display is fully customizable, with multiple colors to choose from. LED lights can be dimmed.
- Made as a direct replacement for standard keyed ignitions, this unit simulates the five common GM ignition positions: off, accessory, on, crank, and run.
- First touch simulates "Accessory" (turns on your radio and other accessories)
- Second touch simulates "On" (activates ignition circuit; fuel pump or engine computer)
- Third touch, while pressing brake pedal simulates "Crank" (engages the starter and starts the vehicle)
- Three rapid touches in a row will shut off the system and engine
- For added security, this kit comes with a built-in valet switch allowing you to override the key fob system. In the event of a dead key fob battery, the switch can be turned on to allow the Touch-N-Go system to deactivate the security, allowing the user to operate the system manually.
- No moving components to wear out.
- No internal relays. Uses Mosfet Technology.
- Made in the USA

Description Part No.
Available with most ididit tilt steering columns, ID2600670100
or replace your stock in-dash ignition with the Touch-N-Go Start System.



Steering Column Trim

Give your steering column the finished look with our machined aluminium trim with heavy duty rubber seal. Made with StreetWorks unique Split 'n' Pinned design for easy installation - no column removal required. The ring measures 3.420" I.D. and 4.800" O.D. and includes stainless steel mounting screws. The rubber seal has an opening to fit GM and other columns measuring 1-3/4" to approximately 2-1/8" diameter. Some trimming may be required for larger diameters. Now with an additional grommet to fit 1-1/2" diameter columns.

Description

Split Billet Steering Column Kit.

Part No.
WSWB03N



All Flaming River columns are made from 304 grade stainless steel, in paintable mill finish OR polished to a high lustre. They will never rust and are chemically clean and can be painted to match or highlight an interior with only minor preparation.

Floor Shift Tilt Columns

These tilt columns are designed for use with floor shifter. They feature a 1-3/4" or 2" tube diameter and compact shroud creating a unique new custom look. Each column comes complete with a stainless steel dress up kit (tilt/turn signal levers and hazard knob), GM wiring (4-1/4" connector) and an all new cancelling cam. Shaft size is 1" DD or 1" - 48 spline.

1-3/4" OD Columns

Length	Shaft	Finish	Part Number
28"	1" DD	Mill Finish Stainless	FR20000
28"	1" DD	Polished Stainless	FR20000SS
30"	1" DD	Mill Finish Stainless	FR20001
30"	1" DD	Polished Stainless	FR20001SS
32"	1" DD	Mill Finish Stainless	FR20002
32"	1" DD	Polished Stainless	FR20002SS

2" OD Columns

Length	Shaft	Finish	Part Number
28"	1" DD	Mill Finish Stainless	FR20005-28
28"	1" DD	Polished Stainless	FR20005-28SS
30"	1" DD	Mill Finish Stainless	FR20005
30"	1" DD	Polished Stainless	FR20005SS
32"	1" DD	Mill Finish Stainless	FR20006
32"	1" DD	Polished Stainless	FR20006SS
32"	1"- 48	Mill Finish Stainless	FR20006-48
32"	1"- 48	Polished Stainless	FR20006-48SS
35"	1" DD	Mill Finish Stainless	FR20007
35"	1" DD	Polished Stainless	FR20007SS

Column Shift Tilt Columns

Flaming River manufactures an all new column shift style of tilt column. Featuring a sleek, compact design, the column shift is ideal for Hotrods, Pick Up Trucks, Classics and infinite other applications. All new components have been engineered by Flaming River to incorporate state of the art technology in this nostalgic design. Each column comes complete with gearshift knob, stainless steel dress up kit (tilt, turn signal levers and hazard knob), illuminated gearshift indicator and GM wiring (4-1/4" connector) and removable 12-position linkage arm. Have an Overdrive transmission? No problem, order the optional Overdrive lens, part number FR20010LNO.

2" OD Columns

Length	Shaft	Finish	Part Number
28"	1" DD	Mill Finish Stainless	FR20020
28"	1" DD	Chrome & Stainless	FR20020PL
30"	1" DD	Mill Finish Stainless	FR20021
30"	1" DD	Chrome & Stainless	FR20021PL
30"	1" DD	Chrome & Stainless	FR20021NEPL*
33"	1" DD	Mill Finish Stainless	FR20022
33"	1" DD	Mill Finish Stainless	FR20022NE*
33"	1" DD	Chrome & Stainless	FR20022PL
33"	1" DD	Chrome & Stainless	FR20022NEPL*
35"	1" DD	Chrome & Stainless	FR20029PL

* With Neutral Safety Switch

Column Shift Indicator Assemblies

Indicator housing, lens and pointer included with each column at no additional charge.

Description

Housing, Lens & Pointer - 3 Speed
Chrome Housing, Lens & Pointer - 3 Speed
Housing, Lens & Pointer - Overdrive
Chrome Housing, Lens & Pointer - Overdrive
Gearshift Pointer - White

Part Number

FR20010-KIT
FR20010-KITC
FR20010-OVKIT
FR20010-OVKITC
FR20010-PO

12 Position Shift Arm

This 12-Position Shifter Arm makes it easier to line up and adjust your transmission linkage. It is also removable to minimize the hole in the floorboard. Straight arm included free with each gearshift column.

Description

12 Position Shift Arm - Straight
12 Position Shift Arm - Offset

Part Number

FRGSARM
FRGSARMOF

Laser Cut Collapsible Tilt Columns

Intricate laser diamond pattern with bellowed rings enables the tube to fold upon impact with 2 inches of collapsibility. Centre tilt shaft has a unique shear pin design which allows full collapsibility. Added Safety and yet maintains an attractive appearance at an affordable cost. 2" diameter with 1" DD shaft.

Length Finish Part Number

30"	Mill Finish Stainless	FR20005LC
30"	Polished Stainless	FR20005SSLC
32"	Mill Finish Stainless	FR20006LC
32"	Polished Stainless	FR20006SSLC
35"	Mill Finish Stainless	FR20007LC
35"	Polished Stainless	FR20007SSLC

Billet Aluminium Roadster Column

This billet aluminium roadster column features a sleek, tapered design. Attractive styling for any rod. Dual roller bearing design for smooth, long lasting performance. Polished finish in standard 30 inch length. Uses standard three hole steering wheel mount. Spline size 3/4" X 36

Length	Finish	Part Number
30"	Polished Aluminium	FR3301



Nostalgia Steering Columns

All new non-tilt column ideal for roadsters, Cobras and other custom applications that need to be sleek and compact. Attractive new bullet style column with 3/4-36 splined shaft. Also feature the convenience of modern GM turn signal, hazard and horn - yesterday's style with today's technology!

Length	Finish	Part Number
30"	Mill Finish Stainless	FR1999RO-30
30"	Polished Stainless	FR1999ROSS-30
30"	Laser Cut Collapsible	FR1999ROSS-30LC

1940 FORD Column

Flaming River has introduced steering columns for the popular 1940 Ford, plus other street rods desiring the period "retro" look. The column is based upon the classic stainless steel Flaming River roadster column. The upper end shaft uses a keyed 3/4" steering shaft to accept the original Ford steering wheel's keyway design or a splined shaft for use with aftermarket reproduction '40 Ford-style wheels. The laser-crafted column uses all-new components including wiring harness, featuring either a 1-1/2" or 1-3/4" stainless steel tube below the CNC-machined cast stainless steel bell to further enhance the retro feel of the wheel/column combination. The column uses a modern, self-cancelling turn signal stalk and a hazard-warning switch. The columns are available in either polished or mill finish (paintable) versions, and use a 3/4-36 splined output shaft.

1-1/2" OD Columns

Length	S/Wheel	Finish	Part Number
30"	Spline	Mill Finish Stainless	FR1990
30"	Spline	Polished Stainless	FR1990PL
32"	Spline	Mill Finish Stainless	FR1991
32"	Spline	Polished Stainless	FR1991PL
30"	Keyway	Mill Finish Stainless	FR1990K
30"	Keyway	Polished Stainless	FR1990KPL
32"	Keyway	Mill Finish Stainless	FR1991K
32"	Keyway	Polished Stainless	FR1991KPL

1-3/4" OD Columns

Length	S/Wheel	Finish	Part Number
30"	Keyway	Mill Finish Stainless	FR1992K
30"	Keyway	Polished Stainless	FR1992KPL
32"	Keyway	Mill Finish Stainless	FR1993K
32"	Keyway	Polished Stainless	FR1993KPL

Roadster Column Horn Cap

Decorative Cap to complete the roadster column set up. Supplied complete with adapter with O-ring. Polished finish
FR3303-AD



Billet Roadster Column Adapter

This 3 to 5 or 6 bolt billet adapter allows mounting a 5-bolt or 6-bolt wheel on a 3-bolt Roadster Column.
FR20119

1955-56 Tilt Columns with Column Shift

Add tilt to your classic! All new column without indicator. It fits the dash bezel like the original with the added benefit of tilt. Includes Stainless Steel Dress Up kit (tilt/turn signal levers and hazard knob), GM wiring (4-1/4" connector) and all new cancelling cam. Shaft size is 1" DD. Combination Back up and Neutral Safety Switch Included.

Application	Finish	Part Number
1955-56 Chevrolet	Mill Finish Stainless	FR20023
1955-56 Chevrolet	Polished Stainless	FR20023SS

1955-56 Tilt Columns for Floor Shift

Column features 2" tube for direct bolt-in fit with your existing dash bezel. All new components for updated steering technology. Complete with Stainless Steel Dress Up kit (tilt/turn signal levers and hazard knob), GM wiring (4-1/4" connector) and cancelling cam. Shaft size is 1" DD.

Application	Finish	Part Number
1957 Chevrolet	Mill Finish Stainless	FR20005
1957 Chevrolet	Polished Stainless	FR20005SS

1957 Tilt Columns

with Column Shift

All new compact gearshift housing design enhances driver comfort with only 7" of housing length. It fits the dash bezel like the original with the added benefit of tilt. Stainless Steel Dress Up kit (tilt/turn signal levers and hazard knob), GM wiring (4-1/4" connector) and all new cancelling cam. Shaft size is 1" DD. Length is 33-1/2". Combination Back up and Neutral Safety Switch Included.

Application	Finish	Part Number
1957 Chevrolet	Mill Finish Stainless	FR20023-57
1957 Chevrolet	Polished Stainless	FR20023-57SS

1957 Tilt Columns for Floor Shift

Column features 2" tube for direct bolt-in fit with your existing dash bezel. All new components for updated steering technology. Complete with Stainless Steel Dress Up kit (tilt/turn signal levers and hazard knob), GM wiring (4-1/4" connector) and cancelling cam. Shaft size is 1" DD.

Application	Finish	Part Number
1957 Chevrolet	Mill Finish Stainless	FR20005-57
1957 Chevrolet	Polished Stainless	FR20005-57SS

Tri-Five Chevy

Hazard Kit

This kit allows electrical hook up of the Flaming River tilt column to the stock wiring.

Description

1955 Chevrolet Hazard Wiring Kit
1956 Chevrolet Hazard Wiring Kit
1957 Chevrolet Hazard Wiring Kit

Part Number
FR20115
FR20116
FR20117

1969 CAMARO / FIREBIRD Tilt Columns

Column features 33" length and 2" OD for use with existing mounting holes and 1" DD shaft. Ignition switch not available on column. Dress up kits sold separately.

Application	Finish	Part Number
1969 Camaro / Firebird	Mill Finish Stainless	FR20004-69
1969 Camaro / Firebird	Polished Stainless	FR20004-69SS

Camaro Column Installation Kits

This kit is recommended for Camaro column installation. Includes: wiring harness, column mount, horn contact kit, horn relay, dash mount ignition switch and U-joint. Choose from manual or power steering.

Description

Camaro Manual Steering Installation Kit
Camaro Power Steering Installation Kit

Part Number
FRCA105
FRCA106

1965-70 MUSTANG Tilt Columns

This column adds tilt to your Classic Mustang while maintaining an original look. This new tilt has the Ford spline to use the original wheel. (Note: some modifications to your wheel may be necessary). Available in paintable mill finish or polished stainless.

Application	Finish	Part Number
1965-66 Mustang	Mill Finish Stainless	FR2000MU1
1965-66 Mustang	Polished Stainless	FR2000MU1SS
1967-70 Mustang	Mill Finish Stainless	FR2000MU2
1967-70 Mustang	Polished Stainless	FR2000MU2SS



MUSTANG Column Installation Kits

This kit is recommended for Mustang column installation. Includes horn relay, female wiring plug, mounting bracket and U-joint. Choose from long shaft box (original) or short shaft box.

Description

Mustang Long Shaft Installation Kit
Mustang Short Shaft Installation Kit
FR200MUKT2

Horn Contact /Cancelling Cam

Description

Horn Contact
Cancelling Cam

Part Number

FR20120HN
FR20024SC

Part Number
FR200MUKT

COLUMN DRESS-UP ITEMS

Billet Column Ware

(3-piece Seamless Steering Column Dress-Up Kit)

3-piece seamless steering column dress-up kit. Unique one-piece solid billet aluminium design.

Kit includes

Turn Signal Lever, Tilt Steering Lever and Emergency Flasher Knob. Kit fits all GM, 1969 through 1976 Chrysler aftermarket columns and later columns with single screw design. No steel and chrome combinations. Appearance is smooth and sleek and adds class and style to any column.

LK-DUK-2200 Steering Column Dress-Up Kit - Brushed Aluminium

LK-DUK-2201 Steering Column Dress-Up Kit - Polished Aluminium

Steering Column Dress Up Kit

- Includes Turn Signal, Tilt Wheel Lever and Emergency Flasher Knob

- Suits Early Chev

Billet Column Kit

RPCR6049

- Suits GM Trucks & Cars

Billet Column Kit

RPCR6062

Billet Column Shift Lever

- Suit GM Cars 1967-94

Column Shift Lever

RPCR6063

- Suit GM Cars 1995-up

Column Shift Lever

RPCR6063X

SO-CAL GM Column Knob Kits

Designed to complement SO-CAL's popular Art Deco dash accessories, the knob kits are easy to install and add an instant aesthetic enhancement to any late-model GM or GM-style column. Each knob and lever set is available individually.

Polished Art Deco Style

SO001-62005

Black Art Deco Style

SO001-62119

Bullet Style

The new bullet-style knobs are designed to complement our bullet-style dash accessories, bullet shifter knobs & Dash knobs also available separately.
SO001-50430

SO-CAL Art Deco GM

Column Dress-Up Kit

SO001-62046 Tilt Lever & Knob

SO001-62047 Flasher Knob Only

SO001-62044 Turn Signal Lever & Knob

Forged Column Shift Arm

This new sleek polished chrome gearshift arm is now included with every Flaming River gearshift column or sold separately below.
FR20010AR

Dimmer Switch Indicator Lever

Turn signal lever including a discreet micro switch. A relay master unit is included for high/low beam operation.
FR20118-3

COLUMN MOUNTS

IDIDIT Column Drops

Underdash Mounts are designed for several different applications from a '65 Ford Truck, '69 or new GM car or even your '32 Ford. For the swinger style drops the underdash nuts & bolts are included.

Each swinger drop has two screws on either side that when unscrewed will detach the lower half of the mount to slide your column through. They have been buffed so well that there is no noticeable gap between the two pieces! Each piece was manufactured in the United States by ididit.

Description

3 1/2" Drop - Polished Aluminium 2" Hole

5 1/2" Drop - Polished Aluminium 2" Hole

7 1/2" Drop - Polished Aluminium 2" Hole

Part No.

ID2303370040

ID2305370040

ID2307370040



UNDERDASH MOUNT

Designed for GM 1969 or newer columns.

2-1/4" I.D Hole ID2310500040

IDIDIT OLD SCHOOL COLUMN DROP

This column drop is specifically designed to be used with ididit's Old School Straight steering column, raw steel finish.

2 1/2" Drop x 1 1/2" I.D

ID2302680010



Solid, Recessed & Open Column Drops

Machined from solid billet aluminium, these polished drops come in three styles and various hole diameters to fit most columns. Adjustable swivel easily compensates for different column and dash angles. Available in 1-3/4", 1-7/8", 2", 2-1/4" and 2-3/8" diameter holes and lengths of 2", 3", 4", 5", 6" and 7". The 2-3/8" drop has a notch to clear the wire harness cover on GM columns.

Open Column Drops

Paintable	Polished	Sizes
BOR912173	BOR913173	1-3/4" Dia x 3"
BOR912174	BOR913174	1-3/4" Dia x 4"
BOR912175	BOR913175	1-3/4" Dia. x 5"
BOR912176	BOR913176	1-3/4" Dia x 6"
BOR912177	BOR913177	1-3/4" Dia x 7"
BOR912183	BOR913183	1-7/8" Dia X 3"
BOR912184	BOR913184	1-7/8" Dia X 4"
BOR912185	BOR913185	1-7/8" Dia X 5"
BOR912186	BOR913186	1-7/8" Dia X 6"
BOR912187	BOR913187	1-7/8" Dia X 7"
BOR912203	BOR913203	2" Dia x 3"
BOR912204	BOR913204	2" Dia x 4"
BOR912205	BOR913205	2" Dia x 5"
BOR912206	BOR913206	2" Dia x 6"
BOR912207	BOR913207	2" Dia x 7"

Borgeson Recessed Column Drops

Paintable	Polished	Sizes
BOR914173	BOR915173	1-3/4" Dia x 3"
BOR914174	BOR915174	1-3/4" Dia x 4"
BOR914175	BOR915175	1-3/4" Dia. x 5"
BOR914176	BOR915176	1-3/4" Dia x 6"
BOR914177	BOR915177	1-3/4" Dia x 7"
BOR914183	BOR915183	1-7/8" Dia X 3"
BOR914184	BOR915184	1-7/8" Dia X 4"
BOR914185	BOR915185	1-7/8" Dia X 5"
BOR914186	BOR915186	1-7/8" Dia X 6"
BOR914187	BOR915187	1-7/8" Dia X 7"
BOR914203	BOR915203	2" Dia x 3"
BOR914204	BOR915204	2" Dia x 4"
BOR914205	BOR915205	2" Dia x 5"
BOR914206	BOR915206	2" Dia x 6"
BOR914207	BOR915207	2" Dia x 7"

Borgeson Solid Column Drops

Paintable	Polished	Sizes
BOR910174	BOR911174	1-3/4" Dia x 4"
BOR910175	BOR911175	1-3/4" Dia. x 5"
BOR910176	BOR911176	1-3/4" Dia x 6"
BOR910184	BOR911184	1-7/8" Dia X 4
BOR910185	BOR911185	1-7/8" Dia X 5"
BOR910186	BOR911186	1-7/8" Dia X 6"
BOR910204	BOR911204	2" Dia x 4"
BOR910205	BOR911205	2" Dia x 5"
BOR910206	BOR911206	2" Dia x 6"

BLANK STYLE DROP

Polished

BOR911222

BOR911223

BOR911224

BOR911225

BOR911226

Size

2-1/4" Dia x 2"

2-1/4" Dia x 3"

2-1/4" Dia x 4"

2-1/4" Dia x 5"

2-1/4" Dia x 6"



Solid Swivel or Split Swivel Floor Mount

Easy to install, solid full circle design, slides over the end of the steering column and provides a secure way to mount the column to the floor. Inner collar pivots to accommodate any floor angle. Available for 1-1/2", 1-3/4", 2" and 2-1/4" columns. Also available in a split design that separates in half to clear the column shift lever. The split design can also be installed on a column already in the vehicle. Available in 2" and 2-1/4" sizes. Solid machined aluminium, choose polished or machined finish.

Machined

BOR909013

BOR909001

BOR909003

BOR909005

BOR909007

Polished

BOR909014

BOR909002

BOR909004

BOR909006

BOR909008

BOR909010

Description

Solid Swivel F/Mount 1-1/2" Column

Solid Swivel F/Mount 1-3/4" Column

Solid Swivel F/Mount 2" Column

Solid Swivel F/Mount 2-1/4" Column

Split Swivel Floor Mount 2" Column

Split Swivel F/Mount 2-1/4" Column



Polished Floor Mount

Billet aluminium ball and collar swivel design floor mount simplifies column installation by allowing up to 30° angle. Available in both 1-3/4" and 2" diameter to fit all Flaming River column styles. Polished finish.

Description

Floor Mount 1-3/4" Diameter - Polished

Floor Mount 2" Diameter - Polished

Part No.

FR20100

FR20101

Polished Floor Mount Cover

Floor Mount Firewall Cover Polished Aluminium Cover to finish the engine side of the column floor mount. Hides the screws for a finishing touch. (for use with Flaming River Polished Floor Mount)
FR20100CVR

OEM Factory Style

Dash Mount Clamp

Billet aluminium clamp can be used with virtually all OEM applications to facilitate a Flaming River 2" diameter tilt column in an existing dash.
FR20114

Billet Column Drop

Flaming River's column drops are machined from billet aluminium with a smooth radius edge and polished to a mirror finish. Available in 1-3/4" and 2" diameter to fit all Flaming River columns.

Size

2-1/2" Drop

3-1/2" Drop

4-1/2" Drop

5-1/2" Drop

6-1/2" Drop

1-3/4" Diam.

FR20102PL

FR20103PL

FR20104PL

FR20105PL

FR20106PL

2" Diam.

FR20107PL

FR20108PL

FR20109PL

FR20110PL

FR20111PL

Column Drop

with Ignition Key
Flaming River's popular radiused column drop is now available with an ignition switch. Ideal for roadsters and provides a convenient key accessory while dropping the column to the ideal length. Available for 1-3/4" and 2" diameter columns and several drop lengths

Size

4-1/2" Drop

5-1/2" Drop

6-1/2" Drop

1-3/4" Diam.

FR20104PLKY

FR20105PLKY

FR20106PLKY

2" Diam.

FR20109PLKY

FR20110PLKY

FR20111PLKY



FRIGN4PL



FRIGN3PL

Billet Dash Mount Ignition Keys

Relocate your ignition switch under the dash with these stylish billet aluminium mounts. Easily bolts to stock dash for convenient mounting in street rods and limitless other applications. Also available with a 12 Volt lighter / accessory plug to keep your phone charged or power other accessories while you're on the road. Can also be used to mount a headlight switch in place of the accessory plug. Switch protective boot included.

Description

Billet Dash Mount Ignition Key Only

Billet Dash Mount Ignition Key & 12V Acc.

Part No.

FRIGN3PL

FRIGN4PL

MORE SIZES AVAILABLE PLEASE CALL FOR YOUR SPECIFIC NEEDS

FR20114KYPL



Column Mount with Ignition Key

A new billet aluminium column mount with ignition key provides a stylish way to mount your column and key. The reversible design can mount the key on the left or right of the column.

Description

1-3/4" Column Mount with Key - Polished
2" Column Mount with Key - Polished

Part No.

FR20114-KYPL1S
FR20114KYPL

Shim sold separately



FR20114KY-2PL

Dual Column Mount with Key & 12V Accessory

This mount not only provides a convenient mount for your ignition key but also includes a 12 Volt lighter / accessory plug to keep your phone charged or power other accessories while you're on the road. Can also be used to mount a headlight switch in place of the accessory plug. Shims sold separately to drop the mount.

Description

1-3/4" Column Mount w/Key & Acc - Polished
2" Column Mount w/Key & Acc - Polished
Shim to Drop 3/4"
Shim to Drop 1-1/4"
Shim to Drop 2"

Part No.

FR20114KY-1PL
FR20114KY-2PL
FR20114SH-1
FR20114SH-2
FR20114SH-3



Swing Away Bracket & Swivel Mount Kit

This neat bracket kit enables you to mount a steering column and swing it to the side when entering and exiting the vehicle similar to early Thunderbird. It includes the bracket and swivel floor mount in 1-3/4" or 2" diameter. A column and column drop must be purchased separately. Can be used with your existing column.

Description

Swing-Away Bracket and 1-3/4" floor mount
Swing-Away Bracket and 2" floor mount
Swing-Away Bracket Only (without Floor Mount)

Part No.

FR1621
FR1622
FR1621-1

Tri-5 Swivel Floor Mount

This triangular-shaped swivel floor mount makes installation of a new tilt column in your Classic Chevy simple and attractive. The machined aluminium ball swivels for easy positioning of the column at virtually any angle. Polished aluminium with satin back plate. FR20101-57



Column Drops

For a different look SO-CAL offers this cast aluminium column drops. Available polished or unpolished with or without ignition key to fit 1-3/4-inch and 2-inch diameter columns. Note: The 1-3/4 drop can be sleeved down to fit early-Ford 1-1/2-inch columns.

SO001-60775 Polished 1 3/4" I.D (No Key)
SO001-60774 Polished 1 3/4" I.D (With Key)
SO001-60661 Polished 2" I.D (No Key)
SO001-60662 Polished 2" I.D (With Key)



UNIVERSAL JOINTS & SHAFTS

BORGESON
Mullins



HOLDEN /TORANA with Cotter Pin

STEEL

BOR014979 9/16-Torana x 3/4 DD
BOR017979 9/16-Torana x 9/16-Torana

STAINLESS

BOR114979 9/16-Torana x 3/4 DD
BOR117979 9/16-Torana x 9/16-Torana

STAINLESS POLISH

BOR124979 9/16-Torana x 3/4 DD
BOR127979 9/16-Torana x 9/16-Torana

BORGESON
Mullins

CAUTION: Shaft Size

BORGESON DOES NOT RECOMMEND USING LESS THAN 3/4" DIAMETER SHAFTS

All Borgeson spline and DD shafts are 3/4" diameter. We will not sell a shaft with a smaller diameter due to safety considerations. A 5/8" shaft is 42% weaker than a 3/4" shaft and can be twisted with a 13" steering wheel.

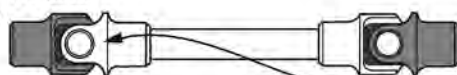
U-Joint Orientation

When two joints are used on a shaft, the forks of the yokes closest to each other should be in line, or "in phase." Premature wear or binding can result if the u-joints are not phased properly. If the u-joints are at a severe angle, even if they are phased correctly, a hard spot in the steering may occur for no apparent reason. If this happens, index the u-joints two or three splines in one direction. The hard spot should disappear or be minimized.

CORRECT PHASING



INCORRECT PHASING

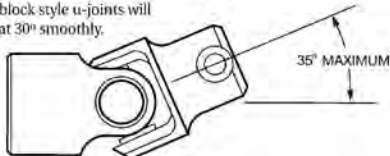


Angle of U-joint Operation

The BORGESON 16 series u-joints will operate smoothly up to 35°. The 16 series double u-joints will operate smoothly up to 70°.

The u-joints must not be altered in any way.

Pin and block style u-joints will operate at 30° smoothly.



Popular Splines And Double D Applications

All Measurements can be $\pm .015"$. Precision measuring equipment should be used.

STEERING COLUMN

Application		Size	Spline Diameter	Splines	Double D Flats
GM Column	Small Spline	3/4"-36	.735	36	
	Large Spline	1"-48	.985	48	
	Small Double D	3/4" Double D	.750		.550
	Large Double D	1" Double D	.993		.790
Ford Column	Small Spline	3/4"-36	.735	36	
	Small Double D	3/4" Double D	.750		.550
	Large Double D	1" Double D	.993		.790
Other Manufacturers	International Column	1"-48	.985	48	
	ididit column (aluminum)**	1"-48	.985	48	
	ididit column (steel)	1" Double D	.993		.790
	Flaming River	1" Double D (Standard)	.993		.790
	Mullins Column	3/4"-36	.735	36	

STEERING BOXES AND RACKS

Chrysler Box or Rack		Please measure, if 9/16" count teeth		
	Chrysler	9/16"-17	.562	17
	Chrysler	9/16"-26	.562	26
	Chrysler	9/16"-36	.562	36
	Chrysler	5/8"-36	.625	36
	Chrysler	11/16"-36	.687	36
	Chrysler	3/4"-36	.735	36
	Chrysler	13/16"-36	.820	36
	Chrysler Omni	9/16"-26	.562	26
GM Box Manual	Corvair	5/8"-36	.625	36
	Vega (Model 140)	5/8"-36	.625	36
	Corvette ('63-'67)	3/4"-30	.728	30
	Corvette ('68-'83)	3/4"-36	.735	36
	('58-'64)	3/4"-36	.735	36
	Model 122 ('65-'85)	3/4"-30 or 3/4"-36	.730	30 or 36
	Model 525 ('86 & later)	3/4"-30	.728	30
GM Box Power	Model 605 ('78-'84)	3/4"-30	.728	30
	Model 700 ('77 & earlier)	13/16"-36	.820	36
	Model 700 ('78 & later)	3/4"-30	.728	30
GM Rack	'79 & Later	5/8"-36	.625	36
	Some Models	3/4"-30	.728	30
	Corvette ('84 & later)	17mm Double D	.670	.570
	Fiero	17mm Double D	.670	.570
Ford Box	Manual & Power	3/4"-36	.735	36
Ford Rack	Mustang & Pinto Manual	9/16"-26	.562	26
	Mustang & Pinto Power	3/4"-36	.735	36
	94-later Mustang	3/4"-V	.740	
Other Manufacturers	Heidt's Super Ride Rack	9/16"-26	.562	26
	Independent Chassis Rack	9/16"-17	.562	17
	Jaguar & MGB	3/4"-48	.750	48
	Kugel Rack	9/16"-26	.562	26
	Mullins Billet Aluminum	5/8"-36	.625	36
	Woodward Rack	3/4"-20	.735	20
	Nissan	11/16"-36	.687	36
	Pacer (AMC)	Please measure and count splines-Could be either 636, 736 or 836		
	Unisteer Manual Rack	9/16"-26	.562	26
	Volkswagen-Rabbit Rack	11/16"-40	.687	40
	VW Rabbit Rack-Diesel	3/4"-36	.735	36

*The 636C is not interchangeable with 636. **Ideal application for our aluminum and polished S.S. Joints. *** Please note: Ford intermediate shafts use a single "D" and two "Double D" configurations. We currently do not offer the single "D" or the tapered "Double D."



Single Needle Bearing Universal Joints

BORGESON u-joints are machined on state of the art CNC equipment from solid billet steel, stainless steel or aluminium. Any of our 4 Double D (a round shaft with two flats) sizes, 14 different spline size yokes, and the '94 and later Mustang "V" style can be combined to mate components from many different manufacturers. They operate at angles up to 35°. For example, with our components, you could easily connect a GM column to a new Mustang rack and pinion or a Ford column to a Saginaw box. Similar to OEM u-joints, the stacked needle bearing caps prevent loosening and adjustment malfunction.

SINGLE NEEDLE BEARING UNIVERSAL JOINTS

Steel	Stainless Steel	Polished Stainless	Description
Spline X Spline			
BOR014334		BOR124349	1-48 x 3/4-36
BOR014349	BOR114349	BOR123418	1-48 x 3/4 DD
BOR013418		BOR123418	3/4-36 x 5/8-36
BOR013431			3/4-36 x 3/4-30
BOR013434	BOR113434	BOR123434	3/4-36 x 3/4-36
BOR013449	BOR113449	BOR123449	3/4-36 x 3/4 DD
BOR013452	BOR113452	BOR123452	3/4-36 x 1 DD
BOR014909		BOR124909	3/4 DD x 9/16-26
BOR014918	BOR114918	BOR124918	3/4 DD x 5/8-36
BOR014931	BOR114931	BOR124931	3/4 DD x 3/4-30
BOR014949	BOR114949	BOR124949	3/4 DD x 3/4 DD
BOR014952	BOR114952	BOR124952	3/4 DD x 1 DD
		BOR124352	1-48 x 1 DD
BOR013446	BOR113446		3/4-36 x 17MM DD
BOR013737			3/4-48 x 3/4-48
		BOR124921	3/4 DD x 5/8-36
Chrysler			
BOR014925	BOR114925	BOR124925	3/4 DD x 11/16-36
BOR014937	BOR114937	BOR124937	3/4 DD x 3/4-48
BOR014946	BOR114946	BOR124946	3/4 DD x 17MM DD
Smooth X Smooth Bore			
	BOR116464		3/4 Smooth x 3/4 Smooth
Spline X Smooth Bore			
BOR014964	BOR110964		9/16-26 x 3/4 Smooth
	BOR114964	BOR124964	3/4 DD x 3/4 Smooth



Double Needle Bearing Universal Joints

Angles over 35° can be negotiated by using a BORGESON double universal joint. Available in steel, stainless steel and aluminium, these doubles accommodate angles up to 70° and are available in all spline and DD configurations.

Tech Tip: Because a double joint used in combination with a single joint will function the same as a three joint system, a shaft support bearing is required to prevent the shaft from "looping" and binding.

Spline X Spline

Steel	Stainless Steel	Polished Stainless	Description
	BOR144334	BOR144334	1-48 x 3/4-36
	BOR134349	BOR144349	1-48 x 3/4 DD
	BOR133409	BOR143409	3/4-36 x 9/16-26
	BOR133418	BOR143418	3/4-36 x 5/8-36
	BOR133431	BOR143431	3/4-36 x 3/4-30
	BOR133434	BOR143434	3/4-36 x 3/4-36
BOR023449	BOR133449	BOR143449	3/4-36 x 3/4 DD
BOR024949	BOR134949	BOR144949	3/4 DD x 3/4 DD
BOR024952	BOR134952	BOR144952	3/4 DD x 1 DD



Vibration Reducer/U-Joint Combination

The vibration reducer/u-joint combination (VJ) comes with a 9/16"-26, 5/8"-36, 3/4"-30, 3/4"-36, or 3/4"-DD coupler end and any spline or DD size on the u-joint end of the VJ. The VJ is also available in stainless steel with the same coupler options as steel and any spline or DD size on the u-joint end.

Polished stainless is available as an option.

Steel	Stainless Steel	Polished Stainless	Description
BOR033449			3/4-36 x 3/4 DD
BOR034909			3/4 DD x 9/16-26
BOR034934	BOR154934	BOR164934	3/4 DD x 3/4-36
BOR034949	BOR154949	BOR164949	3/4 DD x 3/4 DD
BOR034952	BOR154952	BOR164952	3/4 DD x 1 DD



Splined & Double D Shafting

We recommend splined and double D shafting as it is a simple and safe method of attaching your steering components. Splined shaft is available if phasing needs to be slightly adjusted giving you the ability to easily index or rotate in small increments. We offer splined shafts and 3/4" double D shafts in steel and stainless steel and aluminium splined shafts to match the u-joints you will be using.

Steel 3/4" Splined

Shafts are splined 2" on both ends. They are available in 2" increments from 2" to 36". Each end can be trimmed up to 1" for an exact fit. Steel 3/4" round shafts that are splined on one end only are available in 5", 16", and 36" lengths.

Steel Double D

Shafts are available in 18" and 36" lengths only. They are easy to trim to get an exact fit.

Stainless Steel 3/4"

Splined Shafts are available in 1/4" increments from 3" to 24" lengths, with 7/8" of spline on each end. Custom length stainless shafting is also available with 7/8" spline on each end, polished or unpolished.

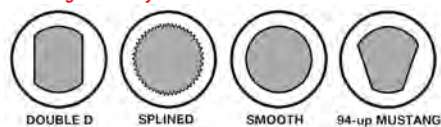
Stainless Steel Double D

Shafts are available in 22" and 36" lengths. All stainless shafting is available polished or unpolished. Aluminium 3/4" Splined Shafts have 2" of spline on each end and come in 2" increments from 4" to 36". Aluminium DD shafts are not available.

Steering Shafting

Steel	Stainless Steel	Polished Stainless	Description
Splined Both Ends			
			2" up to 20" long available special order
Splined One End			
			5" up to 36" Long available special order
Double D			
BOR409418	N/A	N/A	3/4 DD x 18" Long
BOR409436	BOR419436	BOR429436	3/4 DD x 36" Long
N/A	BOR419422	BOR429422	3/4 DD x 22" Long

Steering Shaft Styles



Steering Shaft Support Bearings

If more than two joints are used in a steering system, a support bearing must be used to prevent "looping" and binding. Use of a vibration reducer and two u-joints will also call for a support bearing to be used. The support must be mounted to the frame, not to a sheet metal section of the body. Sheet metal will not withstand the stresses. The shaft should fit easily through the support with no binding. A system with a double u-joint and a single u-joint has three flex points and will require a support bearing. Note: all support bearings work with round or DD shafting

Rod End Bearings

Rod end bearings with a 3/4" hole size are commonly used for supports. Rod end bearings are supplied with two jam nuts for mounting. They are available in steel, stainless steel and polished stainless steel.

Billet Support Bearings

All billet supports accommodate a 3/4" shaft. Our standard supports are 2-1/2" long with two threaded holes in the end for mounting and are available in steel, aluminium, polished aluminium, stainless steel, and polished stainless steel. The 6" steel support is also available, which can be cut at any angle for a perfect fit. The 6" steel support has no mounting holes and must be welded in.

Plain Finish	Polished	Description
BOR650000	BOR660000	Billet Aluminium Support Bearing
BOR670000	N/A	Billet Steel Support Bearing
BOR670600	N/A	6" Billet Steel Support Bearing
BOR680000	BOR690000	Billet Stainless Steel Support Bearing
BOR700000	N/A	Steel Rod End Bearing
BOR710000	BOR720000	Stainless Steel Rod End Bearing



Couplers & Adapters

A u-joint can sometimes be eliminated by using a 2" straight extension, called a coupler, to extend either the steering box, R&P shaft or the column shaft. The coupler can be welded and/or pinned to the unsplined end of a shaft. We offer shafts that are splined only on one end in 3 lengths: 5", 16" and 36". The 1"-48 and 1" DD couplers have a 1-1/4" hole that will accept either an adapter to reduce inside diameter to 3/4" smooth or another splined or 3/4" DD coupler. The coupler assembly would have to be pinned and/or welded together. Welding the coupler is acceptable because there are no moving parts to damage, and the coupler's steel is less susceptible to heat damage from welding. As an alternative, you can use a Vibration Reducer as a coupler to extend a short shaft, since the VR now comes with female ends to fit many popular applications. Couplers are available in the same spline and Double D sizes as our u-joints. Couplers and adapters are available in steel and stainless steel. Aluminium couplers and adapters are not available.

STEEL COUPLERS

Steel	Stainless Steel	Polished Stainless	Description
BOR310900	BOR320900	BOR330900	9/16-26 x 3/4 Smooth
BOR311800	BOR321800	BOR331800	5/8-36 x 3/4 Smooth
BOR312100	BOR322100	BOR332100	5/8-36 Chrysler x 3/4 Smooth
BOR313400	BOR323400	BOR333400	3/4-36 x 3/4 Smooth
BOR313434	BOR323434	BOR333434	3/4-36 Through Spline
BOR313443	BOR323443	BOR333443	3/4-36 x 1-48
BOR313452	BOR323452	BOR333452	3/4-36 x 1 DD
BOR314000	BOR324000	BOR334000	13/16-36 x 1 Smooth
BOR314300	BOR324300	BOR334300	1-48 x 1-1/4 Smooth
BOR314349	BOR324349	BOR334349	1-48 DD x 3/4 DD
BOR314900	BOR324900	BOR334900	3/4 DD x 3/4 Smooth
BOR314952	BOR324952	BOR334952	3/4 DD x 1 DD
BOR315200	BOR325200	BOR335200	1 DD x 1-1/4 Smooth

BORGESON Rubber Coupling/Rag Joints

On some factory applications, a flexible coupling was used to attach the column to the steering box when there was perfect alignment. If the original column or box is changed, the stock coupling may not work. If a conversion from a long input steering box to a short input with an aftermarket column is done, a flexible coupling needs to be added. Flexible couplings are only available in steel.

Size	Part No.
3/4-36 x 3/4 DD	BOR053449
3/4-36 x 1 DD	BOR053452
11/16-36 x 3/4-36	BOR052534
3/4-36 x 3/4-36	BOR053434

FLAMING RIVER Rag Joints

Rag Joint flexible couplings are recommended for use with power steering boxes to absorb vibration and power steering noise. Flaming River offers a rag joint with a 3/4 DD male to bolt inside 1" DD column

Shaft / Spline	Shaft / Spline	Part No.
.770 round (Male)	3/4"-30	FR1951
3/4" DD (Male)	3/4"-30	FR1949



Billet Uni-Joints

The Billet-Joint Universal joint are CNC machined from aircraft steel to precision tolerances. The sealed needle bearing design will last ten times longer than a standard pin and block universal joint. The unique nickel plating prevents rust without the hassle of painting.

Shaft / Spline	Shaft / Spline	Part No.
3/4" Smooth	3/4" Smooth	FR1700
3/4" Smooth	9/16"-26	FR1701
3/4" Smooth	3/4"-36	FR1702
3/4" Smooth	3/4" DD	FR1706DD
3/4" Smooth	1" DD	FR1707DD
3/4"-36	3/4"-36	FR1711
3/4"-36	1" DD	FR1714DD
3/4" DD	9/16"-26	FR1709DD
3/4" DD	1"-48	FR1712DD
3/4" DD	3/4"-36	FR1715DD
3/4" DD	3/4" DD	FR1716DD
3/4" DD	1" DD	FR1717DD
3/4" DD	13/16"-36	FR1719DD
3/4" DD	5/8"-36	FR1722DD
3/4" DD	3/4"-30	FR1733DD
3/4" DD	17mm DD	FR1759DD
3/4" DD	9/16"-36	FR1762DD
1" DD	1" DD	FR1754DD
1" DD	13/16"-36	FR1758



Stainless Steel Uni-Joints

Flaming River now introduces a new Stainless Steel Universal Joint series. Not all stainless steel universal joints are the same. We have carefully selected 303 Stainless Steel for its strength, superior corrosion resistance and shine. Our stainless steel universal joints have such a precision machined finish that they look pretty right out of the box. Add some polishing and they are gorgeous!

Shaft / Spline	Shaft / Spline	Part No.
3/4" DD	9/16"-26	FR2509DD
3/4" DD	3/4"-36	FR2515DD
3/4" DD	3/4" DD	FR2516DD
3/4" DD	1" DD	FR2517DD

Double Uni-Joints

A complete line of double universal joints are available. This design can accommodate up to a 60° angle. These double universal joints are CNC-machined and electroless nickel plated.

Shaft / Spline	Shaft / Spline	Part No.
3/4"-36	3/4" DD	FR1790
9/16"-26	3/4" DD	FR1791
3/4"-36	3/4"-36	FR1792
9/16"-26	3/4"-36	FR1793
3/4" DD	3/4" DD	FR1794
3/4"-30	3/4"-36	FR1795
3/4" DD	1"-48	FR1796
3/4" Smooth	3/4" Smooth	FR1797
3/4"-36	5/8"-36	FR1798
3/4"-36	3/4"-48	FR1798-1
3/4" Smooth	3/4" DD	FR1798-2
5/8"-36	3/4" DD	FR1798-3
7/8" Smooth	3/4" Smooth	FR1798-4

Vibration Resistors

Vibration Resistor U-Joints utilize a bushing system of thermal plastic rubber to absorb vibration or "road feel" from the steering system. This unique load absorbing material is resistant to oil, salt and weather conditions. Overall length is 4-3/4". Bushing side of u-joint is either 3/4 DD or 3/4 -36. Virtually all applications are available.

Shaft / Spline	Shaft / Spline	Part No.
3/4"-36	9/16"-26	FR1880
3/4"-36	5/8"-36	FR1881
3/4"-36	3/4"-30	FR1882
3/4"-36	3/4"-36	FR1883
3/4"-36	3/4"-48	FR1884
3/4"-36	13/16"-36	FR1885

Vibration Resistors

Shaft / Spline	Shaft / Spline	Part No.
3/4"-36	1"-48	FR1886
3/4"-36	3/4" DD	FR1887
3/4"-36	1" DD	FR1888
3/4" DD	9/16"-26	FR1889
3/4" DD	5/8"-36	FR1897
3/4" DD	3/4"-30	FR1898
3/4" DD	3/4"-48	FR1899
3/4" DD	13/16"-36	FR1893
3/4" DD	1"-48	FR1894
3/4" DD	3/4" DD	FR1895
3/4" DD	1" DD	FR1896

Steel Pin & Block Uni-Joints

The preferred choice of drag racers for the sleek and lightweight designed steering systems. These Pin and Block universal joints are 1.250" outside diameter. Frequent lubrication is required. Note: Racing design only NOT recommended for street use.

Shaft / Spline	Shaft / Spline	Part No.
3/4" Smooth	3/4" Smooth	FR1900
3/4" Smooth	9/16"-26	FR1901
3/4" Smooth	3/4"-36	FR1902
3/4" Smooth	3/4"-30	FR1903
3/4" Smooth	5/8"-36	FR1904
9/16"-26	3/4"-36	FR1905

Low Profile Racing Uni-Joints

Flaming River has designed and manufactured a new chromemoly low profile, needle bearing universal joint. This universal joint has a reduced diameter for applications where clearance and weight are primary concerns. These needle bearing universal joints will outlast pin and block universal joints in racing applications and do not require lubrication. The strength rating is 300+ foot lbs.

Shaft / Spline	Shaft / Spline	Part No.
3/4" Smooth	3/4"-30	FR1910
3/4" Smooth	3/4"-36	FR1911
3/4" Smooth	13/16"-36	FR1912
3/4" Smooth	5/8"-36C	FR1913
3/4" Smooth	5/8"-36	FR1914
3/4" Smooth	3/4"-48	FR1915
3/4" Smooth	3/4" Smooth	FR1916
3/4" Smooth	9/16"-26	FR1917

Mil-Specification Uni Joints

These universal joints are manufactured to military specifications for aircraft and have become the select choice of drag racers due to the lightweight design. Lubricant-filled silicone boot provides maintenance-free operation for extended universal joint life. This boot is designed for high temperature environments with a continuous rating of 340°C. NOTE: Total Vehicle and driver weight not to exceed 1590 kg. Not for circle track, street or highway use.

OD	ID	Part No.
1/2"	3/8"	FR1800B8
5/8"	1/2"	FR1800B10
3/4"	5/8"	FR1800B12
7/8"	3/4"	FR1800B14

Steering Couplers

Couplers are available for direct steering connections where an angle is not required. Couplers can also be used to extend the steering shaft. Overall length is 2". Outside diameter is 1" except FR1942 (1-1/4")

Shaft / Spline	Shaft / Spline	Part No.
3/4"	9/16"-26	FR1940
3/4"	3/4"-36	FR1941
3/4"-36	3/4"-36	FR1942
3/4"	5/8"-36	FR1943
3/4" Smooth	3/4"-30	FR1944
3/4" DD	3/4" DD	FR1945

Stainless Steel Shafts

Flaming River offers a complimentary line of stainless steel shafts manufactured from high quality 303 stainless. This is one of the best alloys of stainless steel for strength, corrosion resistance and shine. Splined shafts have two inches of spline that can be easily trimmed one inch per side. DD shafts are available in three lengths which you can cut to size.

Stainless DD Shafts

Length	Spline	Finish	Part No.
18"	3/4" DD	Mil Finish Stainless	FR1850SS
18"	3/4" DD	Polished Stainless	FR1850SSPL
22"	3/4" DD	Mil Finish Stainless	FR1850-22SS
22"	3/4" DD	Polished Stainless	FR1850-22SSPL
36"	3/4" DD	Mil Finish Stainless	FR1851SS
36"	3/4" DD	Polished Stainless	FR1851SSPL

Stainless SPLINED Shafts

Length	Spline	Finish	Part No.
8"	3/4"-36	Polished Stainless	FR1870-8SS
10"	3/4"-36	Polished Stainless	FR1870-10SS
12"	3/4"-36	Polished Stainless	FR1870-12SS
14"	3/4"-36	Polished Stainless	FR1870-14SS
16"	3/4"-36	Polished Stainless	FR1870-16SS
20"	3/4"-36	Polished Stainless	FR1871-20SS
24"	3/4"-36	Polished Stainless	FR1871-24SS
36"	3/4"-36	Polished Stainless	FR1871-36SS

Plated Steel Shafts

Manufactured using a pre-ground alloy steel for strength and cosmetics. Splined shafts are available with electroless nickel plating for corrosion resistance. Shafts are manufactured in 2" increments and splined 2 inches on each side. This allows for up to 2" of total trim.

Length	Spline	Finish	Part No.
24"	3/4"-36	Plated Steel	FR1871-24PL
36"	3/4"-36	Plated Steel	FR1871-36PL

Shaft Support Bearings

Whenever a steering system contains either three joints, a double universal joint or vibration dampener, a support bearing is necessary. The support bearing can be used with either splined or DD shafts.

Description	Part No.
Support Bearing, 3/4" ID - Zinc Plated	FR1810
Support Bearing, 3/4" ID - Stainless	FR1811
Support Bearing, 3/4" ID - Polished Stainless	FR1811PL

Frame Mount Shaft Support Bearings

Frame Mount Support Bearing Kit features a bracket that allows for easy mounting of the support bearing. Slotted for adjustability. Angled or Straight. The support bearing can be used with either splined or DD shafts.

Description	Part No.
Support Bearing, 3/4" ID, Angled Bracket	FR1810KA
Support Bearing, 3/4" ID, Angled Bracket - Chrome	FR1810KAC
Support Bearing, 3/4" ID, Straight Bracket	FR1810KS
Support Bearing, 3/4" ID, Straight Bracket - Chrome	FR1810KSC

Steering Universal Joints

Pre-loaded bearing surfaces eliminate sloppy backlash to provide positive steering control. Un-splined, fits steering columns with 5/8" or 3/4" OD shafts. 1-1/4" OD.

Description	Part No.
3/4" Shaft to 3/4" Shaft	MO80110
5/8" Shaft to 5/8" Shaft	MO80120
5/8" Shaft to 9/16"-26 Spline	MO80130

AFCO Uni-Joints

These splined uni-joints are forged from 1045 steel and heat treated. They feature greased needle bearings with Teflon seal and a set screw with lock nut.

Spline	Description	Part No.
3/4"-36 x 3/4"-36	GM STD & Pinto P/Steer	AFC30305
1"-48 x 3/4"-36	Street Rod/OEM	AFC30312
1" DD x 3/4"-36	Street Rod	AFC30313

Splined Coupler

This splined coupler is forged from 1045 steel and heat treated. It features a set screw with lock nut.

3/4"-36 x 3/4"-36	AFC30315
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Shaft Support

This self aligning steering shaft support bearing is suitable for firewall or engine plate mounting and features a .757" bore for use with 3/4" shafts.

Steering Shaft Support Bearing (.757" Bore)	AFC30321
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POWER STEERING RACKS



RHD Rack & Pinion Conversion Cradle Kits (ALSO AVAILABLE LHD)

The new Right Hand Drive Rack and Pinion System was requested by the Australian marketplace and we delivered. This Power Rack kit provides easy conversion from steering box to an all new rack and pinion steering system. The kit features our new Billet-Power™ Rack and Pinion with more than 6 inches of travel for full turning radius.

- All NEW Power Rack and Pinion
- Billet-Joint® and Column Adapter included
- Stronger Rack Gear - 1 inch diameter
- More than 6 inches of travel and Full Turning Radius
- Bolts into Existing Chassis with no Suspension Modification
- Fluid and Pressure Tested and Certified

Description	Part No.
55-56 Chev RHD Rack & Pinion Kit With Paintable Column	FR324PWRH
55-56 Chev RHD Rack & Pinion Kit With Pol S/S Column	FR325PWRHPL
57 Chev RHD Rack & Pinion Kit With Pol S/S Column	FR326PWRHPL
57 Chev RHD Power Steer Rack & pinion Kit With Pol C/Shift	FR327PWRHPL
65-70 Mustang RHD Cradle Kit P/S	FR328PWRH
W/Paint Floor Shift Column	FR328PWRH
65-70 Mustang RHD Steer Rack Kit	FR329RH
Manual Rack Paint Column	FR329RH

Right Hand Drive Power Rack & Pinion

****SPECIAL ORDER ONLY ****

Made of all new components, including a new valve and piston, this Power Rack and Pinion is now designed for Right Hand Drive vehicles. As custom cars have become more popular around the world, we have had increasing interest in Rack and Pinions for custom Right Hand Drive applications. The most exciting aspect of the new RHD Power program is that it is not limited by core availability, since Flaming River Rack and Pinions are all new, and never rebuilt.

- All new components - Including valve, piston, seals, bearings and bushings, and pinion and rack gears
- Stronger rack shaft - almost 1 inch diameter
- More than 6 inches of travel for full turning radius
- Sleek, attractive powdercoated design
- Universal, precision 6061 aluminium, billet mounting
- Billet finned housing provides heat reduction

DESCRIPTION	Part No.
RHD Power Steering Rack Flaming Front Steer	FR40023
RHD Power Steering Rack Flaming Rear Steer	FR40024

POWER STEERING

Saginaw Power Steering Pumps

A-can type GM Saginaw power steering pump with 5/8" keyed shaft. Fits early and late GM cars and trucks.

Description
P/SPump - Chrome
P/SPump - Zinc Plated

Part No.
RPCR3913
RPCR3913X



Chrome Power Steering Cap Cover

Snaps over OEM plastic cap on Saginaw power steering pumps. Fits most GM, Ford & Chrysler applications.
Power Steering Pump Cap - Chrome

RPCR9257



Power Steering Pulleys

Polished aluminium power steering pump pulleys for GM Saginaw pumps with 5/8" shaft and keyway.

Description
Single Groove Pulley - Polished Aluminium
Single Groove Pulley - Black
Double Groove Pulley - Polished Aluminium
Double Groove Pulley - Black

Part No.
RPCR8848POL
RPCR8848B
RPCR8847POL
RPCR8847B



Saginaw Power Steering Pumps

Chrome plated or black powder coated Saginaw power steering pumps with new reservoir, new dipstick, chrome plated cap and hardware and keyed shaft for easy pulley installation (pulley not included).

Description
Saginaw Power Steering Pump - Chrome

Part No.
TUF6176



Power Steering Pump Cap & Dipstick

Chrome plated power steering pump cap & dipstick. Suits TUF6176 and other Saginaw style pumps.

Power Steering Pump Cap & Dipstick

TUF6500A



Power Steering Pump Cans

Chrome plated power steering pump cans. Suits Saginaw pumps. Choose from standard style with return tube on left or Corvette style with return tube in centre.

Description
Power Steering Pump Can with Left Return Tube
Power Steering Pump Can with Centre Return Tube

Part No.
TUF6501A
TUF6502A

Power Steering Pulley

Chrome plated power steering pulley to suit TUF6176 and other Saginaw style pumps with keyed shaft.

TUF488A



Power Steering Pump Brackets

Chrome plated or black powder coated power steering pump brackets laser cut from 1/4" steel. Mounts pump on the left side of the engine. Suits TUF6176 and other Saginaw style pumps.

Description
Small Block Chev with Short Water Pump - Chrome
Small Block Chev with Long Water Pump - Chrome
Big Block Chev with Short Water Pump - Chrome
Big Block Chev with Long Water Pump - Chrome

Part No.
TUF6504A
TUF6508A
TUF6503A
TUF6507A



Big Block & Small Block Chevy Power Steering Bracket & Pulleys

Billet Specialties power steering bracket and pulley is engineered to work with GM remote type 2 power steering pumps. Mounts low on the driver's side of the motor. Check for clearance before ordering. From centre of crank to outer edge of power steering pulley is 10.75 inches.

Small Block Chevrolet
BS12120 Short Water Pump Applications
BS12220 Long Water Pump Applications
Big Block Chevrolet
BS12320 Short Water Pump Applications

Power Steering Bracket For Saginaw Pump Left Side

FOR LONG WATER PUMP APPLICATIONS
Precision machined in the USA, Billet Specialties power steering bracket is designed to work with Saginaw style power steering pumps. Stainless steel hardware included. For use with v-groove pulleys or serpentine style pulleys. Pulleys sold separately.

BSFM0130PC Small Block Chevy
Dimensions: 10.25" from centre of crank to outside edge of power steering pulley
BSFM0230PC Big Block Chevy
Dimensions: 11.75" from centre of crank to outside edge of power steering pulley



Power Steering Cap Cover

For Saginaw Power Steering Pump
Covers factory cap
BS89120

Billet Power Steering Pulleys

Machined from 6061-T6 billet aluminium and polished to a mirror finish these power steering pulleys are designed to work with Saginaw power steering pumps with a built-in reservoir. Available in either 1/8" keyway or press-on shaft styles. Keyway pulley works with both long or short water pump applications (1966 - 1976 Saginaw Power Steering Pump). Press-on pulleys are for long water pumps only (1977 - UP Saginaw Power Steering Pump).

KEY WAY

BSFM1035PC Serpentine Belt
BS86120 1-GROOVE
BS86220 2-GROOVE

PRESS-ON

BSFM1030PC Serpentine Belt
BS86420 1-GROOVE
BS86520 2-GROOVE



Power Steering Pump

• Flow rate: 3.5gpm @ 1200psi
• Cad plated AN fittings pre-installed
Brand New Pump
BS12020 Natural
BS12025 Polished



2GPM Flow Control Valve

The GM style power steering pump exceeds recommended "flow" for a Ford rack. This flow control valve will correctly reduce flow to the OEM spec of 2GPM.
BSRP1300



Power Steering Reservoir w/ Bracket

This is the best set-up available. In your choice of Smooth or Ribbed styles, our remote power steering reservoirs are much more than empty cans. The double O-ring sealed breathable cap relieves positive and negative pressure while keeping your engine compartment clean. Forget foaming and fluid turbulence with our innovative internal return tube. Our exclusive bracket design clamps to the reservoir with an internal lock. The mounting hardware is completely hidden! Includes male AN fittings on the bottom of the reservoir.

BS77910 Smooth Reservoir w/bracket
BS77920 Ribbed Reservoir w/bracket
BSBLK77910 Smooth Reservoir
anodised Black w/bracket
BSRP7701 -8AN Power Steering Supply Fitting



Billet Bolt-On Reservoir

Billet Specialties' billet bolt-on reservoir is a machining marvel with innovative features such as threaded double o-ring reservoir and hose attachments providing secure leak-free service. Precision machined internal baffling eliminates foaming and is topped off with a vented notch-grip. Quality Inside & Out!
• Vented cap with built-in dipstick • 8.5 oz. capacity
• -6AN return fitting • Leak-free dual o-ring attachment
• Internal baffle • Pump NOT included
Fits the Following:
• Small Block Chevrolet® Tru Trac & V-Trac
• Big Block Chevrolet® Tru Trac & V-Trac
Description (PUMP is NOT included)
Polished Reservoir ONLY
Black Reservoir ONLY



Part No.
BS77930
BSBLK77930

Billet Power Steering Pumps & Case

Replace your ugly Saginaw power steering pump with a phenomenally styled billet aluminium reservoir. A perfect accompaniment to March's bracket kits. Available as a complete bolt in replacement Saginaw keyway pump with 5/8" pressure fitting or the billet case alone for use with your present pump internal parts. May require modification to factory brackets.

Description
Billet Reservoir with Keyway Pump
Billet Reservoir with Keyway Pump - Polished
Billet Case Only (Use Internals From Your Old Pump)

Part No.
MPP9600
MPP9620
MPP452



Power Steering Brackets

Superior style brackets precision CNC machined from solid billet 6061-T6 aluminium to fit perfectly and handle high torque and vibration. These kits come complete with stainless steel tensioning rods and chrome moly rod ends that make getting belt tension correct a snap, and unlike slotted brackets adjustment rods will not slip out of adjustment. Ford brackets suit water pumps with L/H lower hose and mounts pump on L/H side.

Description
Chev Small Block with Long Water Pump
Ford 289-351W with Saginaw P/Steering Pump
Ford 289-351W with Ford P/Steering Pump
Ford 302-351C with Saginaw P/Steering Pump
* See engine dress up section for the full range of March bracket & pulley kits

Part No.
MPP20160
MPP30037
MPP30038
MPP30405



Power Steering Pump Bracket

suit Ford
Steel bracket suit SB
Ford 283-302-351 with
Saginaw style pump
BOR802409



BILLET POWER

STEERING BRACKETS

Part No	Colour	Description
S/B CHEVY		
AF64-4001	Polished	Suit passenger side mid mount P/S pump with long water pump
AF64-4001BLK	Black	Suit passenger side mid mount P/S pump with long water pump
AF64-4011	Polished	Suit passenger side High mount P/S pump with long water pump
AF64-4011BLK	Black	Suit passenger side High mount P/S pump with long water pump
S/B FORD CLEVELAND (Suits GM Saginaw P/S pumps)		
AF64-4009	Polished	Suit passenger side mid mount with Saginaw P/S pump
AF64-4009BLK	Black	Suit passenger side mid mount with Saginaw P/S pump

LS Series

Billet Power Steering Brackets

LS SERIES CHEVY

Part No	Colour	Description
AF64-4026	Polished	Passenger side standard position
AF64-4026BLK	Black	Passenger side standard position



Power Steering Reservoir

1 Quart plastic power steering reservoir with -8AN outlet, -6AN return and vented twist lock cap assembly. Features moulded in 1/4" thread inserts for easy mounting. 4" diameter x 10-1/4" overall height.
JAZ Power Steering Reservoir
JAZ610-025-01



Billet Power

Steering Reservoir

Our polished billet aluminium P/S reservoir has an internal baffle plate and includes an O-Ring sealed cap and mounting bracket. Uses standard NPT fittings.
Billet Power Steering Reservoir BOR800600



Billet Remote Power Steering Reservoir

Polished Billet Remote Reservoir complete with mounting bracket
Inlet/outlet 3/8" NPT
Length 7.500" - Diameter 2.419"
MPP450





Billet Power Steering Reservoir

Billet P/S tank is constructed from 6061-T6 aluminium. The double O-ring sealed breathable cap relieves negative and positive pressure. With Aeroflow's pioneering internal tube you can forget about fluid and foaming turbulence. Our high-class bracket design clamps to the reservoir with an inner lock. Includes male AN fittings on the bottom of the reservoir.

O.D. 73mm (2-7/8"). Height 222mm (8-3/4"). Holds 440ml (15 oz) of fluid.

Part No	Colour
AF77-1027	Polished
AF77-1027BLK	Black



LS Series Fabricated Power Steering Tanks

Aeroflow Power Steering Reservoir tanks suits all LS engines and most V6 engines from late VT to VE, Pontiac GTO, G8, -6 ORB & -10 ORB fittings included. Designed to fit factory position.

NOTE: Barb sizes 9.52mm (3/8") and 15.8mm (5/8")

Part No	Colour	Description
AF77-1020	Polished	Designed to fit factory position
AF59-1020	Silver	Replacement fitting kit
AF77-1020BLK	Black	Designed to fit factory position
AF59-1020BLK	Black	Replacement fitting kit
AF59-1021	Polished	Replacement cap
AF59-1021BLK	Black	Replacement cap



Fabricated Square Power Steering Reservoir

Aeroflow's square fabricated aluminium power steering tank with integral mounting bracket holds 810ml (27oz) of fluid. It is baffled and comes with 38.1mm (1-1/2") billet cap. Removable -10ORB and -6ORB to barb fittings are included. ORB to AN fittings available separately for custom plumbing applications. Length 85mm (3-11/32") x Width 85mm (3-11/32") x Height 120mm (4-3/4").

NOTE: Barb sizes 9.52mm (3/8") and 19mm (3/4")

Part No	Colour	Description
AF77-1025	Polished	P/S tank
AF77-1025BLK	Black	P/S tank
AF59-1025	Silver	Replacement fitting kit
AF59-1025BLK	Black	Replacement fitting kit
AF59-1021	Polished	Replacement cap
AF59-1021BLK	Black	Replacement cap



Ford BA/BF Series Fabricated Power Steering Tanks

High Grade Constructed Aluminium Tanks designed for direct replacement for V8's only. 1 x -6 ORB and 1 x -8 ORB ports, fittings included.

NOTE: Barb sizes 9.52mm (3/8") and 15.8mm (5/8")

Part No	Colour	Description
AF77-1023	Polished	P/S tank
AF59-1023	Silver	Replacement fitting kit
AF77-1023BLK	Black	P/S tank
AF59-1023BLK	Black	Replacement fitting kit
AF59-1021	Polished	Replacement cap
AF59-1021BLK	Black	Replacement cap



Fabricated Power Steering Reservoir

Aeroflow's fabricated P/S tanks come with our Billet 50.8mm (2") cap and holds 650ml (22oz) of fluid. These professionally constructed tanks come either highly polished or in a black anodised finish. On the return side of the tanks we have incorporated a restrictor to prevent aeration. Fluid level must be above return line. Height 203mm (8"). Diameter 76mm (3"). -8 AN feed (bottom). -6 AN return (side). Mounting bracket holes 107mm (4-1/2") centres.

Part No	Colour
AF77-1014	Polished
AF77-1014BLK	Black

Fabricated Power

Steering Tank

Aeroflow's fabricated P/S tanks come with our Billet 38.1mm (1-1/2") I.D cap and holds 660ml (22.5oz) of fluid. These professionally constructed tanks are available polished or anodised black finishes. The internal construction features a smart design baffle to prevent aeration. Fabricated from 5051 aluminium and incorporate -8AN return and -10AN feed male fittings. Tank overall height is 190mm (7-1/2") and tank width is 80mm (3-1/8"). 2 x M8x1.25 female mounting bungs.

Part No	Finish
AF77-1032	Polished
AF77-1032BLK	Black



Peterson Power Steering Reservoir

Peterson's new power steering reservoir features lightweight aluminium construction, hardcoat anodizing and a full quart capacity. The best part is the internal 100 micron stainless steel, cleanable element to provide superior filtration and extend steering box or rack life.

Power Steering Reservoir
Mounting Bracket for 1-1/2" Tube
Mounting Bracket for 1-3/4" Tube



PFS08-0480
PFS08-0492
PFS08-0493

AFCO Power Steering Pumps With Reservoir

These new power steering pumps feature an aluminium housing with an integral reservoir. This lightweight assembly eliminates the additional lines normally required to get from the pump to a remote reservoir. These pumps are fully ported and 100% flow tested.

- 100% pressure tested
- Vented cap
- Popular racing design
- Correct pressure (6AN) and return (6AN) fittings installed
- Saves 4 lbs. over remote reservoir systems

Description
Aluminium Pump W/Pulley and Reservoir

Part #
AFC37390



Power Steering Pump Mounts

- CNC-machined lightweight aluminium
- Complete with pump mounting
- Mounts racing type power steering pumps

Description
Chevy-Bolts to Head
Chevy-Bolts to Block

Part #
AFC37190
AFC37191



Power Steering Reservoir

- 3" O.D. - 9" tall
- Spun aluminium
- 22 oz. capacity
- Internal diffuser to prevent fluid aeration
- Integral firewall mount. 75 lbs or clamp on roll bar mount 1.2 lbs.
- -10 AN Outlet / -6 AN Return

Description
P.S. Res. Firewall Mt.
P.S. Res. Roll Bar Mt.
P.S. Res. Roll Bar mounted with Vented Cap

PART #
AFC37152
AFC37156
AFC37156V



Power Steering Fluid

- Anti-wear additives protect pump & increase performance
- Special additives reduce fluid aeration during pump use
- Oil stability reduces heat in the power steering system
- Corrosion inhibitors & detergent additives minimize oxidation & development of sludge & gum

For use with all power steering applications.

Description	Part #
1 Quart	AFC36901



REDLINE POWER STEERING FLUID

RED LINE POWER STEERING FLUID satisfies the service fill requirements of most auto manufacturers and can be used where the manufacturer calls for any automatic transmission fluid such as

- Dexron, Dexron II-D, II-E, or Dexron III.
- Improved wear protection, resists thermal breakdown, evaporation and foaming
- Provides continued high pump output, suitable for most power steering units
- Lightweight fluid avoids power losses
- 50% greater high-temp viscosity and 1/5 of the high-temp evaporation
- Greater heat resistance helps to prevent boil-over
- Helps to prevent high-temp steering fade and difficult effort steering at low temps
- Compatible with petroleum and synthetics
- 1/4 of the oxidation of petroleum power steering fluids
- Helps prevent leakage and squealing

Description
Power Steering Fluid 1 Quart (946 ml)
(Alternative To Most Dexron & Typr-F & Mercon Fluids)

Part No.
RED30404



M063895



M063897

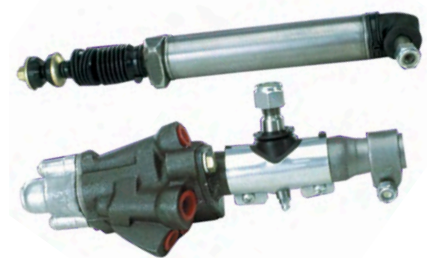
Power Steering Pump Bracket Kits

These kits mount a GM power steering pump to the left side head of a Chev Small Block. Available to suit an early style GM power steering pump with reservoir removed or a late model, small style GM pump with remote reservoir.

- Manufactured from 3/8" 6061-T6 aluminium, anodized
- Comes complete with all necessary fasteners.

Description
Power Steering Bracket Kit - Early Style Pump
Power Steering Bracket Kit - Late Style Pump

Part No.
M063895
M063897



1967-70 Mustang Power Steering

Flaming River now manufactures the power steering cylinder and control valve assembly for the Classic Mustang 1967-70. Like all Flaming River products, this is an all-new product and it is made to the original specifications. Minimum pump pressure at 465RPM is 665 psi and .88 GPM. System will not operate correctly without correct pump performance. Hoses/Pump not included.

Description
1967-70 Mustang - Slave Cylinder
1967-70 Mustang - Control Valve
1967-70 Mustang - Slave Cylinder & Valve Kit

Part No.
FR1498PWR
FR1498VLV
FR1498VLKT

POWER STEERING HOSES & FITTINGS



SAGINAW POWER STEERING FLOW CONTROL VALVE
Designed to fit Saginaw power steering pumps. Replaces factory valve in light steering applications to restrict flow to 2gpm. Stops fluid foaming in power steering tank.
AF64-2915 2gpm power steering flow control valve



Power Steering Adaptor Fittings

Part No	Description
AF353-06SS	1/2"-20 Inverted flare to -6 S/S PS Adaptor
AF354-06SS	5/8"-18 Inverted flare to -6 S/S GM/Sag PS Box
AF355-06SS	11/16"-18 Inverted flare to -6 S/S GM/Sag PS Box
AF350-06S	M14 x 1.50 O-ring to -6 Alloy O-ring Style
AF351-06S	M16 x 1.50 O-ring to -6 Alloy GM/Sag PS Box O-ring Style
AF352-06SS	M18 x 1.50 O-ring to -6 S/S GM/Sag PS Box O-ring Style



Stainless Braided Hose Kit - Remote Reservoir (GM-STYLE FITS FLAMING RIVER POWER RACK)

Includes stainless braided lines with fittings for installing Flaming River power rack and pinion with a remote reservoir. Simplifies installation with a clean, polished appearance.

Stainless Braid Hose Kit For Remote Reservoir FR1610



Power Steering Hose Kit

Power steering hose kit for Saginaw power steering pumps with 5/8" flare fittings. Includes pressure and return hoses.

Power Steering Hose Kit RPCR3914



Power Steering Hose Kit

Finish your Tru Trac or V-Trac installation the right way with a premium Billet Specialties hose kit. We take the guesswork out of power steering hoses to save you time and money. Each kit is supplied with enough adapters to cover most popular GM boxes and Ford type racks. Quality fittings and hose from Russell Performance are used exclusively to ensure reliability.

Applications:

- 1965-78 GM 800 Steering Gear Box (Metric & SAE)
- 1974-77 Mustang II Rack & Pinion
- CPP GM 500 Steering Gear Box
- GM Rack & Pinion
- Flaming River Rack & Pinion
- Dodge Omni Rack & Pinion

Power Steering Hose Kit

BS77900



26GPM Flow Control Valve

Billet specialties power steering pumps exceed recommended "flow" for Ford and some GM power steering racks. This may cause excessive heat or frothing of power steering fluid. The use of this flow control valve will correctly reduce flow to the OEM spec of 26GPM. These are recommended when using a Billet Specialties Power Steering Tru-Trac system or new GM style pump.

Flow Control Valve BSRP1300

BODIES



UNITED PACIFIC COUPE BODY

1932 FORD COMPLETE 5-WINDOW BODY SHELL

Eighty years of rust and neglect has been tough on the original 5-window coupes. Starting your project with a new steel body from United Pacific Industries is the best way to make your dream hot rod a reality. We've created precision tooling that accurately produces every panel exactly as original. Throughout the process of manufacturing the new 1932 5-Window body shell, we had many decisions to make regarding tooling design, modern enhancements, and material specifications. Our philosophy from the beginning was to make it just the way it was! In fact, there are only two options:

- 1) Original open insert roof, or a steel filled roof.
- 2) With cowl vent, or without

The new body shell is stock height, and includes the hardwood inner structure, both doors with door latches, and deck lid hinged as a trunk. Firewall and dash sold separately. The body shell is black EDP coated to keep your new steel fresh and un-rusted.

BODY SHELL INCLUDES:

- Black EDP Coated to Keep Your New Steel Fresh and Un-rusted
- Stock Height
- Includes Hardwood Inner Structure
- Includes Both Doors with Door Latches
- Deck Lid Hinged as Trunk
- Firewall and Dash Sold Separately

Full range of body panels, floor panels and all interior structure components available separately. Call Rocket for more information.

Description

1932 Ford 5-Window Coupe Body Shell

Part No.

UPB20000-A



All Steel Model A Roadster Body

The Brookville all steel Model A is the most accurate reproduction body you can buy.

As with all Brookville bodies, we use the same gauge steel as the originals and every

part of the body is interchangeable with the originals.

- Smooth Cowl Cover
- Smooth Flat Floors
- 4" Recessed Firewall
- 32 Style Dash Installed
- Steel Front Floor for 4" Recessed Firewall
- Smooth Trunk
- Smooth Deck Former
- Comes in Hardwood Shipping Crate

Description

1928-29 Stock Roadster Body for Model A Frame

1930-31 Stock Roadster Body for Model A Frame

Part No.

BRAF-100A

BRAF-100B



All Steel 1932 3 Window Coupe Body

Using the most sophisticated engineering and digital measuring methods we have been able to create a truly accurate yet more precise reproduction of this classic body. Our three window features the same gauge metals, the stamping details, internal bracing and wood components found in the originals. Our car does benefit from modern welding and finishing techniques and from our exclusive one piece whole body side stamping but every panel from this new body is still interchangeable with the factory originals.

- Smooth Cowl Top
- Smooth Trunk Lid
- Smooth Doors with Stock Hinges
- Smooth Face Dash Installed
- Steel Front Floor
- Flat Hotrod Style Floor in Seat Area
- Stock or Flat Firewall Sold Separately
- Comes in Hardwood Shipping Crate

Description

1932 Stock 3 Window Coupe Body

Part No.

BRB-200



All Steel 1932 Roadster Body

The Brookville all steel Deuce is the most accurate reproduction body you can buy. As with all Brookville bodies, we use the same gauge steel as the originals and every part of the body is interchangeable with the originals.

- Smooth Cowl Top • Smooth Trunk or Rumble Lid • Smooth Doors with Stock Hinges • Steel Front Floor
 - Flat Hotrod Style Floor in Seat Area • Stock or Flat Firewall Sold Separately • Comes in Hardwood Shipping Crate
- 1932 Stock Roadster Body BRB-100**

PANELS & BRACES

Radiator Splash Apron - 1932

Die Stamped smooth rolls
(V118-17766/67-S for hardware kit)
V1B-16527 1932 Passenger & Pickup
V1B-16527-CHP 1932 Chopped 2"



Radiator Splash Aprons

Die Stamped. Black powder coated aprons
UPA6054 1932 Car & Pickup
UPA6063 1932 2" Chopped
UPA6062 1928-29 Die Stamped
UPA6053 1930-31 Die Stamped



Rear Frame

Horn Covers - Steel

Includes rubber channel and plugs.

V1B-16399 1932 Die Stamped Steel



Large Front Fender Braces - 1933-34

Excellent die stamped steel front fender braces are made to vintiques exacting standards. Sold in pairs. painted black.

VI40-16047-B 1933-34



Front Fender to Fender Brace Bolt Set

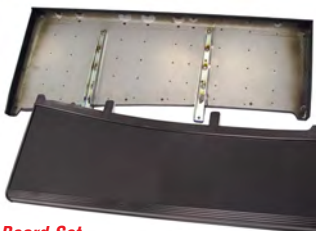
Note: 1928-32 takes 1 set for one car.
1933-34 takes 2 sets for one car.
Set includes: 2 smooth head special carriage bolts, 2 washers and 2 nuts of like material.

V1B-16026-BK 1928-34 Black
V1B-16026-SS 1928-34 Polished Stainless



Running Board Braces

Die Stamped and painted black. Sold in sets of 4
V1B-16485-S 1932 Passenger & Pickup
VI40-16485-S 1933-34



1932 Running Board Set

Steel with vulanised rubber with all the detail of the originals.

V1B-16450/1-V

1933-34 Running Board Set

Steel with vulanised rubber with all the detail of the originals.

BD40-16450/1

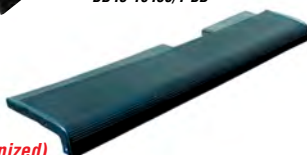


1935-36

Running Board Set

Steel with vulanised rubber with all the detail of the originals.

BD48-16450/1-BD



Running Boards (Vulcanized) Fits - 1935-36 Car

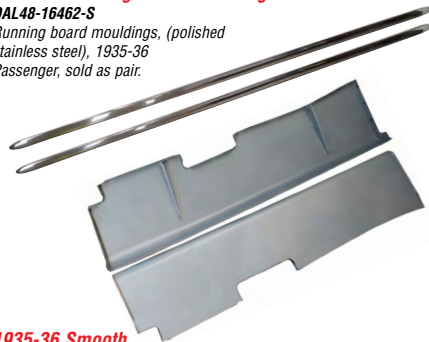
These boards are authentic vulcanized rubber-to-steel, as sturdy, tough and beautiful as the originals. They're made of real rubber, not a hard vinyl or plastic composite, and have sharp, crisp detail. You'll find no rough, irregular edges or excess material. Now you can finish your car with boards that have the exact same look, feel and strength as Henry's originals.

Sold as pairs
BD48-16450-BD

1935-36 Running Board Mouldings

DAL48-16462-S

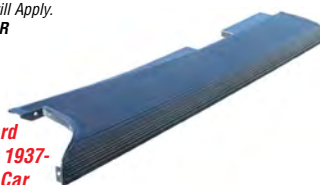
Running board mouldings, (polished stainless steel), 1935-36 Passenger, sold as pair.



1935-36 Smooth Steel Running Boards

Sleek, all steel boards that are ready for prep and paint. Leave un-covered for today's "smooth" street rod look. Sold by the pair. **OVERSIZE** - Extra Shipping will Apply.

BD48-16450/1-BR



Running Board Covers Fits - 1937-39 Standard Car

We were the first to develop and design a catch lip front edge. Each style moulded with the finest rubber. Excellent fit. Pair.

BD78-16450/1



1939 Deluxe-1940 Cars Running Board Set

Steel with vulanised rubber with all the detail of the originals.

BD91A-16450/1-BD



1928-29 Fenders

Description

1928-29 Roadster & Coupe Steel Front Fenders	BRA-188-ASL & BRA-188-ASR
1928-29 Roadster & Coupe Steel Rear Fenders	BRA-183-AL & BRA-183-AR
1928-29 Roadster & Coupe Front Fender Braces	BRA-188-ABR

Part No.

1928-29 Running Boards

Description

1928-29 Running Boards w/Mat & Stainless Trim	BRA-185-ASS
1928-29 Smooth Running Boards	BRA-185-ASM
1928-31 Running Board Braces (Set of 4)	BRA-182-BR

Part No.

1930-31 Fenders

Description

1930-31 Roadster & Coupe Steel Front Fenders	BRA-188-BSL & BRA-188-BSR
1930-31 Roadster & Coupe Steel Rear Fenders	BRA-183-BL & BRA-183-BR
1930-31 Roadster & Coupe Front Fender Braces	BRA-188-BBR

Part No.

1930-31 Running Boards

Description

1930 Running Boards w/Mat & Stainless Trim	BRA-185-B2SS
1931 Running Boards w/Mat & Stainless Trim	BRA-184-B1SS
1930-31 Smooth Running Board	BRA-185-BSM
1928-31 Running Board Braces (Set of 4)	BRA-182-BR

Part No.

1932 Fenders

Description

1932 Steel Front Left Fender	BRB-188-L
1932 Steel Front Right Fender	BRB-188-R
1932 Roadster & Coupe Steel Rear Left Fender	BRB-183-L
1932 Roadster & Coupe Steel Rear Right Fender	BRB-183-R
1932 Sedan Steel Rear Left Fender	BRB-483-L
1932 Sedan Steel Rear Right Fender	BRB-483-R
1932 Front Fender Braces	BRB-188-BR

Part No.

1932 Running Boards

Description

1932 Smooth Running Boards	BRB-185-SM
1932 Stock Running Boards (Uncovered)	BRB-185

BRB-185-SM
BRB-185



1928-29 All Steel Model "A" Fender Package

Package includes:

- Steel Front Fenders
- Running Boards
- Hood Shelves
- Running Board Braces
- Steel Rear Fenders
- Running Board Aprons
- Front Fender Braces
- Front Radiator Apron

BR1002-AS 28-29 Steel Front & Rear Fender Package



1930-31 All Steel Model "A" Fender Package

Package includes:

- Steel Front Fenders
- Running Boards
- Front Fender Braces
- Front Radiator Apron
- Steel Rear Fenders
- Running Board Aprons
- Running Board Braces

BR1002-BS 30-31 Steel Front & Rear Fender Package



1932 Fender & Running Board Complete Packages

Packages come standard with the following:

- 32 Steel Front Fenders
- 32 Steel Rear Fenders
- Front Fender Braces
- Running Boards
- Front Radiator Apron
- Rear Frame Horn Covers

BRB-1002 32 Steel Front & Rear Fender Package with Smooth Boards

BRB-1002-RC 32 Steel Front & Rear Fender Package with Molded Rubber Covered Boards



1932 Steel Firewalls

Steel firewalls for our 1932 Roadster and 3 Window Coupe bodies. Also fits original bodies.

Description
Flat with Stock Bead & Steel Feet
Stock with Stock Bead & Steel Feet

Part No.
BRB-1015
BRB-1015STOCK



1928-32 FORD

Deck Lids

Coupe & Roadster Rumble Lid

- BRA-1059-AT** 1928-29
- BRA-1059-BT** 1930-31
- BRA-1059TSM** 1932 "SMOOTH"



United Pacific Rear Fenders for 1933-34 Ford Passenger Cars

Die stamped with high quality 20 gauge sheetmetal. Features all of the original contour and mounting detail. Beautiful edge bead with inner reinforcement rod just like the original design. Black EDP coated.

Right Hand/US Passenger Side
Left Hand/US Drivers Side

UPB24034
UPB24033



Real Hot rod products made by hot rodders. Roof inserts, door skins & Inner door braces for your Hot rod.

Roof inserts:

True custom fit roof insert panel made of 18 gauge steel, shaped on a Yoder power hammer. Fitted to individually made fixtures to assure perfect contour & excellent fit.

Available for:

- 1928-31 Ford Coupe
- 1932 Ford 3w & 5W coupe
- 1933-34 Ford 3W coupe
- 1933-34 Ford 5W coupe
- 1935-36 Ford 3W coupe
- 1935-36 Ford 5W coupe
- 1932-35 Chev coupe
- 1932 Ford 2dr sedan
- 1934-36 Ford sedan



Door Skins:

Each of these panels is hand shaped on a Yoder power hammer. All door skins are made of 19 gauge steel & are available with or without the belt line bead.

Available for:

- 1928-31 Ford Coupe
- 1928-31 Ford sedan
- 1937-40 Coupe
- 1937-40 Sedan
- 1932 Ford 3w & 5W coupe
- 1932-34 Ford pickup
- 1933-34 Ford 3W coupe
- 1933-34 Ford 5W coupe
- 1933-34 Ford roadster/Cabriolet
- 1935-36 Ford 3W coupe
- 1935-36 Ford 5W coupe
- 1935-36 Ford Pickup
- 1932 Ford 2dr sedan
- 1934-36 Ford 2dr sedan



Steel Speed Blister

Drawn from 16-gauge steel, this blister is an awesome piece that can be used for everything from hood side blisters to making miniature belly tanks. The blisters are 18 inches long by 6 inches wide at the fatest part of the belly and they're 3-1/4 inches deep at the waist. Also, because of the way they are carefully drawn, they can be easily cut out with a flange and bolted or riveted into a hood side or top for a very cool look. Sold Individually

SO169-10002 Steel Blister



1932 Roadster Dash
1932 Roadster Dash Smooth without Oval Recess
BRB-139



1930-31 Ford Closed Car Dash
1932 style to fit A-Model
BRA-136-BFCC

1932 FORD Closed Car Dash Panels
Fits 1932 Closed Cars, 5 Window Coupe, Tudor, Fordor & Sedan Delivery

3 styles of '32 dash panels are made using high precision tooling to give your restoration or rod that fresh factory look with a beautiful fit. Each is made of 100% heavy gauge steel finished in our black EDP coating, comes ready to paint & install.



Early '32 Style Dash Panel
With recessed top belt rail. Includes gauge cluster opening.
BDB-300



Late '32 Style Dash Panel
With raised top belt rail. Includes gauge cluster opening
BDB-301



Custom '32 Style Dash Panel
With raised top belt rail. No gauge cluster opening
BDB-302



Chrome Bumper
Front Or Rear
BD40-17757 1933-34 CAR
BD68-17757 1936 CAR



Panels & Braces Cage Nut

Welds on for fastening various sheet metal parts and braces.

BD3145-C 5/16in. x24
RD3145-D 3/8in x24



1934 Ford Passenger Car Chrome Bumper

- Heavy Stamped Steel as Original
- Quality Chrome Plating with 1 Year Limited Warranty
- 1934 is 26 inches Between Bolts

UPA20094



CHROME BUMPER

Our high-grade steel, super chrome and perfect details make our bumpers a show-quality masterpiece. Fits front or rear.

1932 Car, Pickup BDB-17752



BUMPER END CAPS

Most folks don't even know that these existed on the original Ford. All stainless steel to "cap the wrap" on the end of the bumper. For super detail put them in top and bottom. Set of 4.

1932 Ford BDB-17760-K



BUMPER BOLT MOUNTING KIT

For use without bumper guards at inner holes. Forged Steel with Oval Polished Stainless Steel Cover Includes stainless nuts & washers. Set of 4.

1933-40 Car & 1934-41 Pickup 40-17908-K



BUMPER BOLT

Forged with Polished stainless steel cover. 2 required per bumper. Includes nuts and lock-washers. Set of 4.

1932 Ford
BDB-17758-K



BUMPER END MOUNTING BOLT KIT

Don't settle for a longer than needed coarse thread stove bolt. Drake puts it all together with a fine-threaded and correctly headed specially made bolt. We even toss in the lock-washer and nut in the correct black oxide finish. Includes 2 bolts, 2 lock-washers and 2 nuts for one bumper. 7/16-20

1933-36 Car & Pickup BD40-17758-EB



Fender Braces

Heavy gauge stamped steel painted gloss black. Features correct curvature, perfect in every detail just like the original. Fits front fender towards the rear just in front of the running board.

Front Fender Braces

VI40-16094-A	1933-1934 Passenger
BD40-16094-A	1933-1934 Passenger
BD50-16094	1935-1937 Pickup
BD68-16094	1935-1936 Passenger
BD78-16094	1937-1938 & 1939 Standard Passenger

Rear Fender Braces

BD40-17787-C	1934 Car, Except Victoria
BD48-16341	1935-1936 Passenger
BD78-16341	1937-1941 Passenger
BD50-16341	1935-1936 Pickup, 1935-1937 Panel
BD81C-16341	1938-1938 & 1941 Pickup

Support for large fender brace

VI40-16067-B 1933-34



BUMPER BRACES

These braces are bent to shape from thick steel. No light-weights here. Our braces are built to take a beating. The mounting holes are punched in just the right places so you can bolt it all together. We offer them in plain steel or gleaming stainless steel.

FRONT

1932 Car, Pickup
1933-34 Car & Pickup
1936 Car & Pickup

REAR

1932 Car

BDB-17754/5
BD40-17766/7-C
BD68-17766/7

BDB-17821/2



Rear Bumper Braces, Shortened Fits - 1935-36 Car

These braces are bent to shape from thick steel. No light-weights here. Our braces are built to take a beating. The mounting holes are punched in just the right places so you can bolt it all together. We offer them in plain steel. 2 pieces.

BD68-17787-SR



Fender Welt - Vinyl

Top quality black crushed grain vinyl. 1-1/2" wide with a 3/16" bead.

VIB-16070-A 25ft 3/16" bead Vinyl
VIB-16070-B 300ft 3/16" bead Vinyl



EMS Manufacture a large range of stamped steel patch panels to suit: 1935 to 1958 Ford vehicles, 1948 - 1952 Ford Pickups, 1961 - 1966 Ford Pickups and 1935 - 1954 Chevrolet vehicles.

Although Rocket only stock a small selection of panels, we have access to the complete EMS product range and can ship any panel air or sea freight upon your order. So check out the EMS website at emsautomotive.com and check out the full range of panels to bring your steel body back to life.



1935-36 Ford Tailpan

Part No. EMS3

EMS tailpan for 1935-36 ford coupe, fits all coupe, roadster bodies with rumble seat or trunk lid, rolls under to factory seam and upward to the spare tire mount.



1935-36 Recessed Firewall - Small Block

Part No. EMSB351071

Suits all 1935-36 ford body styles
Our firewalls are precision manufactured from 18 gage steel and are designed for the most common application, this is for a small block application

1935-36 Lower Front Cowl

Part No. EMS151

Suits all 1935-36 ford body styles
The lower front cowl is the area between the firewall and the front door where the fender bolts to the main body. Outer skin only, sold in pairs.



1935-36 Lower 1/4 Panel

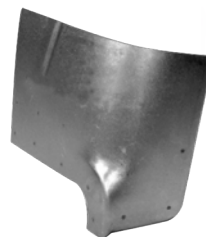
Part No. EMS152

Suits 2 Door Sedan & 3 W Coupe
Lower 1/4 panel repairs the area from the back of the door to the rear fender. Sold in pairs only

1937-40 Fender Patch

Part No. EMS40

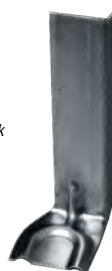
Suits 1935-40 Ford Cars
Repairs the bottom 8 inches of the rear fender where it bolts to the running board, die stamped 18 gage steel, includes the inner reinforcement on the inside. And the wheel opening bead. Fits all body styles. Made in the usa



1935-40 Door Post Brace

Part No. EMSUN196

Suits all 1935-40 ford body styles
A reinforcement brace for the door jamb, oem on 35/6 ford cabriolets, But will work on all 35-40 ford to strengthen the door jamb, sold in pairs.



1935-36 Ford Trunk Floor Extension

Part No. EMS90

Suits all 1935-36 ford body styles
Located behind the tailpan it is the inner piece that will connect the bottom of the tailpan to the flat part of the main trunk floor. Difficult to see until tailpan is removed. 18 Gage steel. Made in the usa



1935-36 Door Bottom Repair Kit

Part No. EMS117

Suits: Coupe 5W and Front Door of 4 Door Sedan
This kit will repair the lower door of a 2 door coupe. It includes the outer skin (20gage) and the inner structure (18gage). Includes hem flange, extends upward past the lower door hinge pocket.

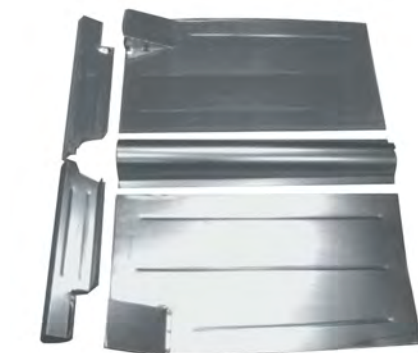
1935-36 Rear Floor Plan Kit

Part No. EMSB351050

Suits: Coupe

Part No: EMSB351049 Suits: Sedan Flatback/ Humpback and Sedan Delivery

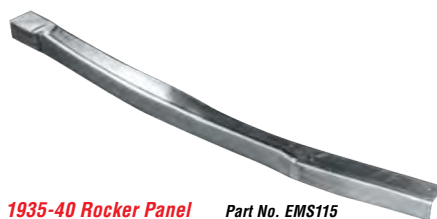
The rear floor pan kit cover the area from under the front seat (about center of seat) and go back to the riser over the axle. Extends from side to side and includes the driveshaft tunnel, fabricated from 18 gage steel. Quality kit.



1935-40 Rocker Panel

Part No. EMS115

Suits 1935-40 Ford Cars
The rocker panel goes from front door post to the rear door post on 2 door cars and to the center door post on 4dr cars, formed like oem style, can be used with after market street rod style floor pans from EMS or other mfg. Made in usa



HOT ROD BONNETS

ROOTLIEB
VINTAGE AUTO SHEET METAL



1928-29 & 1930-31 Model A Bonnets

Highest quality 1928-29 & 1930-31 bonnets. The stock bonnet is exactly as the original using the same gauge steel, correct sizes and louver placement. Bonnets are complete with handles, centre hinge and moulding. Various Styles of Hot Rod bonnets are available with 32 centre hinge which gives a flat attractive appearance. For a full listing and availability on Model A bonnets please call Rocket Hot Rods on 02 8825 1944

1928-29 3 Piece Bonnets

RL428 1928-29 Plain Top - Plain Sides
RL428B 1928-29 w/ 1932 Grille Shell Plain Top - Plain Sides

1928-29 4 Piece Bonnets

RL402 1928-29 4Pce Bonnet Plain Tops, Original Sides

1928-29 1 Piece Bonnet

RL431 1928-29 1Pce Bonnet top only, 4 Row Louvers

1930-31 Bonnet

RL451A 1930-31 Plain Top with 32 Centre Hinge
RL478 1930-31 3Pce Bonnet Plain Top 4 Row Louvers

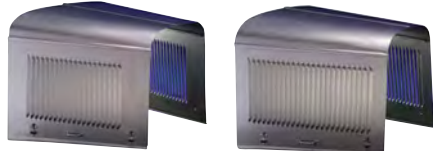
1932 1 Piece Bonnet

RL551 Plain Bonnet Top Only

1932 Ford Bonnets

The stock bonnets are exactly as the original using the same gauge metal. Both 20 & 25 louver bonnets are available. All bonnets are pre-fit to a cowl and radiator shell to assure the correct contour. Hot Rod styles with various louver patterns are available in the the same high quality. Pressed steel handles and clips with rubber bumpers attached. Polished stainless steel centre hinge moulding included

1932 4 Piece Bonnets



RL500 1932 Plain Tops - 20 Louver Sides
RL501 1932 Pair Plain Tops ONLY
RL502 1932 Pair 20 Louver Sides - ONLY
RL504 1932 Plain Tops - 25 Louver Sides
RL505 1932 Pair 25 Louver Sides - ONLY



RL530 1932 Plain Tops - Plain Sides
RL527 1932 Pair Plain Sides ONLY
RL506 1932 Plain Tops - 3 Row Sides
RL507 1932 Pair 3 Row Sides - ONLY
RL508 1932 Plain Tops - 4 Row Sides
RL509 1932 Pair 4 Row Sides - ONLY

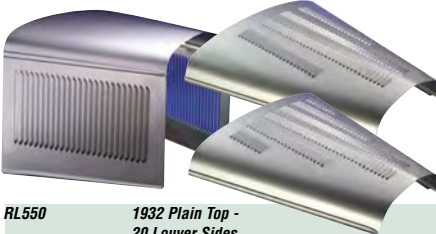


RL510 1932 2 Row Tops - 3 Row Sides
RL511 1932 2 Row Tops - ONLY
RL512 1932 2 Row Tops - 4 Row Sides
RL526 1932 2 Row Tops - Plain Sides
RL514 1932 3 Row Tops - 3 Row Sides
RL515 1932 Pair 3 Row Tops ONLY
RL516 1932 3 Row Tops - 4 Row Sides
RL528 1932 3 Row Tops - Plain Sides
RL522 1932 3 Row Tops - 20 louver Sides
RL524 1932 3 Row Tops - 25 louver Sides
RL518 1932 2 Row Tops - 20 louver Sides
RL520 1932 2 Row Tops - 25 louver Sides
RL532 1932 Plain Tops - 4 Door Sides
RL534 1932 4 Door Sides Only
RL536 1932 Plain Tops - 2 Scoop Sides
RL537 1932 1 Scoop Sides Only
RL538 1932 Plain Tops - 2 Scoop Sides
RL539 1932 2 Scoop Sides Only

1932 3 Piece Bonnets



RL560 1932 Plain Top - Plain Sides
RL551 1932 Plain Top ONLY
RL560A 1932 Pair Plain Sides - ONLY
RL556 1932 Plain Top - 3 Row Sides
RL556A 1932 Pair 3 Row Sides - ONLY
RL558 1932 Plain Top - 4 Row Sides
RL558A 1932 Pair 4 Row Sides Only
RL503A 1932 25 Louver "Correct Cut" Sides Only



RL550 1932 Plain Top - 20 Louver Sides
RL550A 1932 Pair 20 Louver Sides - ONLY
RL551A 1932 Cowl Induction Top ONLY
RL554 1932 Plain Top - 25 Louver Sides
RL554A 1932 Pair 25 Louver Sides - ONLY
RL562 1932 4 Row Top - Plain Sides
RL562A 1932 4 Row Top Only
RL564 1932 4 Row Top - 3 Row Sides
RL566 1932 4 Row Top - 4 Row Sides
RL568 1932 4 Row Top - 20 Louver Sides
RL570 1932 4 Row Top - 25 Louver Sides
RL569 1932 6 Row Top - Plain Sides
RL569A 1932 6 Row Top Only

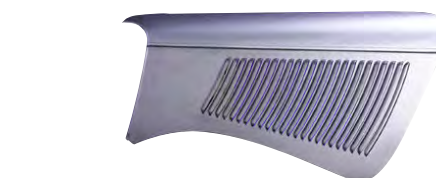
RL552 1932 Plain Top - 1 Scoop Sides
RL552A 1932 1 Scoop Sides Only
RL553 1932 Plain Top - 2 Scoop Sides
RL553A 1932 Pair 2 Scoop Sides Only



1933 Bonnets

Quality 1933 bonnets using the same gauge steel as originals. The bead work on top panel is not available at this time. Side panels with bead work are available. All bonnets are pre-fit to a cowl and radiator shell to assure the correct contour. Hinge rods & centre moldings included. No latching hardware or handles available. 1934 handles can be installed upon request.

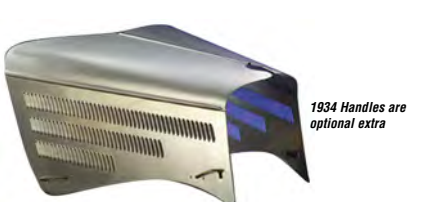
1933 4 Piece Bonnets



RL608B 1933 Plain Tops - Stock Sides
RL608C 1933 Pair Stock sides ONLY



RL604 1933 Plain Tops - Plain Sides
RL604A 1933 Pair Plain Tops ONLY
RL604B 1933 Pair Plain Sides ONLY



RL605 1933 Plain Tops - 3 Row Sides
RL605B 1933 3 Row Tops ONLY
RL605A 1933 Pair 3 Row Sides ONLY



RL608 1933 Plain Tops - 34 Louver Sides
RL608A 1933 Pair 34 louver Sides ONLY

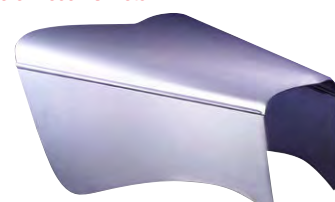


RL606 1933 Plain Tops - 1 Scoop Sides
RL606A 1933 1 Scoop Sides ONLY



RL607 1933 Plain Tops - 2 Scoop Sides
RL607A 1933 2 Scoop Sides ONLY

1933 3 Piece Bonnets



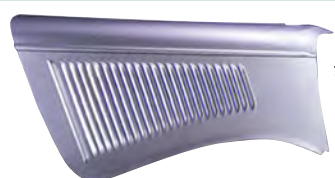
RL612 1933 Plain Top - Plain Sides - NO Cutout
RL612B 1933 Plain Top ONLY No cutout
RL613 1933 Plain Top - Plain Sides with Cutout
RL613B 1933 Plain Top ONLY with Cutout
RL609B 1933 Pair Plain Sides ONLY



RL616 1933 Plain Top - 3 Row Sides - NO Cutout
RL616B 1933 Plain Top - 3 Row Sides With Cutout
RL616A 1933 Pair 3 Row Sides Only
RL614 1933 Plain 6 Row Top-3 Row Sides-NO Cutout
RL614B 1933 6 Row Top ONLY NO Cutout
RL615 1933 6 Row Top- 3 Row Sides with Cutout
RL615B 1933 6 Row Top ONLY - with Cutout
RL618 1933 6 Row Top - Plain Sides - NO Cutout
RL619 1933 6 Row Top - Plain Sides - with Cutout



RL617D 1933 Plain Top-'33 Louver Sides - with Cutout
RL617E 1933 Plain Top-'33 Louvered Sides NO Cutout
RL617C 1933 Pair '33 louver Sides Only
RL617 1933 Plain Top-'34 Louver Sides - with Cutout
RL617B 1933 Plain Top-'34 Louvered Sides NO Cutout
RL617A 1933 Pair '34 louver Sides Only



RL610 1933 Plain Top - 1 Scoop Sides No Cutout
RL610B 1933 Plain Top - 1 Scoop Sides with Cutout
RL610A 1933 Pair 1 Scoop Sides ONLY
RL611 1933 Plain Top - 2 Scoop Sides NO Cutout
RL611B 1933 Plain Top - 2 Scoop Sides with Cutout
RL611A 1933 Pair 2 Scoop Sides ONLY

1934 Bonnets

Superior quality 1934 bonnets. The stock bonnet is exactly as the original using the same gauge steel. All bonnets are pre-fit to a cowl and radiator shell to assure the correct contour. Bonnets are complete with handles, spring assemblies and stainless steel centre hinge moulding. 34 louvers are on a slant following the hood contours.

1934 4 Piece Bonnets



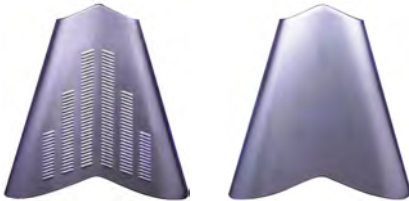
RL620	1934 Plain Tops - Stock Sides - with Cutout
RL621	1934 Plain Tops ONLY with Cutout
RL622	1934 Stock Sides ONLY
RL623	1934 Plain Tops - Stock Sides - NO cutout



RL630	1934 Plain Tops - Plain Sides - with Cutout
RL631	1934 Plain Sides ONLY
RL631A	1934 Plain Tops/33 Louver Sides - with Cutout
RL630A	1934 Plain Tops - Plain Sides - NO Cutout



RL624	1934 Plain Tops - 3 Row Sides - with Cutout
RL625	1934 Pair 3 Row Sides ONLY
RL632	1934 3 Row Tops - 3 Row Sides - with Cutout
RL633	1934 Pair 3 Row Tops - ONLY - with Cutout
RL636	1934 3 Row Tops - Plain Sides - with Cutouts



1934 3 Piece Bonnets

Plain Top and Plain Sides

RL644	1934 Plain Top - Plain Sides - NO Cutout
RL639A	1934 Plain Top - ONLY - NO Cutout
RL645	1934 Plain Top - Plain Sides - with Cutout
RL639	1934 Plain Top - ONLY - with Cutout
RL644A	1934 Pair Plain Sides Only

Plain Top and Louvered Sides

RL643	1934 Plain Top - 3 Row Sides - NO Cutout
RL642	1934 Plain Top - 3 Row Sides - with Cutout
RL642A	1934 Pair 3 Row Sides ONLY

Plain Top and Stock Sides

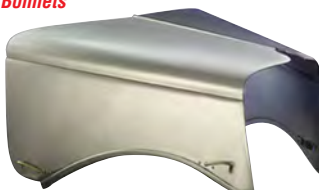
RL638	1934 Plain Top - Stock Sides - with Cutout
RL640	1934 Plain Top - Stock Sides - NO Cutout
RL639B	1934 Pair 34 Louver Sides ONLY
RL640A	1934 Plain Top - 33 Louver Sides - with Cutout
RL640D	1934 Plain Top - 33 Louver Sides - NO Cutout
RL640B	1934 Pair 33 Louver Sides ONLY

Louvered Top and Louvered Sides

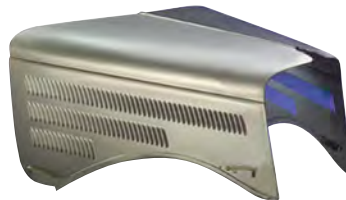
RL647	1934 6 Row Top - 3 Row Sides - NO Cutout
RL647B	1934 6 Row Top - ONLY - NO Cutout
RL646	1934 6 Row Top - 3 Row Sides - with Cutout
RL646B	1934 6 Row Top - ONLY - with Cutout
RL651	1934 6 Row Top - 3 Row Sides - NO Cutout
RL650	1934 6 Row Top - Plain Sides - with Cutout

1935 4 Piece Bonnets

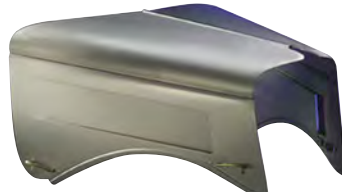
Fine quality 1935 bonnets. No stock louvers available. Hardware included as shown.



RL700	1935 Plain Tops - 1 Plain Sides
RL700A	1935 Pair Plain Tops ONLY
RL700B	1933 Pair Plain Sides ONLY

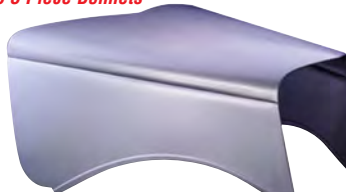


RL709	1935 3 Row Tops - 3 Row Sides
RL709A	1935 Pair 3 Row Tops ONLY
RL703	1935 Plain Tops - 3 Row Sides
RL703A	1935 Pair 3 Row Sides ONLY

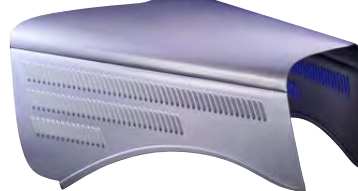


RL701	1935 Plain Tops - 1 Scoop Sides
RL701A	1935 Pair 1 Scoop Sides ONLY

1935 3 Piece Bonnets



RL710	1935 Plain Top - Plain Sides
RL710A	1935 Plain Top ONLY
RL710B	1935 Pair Plain Sides ONLY



RL712	1935 Plain Top - 3 Row Sides
RL712A	1935 Pair 3 Row Sides ONLY
RL713	1935 6 Row Top - 3 Row Sides
RL713A	1935 Pair 6 Row Top ONLY
RL712	1935 Plain Top - 1 Scoop Sides
RL712A	1935 Pair 1 Scoop Sides ONLY

1936 Bonnet Sides

Top quality 1936 bonnet sides available plain or with hot rod louvered sides. No stock louvers available. Hardware included as shown.



RL740	1936 4 Piece Pair - 3 Row Sides Only
RL740A	1936 3 Piece Pair - 3 Row Sides Only



RL742	1936 4 Piece Pair - Plain Sides Only
RL742A	1936 3 Piece Pair - Plain Sides Only
RL742	1936 4 Piece Pair - 1 Scoop Sides Only
RL742A	1936 3 Piece Pair - 1 Scoop Sides Only

More Rootlieb Bonnets and Bonnet Sides are available for:

T-Model Ford

1933 - 1934 Ford pickups

1935 - 1937 Ford Pickups

1931 - 1936 Chevrolet Cars

1932 - 1936 Dodge / Plymouth Cars

For more information please call Rocket's Hot Rod department on:

02 8825 1944

or email: hotrod@rocketind.com



CHEVY 1934-1935 3 Piece Bonnets

RL9550	1934-35 Chev Plain Top - Plain Sides
RL9560	1934-35 Chev Plain Top - 3 Row Sides

BONNET ACCESSORIES



ROOTLIEB Brace Kits

A Great Complement to our hood hinge and latch kits. These 3/8" diameter, solid steel hood braces (two per kit), will improve your hood support and alignment for a smooth and safe operation. Braces come complete with flush head stud mounting kit and detailed instructions. We have the largest selection in sizes and models for cars and trucks.

RLHB2930C	29 to 30 Chevy
RLHB32C	31 to 32 Chevy
RLHB35	34 to 35 Chevy and Master
RLHB36C	36 Chevy
RLHB2627	26 to 27 Ford
RLHB29	28 to 29 Ford
RLHB2932	29 Ford w/32 Shell
RLHB3031	30 to 31 Ford (and w/32 Shell)
RLHB32	32 Ford and 33 Chevy Mercury
RLHB3334	33 to 34 Ford and 33 Chevy Master
RLHB3334T	33 to 34 Ford Truck
RLHB35	35-36 Ford
RLHB3536T	35 to 37 Ford Truck
RLHB33PD	33 to 34 Plymouth / Dodge
RLHB35PD	35 Plymouth-36 Dodge
RLHB36P	36 Plymouth
RLHB35D	35 Dodge



Hood Prop Kit

This hood drop kit eliminates resting your hood on the cowl and also is a kit to prevent from cracking expensive paint. All mounting hardware included.

UPA6223	1928-Up Black
UPA6248	1928-Up Stainless Steel



Adjustable-Level Self-Locking Hood and Trunk Prop

Constructed of high quality billet aluminium and stainless steel. When the hood or trunk is raised, the Hood and Trunk Prop will automatically lock itself into position. This eliminates the need for two hands when opening your hood or trunk. A quick release allows the hood to be opened to its max for easy engine access. We offer two versions of the Hood and Trunk Prop, three and six level. This will allow the hood or trunk to be set at various levels without any unsightly objects holding it up. Each level of the six-level prop increases the opening of the hood or trunk by approximately 6 inches. Each level of the three-level prop increases the opening of the hood or trunk by approximately 12 inches.

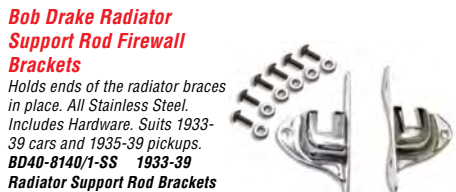
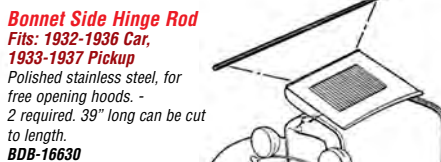
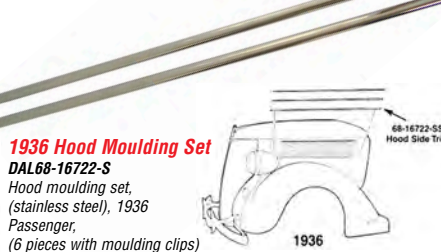
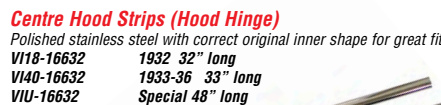
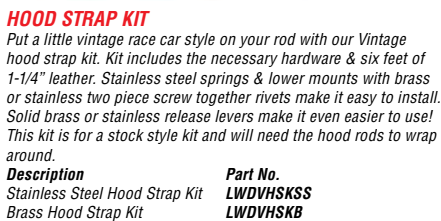
Part No.	Description
LK-0401014	Universal 3 level Hood and Trunk Prop Polished
LK-0401024	Universal 6 level Hood and Trunk Prop Polished



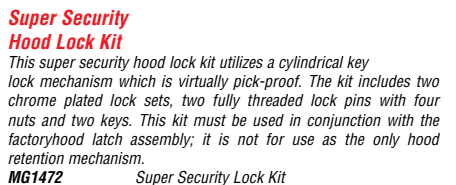
Hood Hinge Retainer Brackets

Chrome Hood Hinge retainer brackets include hardware.

VIB-8220	1932-35 Front & 1933-36 Rear
VIB-8221	1932 Rear
VIB-8226	1936 Front
V146-8220-A	1935-37 Front & Rear



BONNET PINS & VENTS





Hood And Deck Pinning Kits

Secure hoods with a competition look. Kit permits quick removal of hood or deck. Two chromed safety pins, scuff plates and necessary hardware are included in each kit. Overall pin length is approximately 4" with 2 1/2" of threads.

With Screw-On Scuff Plates

MG1016 7/16"-20 thread-safety pins.
MG1018 1/2"-20 thread-torsion clips (NASCAR style)



1965-1970 Mustang Hood Pin Kits

These unique hood pins are yet another awesome modification you can use to set your car apart. Ring Brothers Hood Pin Kits are available for 1965-1970 Mustangs. Kits include all hardware and installation instructions and are available with silver or black hood plates. Custom installation bases are available. (Can be used for many other models.)

Description

Round Hood Pin Kit - Silver Hood Plate **RING50650-5511N**
Round Hood Pin Kit - Black Hood Plate **RING50650-5511B**

Part No.



UNIVERSAL ROUND BILLET HOOD PIN KIT

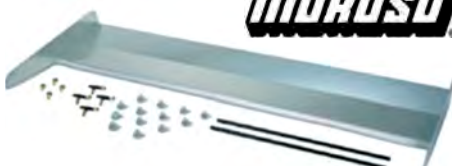
Pin your hood in secure style with the Ring Brothers Round Billet Hood Pin Kit! These high-quality, machined billet aluminium hood pins feature stainless steel locking pins that adjust to the hood angle for a superior fit and secure closure. The hood pin bases bolt into the core support with minor modification. Installation hardware and instructions are included. All hood pin kits are available in natural finish and black anodized. Sold as a pair.

- Machined from 6061-T6 billet aluminium
- Base screws into hood bump location with minor modification
- Stainless steel locking pin for secure closure
- Locking pin adjusts to the angle of the hood
- Installation hardware and instructions included
- Available in two finishes

Description
Black Anodised
Natural

Part No.
RING99000-5501B
RING99000-5501N

WINGS, LATCHES & DOORS



Universal Rear Spoiler Kit

Moroso's universal rear spoiler kit provides down force to the rear wheels for improved high speed stability. It can be trimmed to fit most applications and comes complete with support struts, mounting brackets, hardware and detailed instructions. Untrimmed dimensions: 57" length, 12" width and 24" struts.

MO78740

Universal Rear Spoiler Kit



One Piece Rear Wing

Measuring 10" deep x 40" wide, this wing features 1/4" thick mount tabs with 3/8" diameter front and 5/16" diameter rear holes with a 3-1/2" spacing. Includes swept teardrop style tip plates.

One Piece Rear Wing
40" Wide

PWC42-118-B-10

Floor Access Door

Easy to install door for access to under floor master cylinder. Quality stainless steel construction. Hinged on one side with a cam latch on the other side. Great for Model-A or any car with a master cylinder under the floor. Outside of door frame measures 5" x 8".

Stainless Steel Floor Access Door **CHEAS-6028**



Escape Hatch Latch

Positive locking and easily released, these latches are constructed of stainless steel for corrosion resistance and feature a long hook for ease of opening.

Escape Hatch Latch - Long Hook

PWC73-484



HINGES & LATCHES



Billet Show Quality Hood Hinges

Billet Specialties' precision machined, straight razor style hood hinges not only upgrade the hardware under the hood but look good while doing it! 6061-T6 hinges with stainless mounting hardware bring the "show" while precision sealed bearings and quality gas springs provide smooth operation.

Features:

- Follows OE Firewall Contours
- Hood Closes Flush With Cowl
- Stainless Hardware
- Sealed Precision Bearings

55-56 Chevy Hood Hinges

BS873510 Polished
BSBLK873510 Black Anodised

67-69 Camaro/Firbird Hood Hinges

BS873610 Polished
BSBLK873610 Black Anodised



Gas Springs

Gas springs for Billet Specialties hood hinges only. Sold in pairs.

BS3610SS Polished Steel Hood 58-69 lbs.
BS3610HDSS Polished Steel Hood OVER 58-69 lbs.
BS3610BS Black Steel Hood 58-69 lbs.

Bonnet Hinge & Accessories

Replacement Gas Strut Suit Ring Brothers Hinges

Description	Part No.
#150 Replacement Gas Strut PAIR	RING99000-150
#225 Replacement Gas Strut PAIR	RING99000-225
#260 Replacement Gas Strut PAIR	RING99000-260
#325 Replacement Gas Strut PAIR	RING99000-325

Hinge Shims

Description
HQ-WB Bonnet Hinge Shims

Part No.
RINGHOLDEN-SHIM



Fender Brace - 67-69 CAMARO

Features:

- Precision CNC machined brace
- Highest quality 6061-T6 aluminium
- Stainless installation hardware
- Straight Razor styling matches hood & deck lid hinges

BS872610 Polished
BSBLK872610 Black Anodised

Ringbrothers

...mastering the art of speed



Billet Show Quality Hood Hinges

Ring Brothers show quality billet aluminium hood hinges are available in easy to polish plain aluminium or black anodized finish and can be plated by a plating specialist. Available for steel or fibreglass hoods they are shipped in pairs, complete with all parts and instructions necessary for quick installation.

1967-1969 Camaro/Firebird

Description

Billet Hinges for Steel Hoods **RING20679-1031NS**
Billet Hinges for Glass Hoods **RING20679-1031NF**
Black Hinges for Steel Hoods **RING20679-1031BS**
Black Hinges for Glass Hoods **RING20679-1031BF**

Part No.

1970-1981 Camaro/Firebird

Description

Billet Hinges for Steel Hoods **RING20701-1101NS**
Billet Hinges for Glass Hoods **RING20701-1101NF**
Black Hinges for Steel Hoods **RING20701-1101BS**
Black Hinges for Glass Hoods **RING20701-1101BF**

Part No.

1965-1966 Ford Mustang

Description

Billet Hinges for Steel Hoods **RING50656-1011NS**
Billet Hinges for Glass Hoods **RING50656-1011NF**
Black Hinges for Steel Hoods **RING50656-1011BS**
Black Hinges for Glass Hoods **RING50656-1011BF**

Part No.

1967-1968 Ford Mustang

Description

Billet Hinges for Steel Hoods **RING50678-1021NS**
Billet Hinges for Glass Hoods **RING50678-1021NF**
Black Hinges for Steel Hoods **RING50678-1021BS**
Black Hinges for Glass Hoods **RING50678-1021BF**

Part No.

1969-1970 Ford Mustang

Description

Billet Hinges for Steel Hoods **RING50690-1021NF**
Billet Hinges for Glass Hoods **RING50690-1021NF**
Black Hinges for Steel Hoods **RING50690-1021BS**
Black Hinges for Glass Hoods **RING50690-1021BF**

Part No.

1955-1956 Chevrolet

Description

Billet Hinges for Steel Hoods **RING29556-1081NS**
Billet Hinges for Glass Hoods **RING29556-1081NF**
Black Hinges for Steel Hoods **RING29556-1081BS**
Black Hinges for Glass Hoods **RING29556-1081BF**

Part No.

1957 Chevrolet

Description

Billet Hinges for Steel Hoods **RING29577-1091NS**
Billet Hinges for Glass Hoods **RING29577-1091NF**
Black Hinges for Steel Hoods **RING29577-1091BS**
Black Hinges for Glass Hoods **RING29577-1091BF**

Part No.

1966-1970 Mopar B-Body

Description

Billet Hinges for Steel Hoods **RING40660-1071NS**
Billet Hinges for Glass Hoods **RING40660-1071NF**
Black Hinges for Steel Hoods **RING40660-1071BS**
Black Hinges for Glass Hoods **RING40660-1071BF**

Part No.

1971-1984 Holden HQ-WB

Description

Billet Hinges for Steel Hoods **RING10681-1061NS**
Billet Hinges for Glass Hoods **RING10681-1061NF**
Black Hinges for Steel Hoods **RING10681-1061BS**
Black Hinges for Glass Hoods **RING10681-1061BF**

Part No.

1974-1980 Holden Torana LH-UC

Description

Billet Hinges for Steel Hoods **RING10681-1061NS**
Billet Hinges for Glass Hoods **RING10681-1061NF**
Black Hinges for Steel Hoods **RING10681-1061BS**
Black Hinges for Glass Hoods **RING10681-1061BF**

Part No.

1967-1971 Ford Falcon XR-XY

Description

Billet Hinges for Steel Hoods **RING51671-1121NS**
Billet Hinges for Glass Hoods **RING51671-1121NF**
Black Hinges for Steel Hoods **RING51671-1121BS**
Black Hinges for Glass Hoods **RING51671-1121BF**

Part No.

**1965-1966 FORD MUSTANG****Export Brace**

- Machined from 6061-T6 billet aluminium
- Direct fitment
- No modifications necessary
- Replaces stamp steel shock mounts
- Works with stock suspension and most aftermarket suspensions
- Installation hardware and instructions included

Description 1965-1966 Mustang Export Brace
Part No. RING50656-3500N



AF64-4102BLK



AF64-4108



AF64-4105BLK

AF64-4109

BILLET BONNET HINGES

Aeroflow Billet bonnet hinges are machined from 6061-T6 aluminium. No modifications are necessary they simply bolt in place of your OE steel hinges. Aeroflow billet hinges include quality ball bearing joints and mounting bolts. Available in polished or shiny black anodised finish.

Part No	Colour	Description
AF64-4122	Polished	HQ to WB, LH to UC Holden
AF64-4122BLK	Black	HQ to WB, LH to UC Holden
AF64-4122S	Silver	HQ to WB, LH to UC Holden

AF64-4108	Polished	LC-LJ Torana
AF64-4108S	Silver	LC-LJ Torana
AF64-4108BLK	Black	LC-LJ Torana

AF64-4109	Polished	HK, HT & HG Holden
AF64-4109S	Silver	HK, HT & HG Holden
AF64-4109BLK	Black	HK, HT & HG Holden

AF64-4105	Polished	XR to XY Ford Falcon*
AF64-4105S	Silver	XR to XY Ford Falcon*
AF64-4105BLK	Black	XR to XY Ford Falcon*

* Note: Falcon hinges are designed to work with Girling brake booster. Will not fit with PBR booster.

**67-69 CAMARO Trunk Hinge**

No detail goes unnoticed when it comes to custom cars. So why settle for stock deck lid hinges when you can stand out from the rest with precision machined, 6061-T6 aluminium hinges from Billet Specialties. Hinges include stainless mounting hardware and feature quality gas springs (included) for solid mounting and smooth movement. A precision machined billet cover is included to hide hinge to deck lid mounting hardware for cleanest install available. *Black gas springs are included with deck lid hinges

BS875610	Polished
BSBLK875610	Black Anodised

Door Lock Cylinder & Keys;**Fits - 1935-41**

Flipper with indented circle & raised notch.
Each comes with 2 keys.
BD48-702302

**Deck Lid Striker**

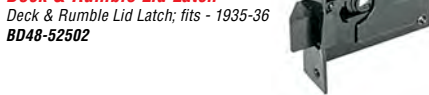
Deck Lid Striker; Fits - 1932 5/W, Sport Coupe, Roadster
BDB-41615

**Trunk Lid Support Arms; Fits - 1939-40 COUPE, 1940 CONVERTIBLE**

Engineered with extensive testing to assure a long life of dependable function even under extreme use. Improved design. RH & LH. Pair.
BD91A-7744200/1

**Deck & Rumble Lid Latch**

Deck & Rumble Lid Latch; fits - 1935-36
BD48-52502

**Trunk And Rumble Lid Latch; Fits - 1930-34**

Higher Quality Trunk latch- Fits in trunk lid- For all 1928-1929 coupes, roadsters, and cabriolets with trunk and rumble seat, and all 1930-1931 coupes and roadsters with trunk
BDA-41604-B

**Trunk Lid Support Arms, Stainless Steel**

These beautiful arms are strong and function perfectly while adding a super nice looking touch to the trunk area. They're made entirely of 304 stainless steel, polished to a brilliant shine and come with stainless steel slide-catch hardware for a lifetime of trouble-free use. Includes Pivot Hardware.

BDB-41530-S	1932
BD40-714030-S	1933-34
BD48-714030-S	1935-36

**1928-1932 Trunk & Rumble Hinge Kits**

Trunk and Rumble lid hinge kits for 1928-32 Coupe & Roadster. Sold as complete kits including hinges, brackets and fasteners.

Description	Part No.
1928-31 Coupe & Roadster Trunk Hinge Kit	BRA-1059-ABTH
1928-31 Coupe & Roadster Rumble Hinge Kit	BRA-1059-ABRH
1932 Roadster Trunk Hinge Kit	BRB-1059-TH
1932 Roadster Rumble Hinge Kit	BRB-1059-H
1932 3 Window Trunk Hinge Kit	BRB-2059-TH

**Door Latches Open Car**

Sold in pairs

VIA-35655/56-AR

1928 roadster & phaeton with chrome arm

**VIA-35655/56-B**

1929/31 roadster & phaeton

**1928-32 Door Hinges**

Door hinges for Roadster, Pickup & Phaeton are sold as complete sets of 2 Pairs. Hinges for 3 window coupe are complete sets of 3 pairs.

Description	Part No.
1928-29 Roadster, Pickup & Phaeton Front Hinges	BRA-35600-A
1930-31 Roadster, Pickup & Phaeton Front Hinges	BRA-35600-B
1932 Roadster Door Hinges	BRB-35600
1932 3 Window Door Hinges (3 Pairs)	BRB-25600

Hinge Pin Puller

This very handy tool is made of forged steel with a heat treated bolt. Remove pins without damage to hinge or paint. Stainless steel extensions included.

BDTL-100 Hinge Puller
BDTL-100-P Replacement Pins

**Stainless Steel Door Hinge Pins**

High Quality stainless steel hinge pins for 1928-48 Ford. Polished tops, identical to the originals

UPA6211	0.275" dia x 1-1/2" long	1932-48 Ford
UPA6237	0.25" dia x 1-13/16" long	1928-31 Ford
BD48-702475-0S	Oversize hinge pins	

**Door Check Strap Kits**

Leather strap kit includes polished stainless steel retainer plates and stainless steel screws.

VIA-702828-S 1928-32 Open Car
VIB-702828-S 1932-48 Metal Arm Type with Rubber Cushions

**BILLET DOOR STRIKERS****Camaro Door Striker**

Description 1967-81 Camaro Door Strikers

Part No. RING92000-2191N

MUSTANG Door Strikers

Description 1965-66 Mustang Door Strikers
1967-70 Mustang Door Strikers

Part No. RING50656-2150
RING50670-2160

**Dual Rotor Bear Claw Door Latches**

Double rotor door latch with both right or left side pulling mechanism for driver and passenger doors. Door pins included.**Sold in pairs.

DAKBCL-2 Left and Right Dual Rotor Bear Claw Door Latches.

**Dakota Digital****Female Door Dovetails**

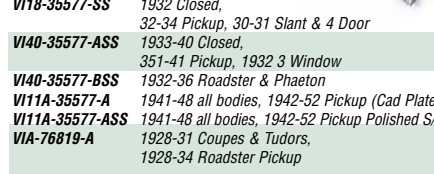
Includes stainless steel mounting screws.

VII18-35576-BS	1932-36 Roadster & Phaeton, Gloss Black
VII18-35576-SS	1932-36 Roadster & Phaeton, Stainless Steel
VIB-35576-BS	1932-34 Closed Car & Pick Up, Gloss Black
VIB-35576-SS	1932-34 Closed Car & Pick Up, Stainless Steel

**Male Door Dovetails**

Includes stainless steel mounting screws.

VII18-35577-SS	1932 Closed, 32-34 Pickup, 30-31 Slant & 4 Door
VIA40-35577-ASS	1933-40 Closed, 351-41 Pickup, 1932 3 Window
VIA40-35577-BSS	1932-36 Roadster & Phaeton
VII11A-35577-A	1941-48 all bodies, 1942-52 Pickup (Cad Plated)
VII11A-35577-ASS	1941-48 all bodies, 1942-52 Pickup Polished S/S
VIA-76819-A	1928-31 Coupes & Tudors, 1928-34 Roadster Pickup



Striker Plates

Excellent Quality.
B-40-.81- include
stainless steel screws
01A-, 011A are
spring loaded like
originals.



Black Oxide finish Strikers

VIB-702340 1932 3 Window & Sedan Del
VI40-702340 1932-34 Closed, Pickup & 1937 Panel Truck
V181A-702340 1935-39 Passenger & 1935-52 Pickup

Polished Stainless Steel Strikers

VI40-702340-SS 1932-34 Closed, Pickup & 1937 Panel Truck
VI81A-702340-SS 1935-39 Passenger & 1935-52 Pickup

Door Check Bumpers

Door Check Bumpers; Fits - 1932-48
Rubber stops for your metal check arm. Pair.
BDB-46582



Bear Claw Latches

You've wanted them... and StreetWorks has them. Medium size, single rotor, "trip" latches and strikers meet all Federal Vehicle Safety Standards and are rated for 750 pounds of holding force - AND THEY'RE LOCKABLE! All of the features of our L24 latches plus the added feature of lockability. Push the lock lever down and the latch is locked, up and it's unlocked. Works with lock actuators and or with interior door lock "buttons" found on many cars. Bring your ride into the 21st Century with the best replacement latch available. Sold In Pairs Only.

Description

Locking Latches & Striker Bolts - PAIR.

Part No.
WSWL24LK

Bear Claw Mounting Plate

Make your installation job a breeze with these heavy gauge steel, weld-in plates for the above single rotor Gator-Jaw style latches. Get them by themselves or with the latches and striker bolts. S/S installation screws included with the plates. Sold in pairs only.

Description

Bear Claw Mounting Plate With Screws.

Part No.
WSWL24M

Power Cowl Vent Kit

Give your cowl vent a lift with this powerful gear motor kit that comes complete with gear motor, brackets, hardware, interior switch, wire, connectors, and instructions. Steel bracket for cowl can be bolted or welded.

Attractive 5" aluminium rod arm gives a clean look. Motor with mounting bracket and lever arm measure 2-1/2" wide, 4" high and 3-1/4" deep including motor, not including 5" connecting arm. Also works for power glove box door. motor is not waterproof.

Description

Adjustable - Power Cowl Vent Kit.

Part No.
WSWL34

Chrome Steel Hood Latch

Fits Camaro 1967 up to 81
RPCR9473



Ringbrothers
...mastering the art of speed

CAMARO Door Strikers

Want a subtle update for your car? Check out our Camaro door strikers. The plate is crafted from billet aluminium and anodized grey. The post is stainless steel for durability.

1967-81 Camaro Door Strikers

RING69-81GMDS

MUSTANG Door Strikers

Finally there is an alternative to the original door latch striker. Crafted from stainless steel for strength and beauty. These strikers are a direct replacement for the stock striker. All hardware is included.

Description

1965-66 Mustang Door Strikers
1967-70 Mustang Door Strikers

Part No.

RING65-66MDS
RING67-70MDS

GRILLE SHELLS, INSERTS & MOULDINGS

EARLY FORD

Vintage Early Model A 1928 -29 Radiator Shell

High quality stamped steel radiator shells

VIA-8200-SC

1928-29 smooth chrome plated

VIA-8200-S

1928-29 smooth Unplated

UPI Early Model A

1928 -29 Radiator shell

High quality stamped chrome plated steel radiator shells

UPA-3009 1928-29 no wire holes



Model A Stone Guards

All Polished 304 Stainless Steel Frame
& Mesh. Polished Stainless Steel Hardware Kit

VIA-18700-A 1928-29

VIA-18700-B 1930

VIA-18700-C 1931

Stainless Steel Radiator Support Rods

Highly polished stainless steel rods, includes nuts & washers.

UPA6201 1928-31 Model 'A', 26" long

UPA6203 1932-39 32.5" long

Support Rod Thread Cover Set

Fits all support rods, set of 4, 2 long ones cover thread at the end of rods and 2 short ones cover the thread of the head of rods. Sold as set.

UPA6231 1928-39 Thread Cover Set

1928-32 Radiator

Support Rod Brackets

1928-32 Radiator Support Rod Brackets, Stainless, Hardware.

VI40-8140/41-S

1932 FORD

DALB-8151-A

Grille Bars, (Plain Steel), 1932 Passenger, sold as each.

DALB-8151-SS

Grille Bars, (Stainless), 1932 Passenger, sold as each.

Vintage 1932 Grille Inserts

All polished stainless steel with mounting hardware.

VIB-8200-SR

Street Rod Style
NO Crank Hole

VIB-8200-OS

With Crank Hole

DALB-8200-ID

Street Rod Grille Insert, (Stock Height)
100% Polished Stainless Steel Bars, Frame, Bars & Trim, NO Crank Hole, 1932 Passenger.

1932 Stainless Steel Grille Insert

Without Crank Hole **RPCR1132**
With Crank Hole **RPCR1133**

UPC 1932 Stainless Steel Grille Insert

Without Crank Hole **UPB20341**
With Crank Hole **UPB20340**

1932 Grille Trim Ring

Fits at the back of the Grill Shell on 1932 Passenger Cars.

DAL18-8234



Vintage 1932 Radiator Shell Grille Trim

V118-8234

1932 S/S

1932 Steel Radiator Shell - Hot Rod

Die stamped steel. Available filled hot rod style with no opening for radiator cap, or with holes for radiator cap and crank.

VIB-8200-HRS

1932 Hot Rod (NO holes) Grille Shell

VIB-8200-OGS

1932 (with holes) Grille Shell

1932 Ford Steel Grille Shell

Without Crank Hole

RPCR1131

With Crank Hole

RPCR1134

RPC Stainless 32 Ford Grille

Stainless steel 32 ford radiator grille without crank hole.

RPCR1132

Grille Shells, Inserts & Mouldings

1928-29 Ford radiator shell.

UPA3009 Smooth Chrome

Plated - NO Wire Holes.

1932 Grille Shell

1932 Grille Shell, Filled Top, Steel

BRB-1620

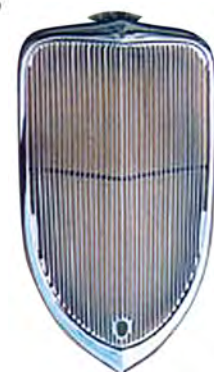
1933 FORD

Crank Hole Cover; Fits - 1933 Car

A nice finishing touch. Easily removed if you still have to crank it. Die cast chrome plated.

BD40-8216-A

1934 FORD



1934 Chrome Grille

This grille is truly a quality piece. Our dies are made to exact specifications to create a grille that needs no body work.

BD40-8200

1933-34 Grille Panel

This pan bolts in behind the grille bottom to aid in cooling by directing air flow to the radiator.

BD40-8240-S

1933-34 Grille Panel

1934 Grille Border Trim

Made of polished stainless steel and fits around the inside of the grille shell. Includes coupler clips and our special designed "T" bolts.

1934 Grille Border Trim **BD40-8234**

Front Fender Tie Brackets

Die cast. these clamps the front fenders together under the front grille. All hardware included.

VI40-16088-B

1933-34 Painted Black

VI40-16088-C

1933-34 Chrome Plated

1934 Grille Trim Ring Clip

DAL40-8234-CL

Grille trim ring clip, (stainless holds trim ring together at bottom), 1934 Passenger.

1936 FORD

1936 Outer

Grille Trim

BD68-8184/5

Outer grille trim mouldings, (polished stainless steel)

1936 Passenger, sold

as pair.



1936-37 Grille Trim Clips

Made from high quality spring steel.
1936-37 Grille Centre Trim Clips (6)
 BD68-20001
1936 Grille Outer Trim Clips (16)
 BD68-20002

**1936-37 Grille Trim Clips**

Retaining clip kits for 1936-37 Grille trims.
BD68-20001 1936-37 Grille Centre Trim Clips (6 Pack)
BD68-20002 1936 Grille Outer Trim Clips (18 Pack)

**Grille Centre Strip; Fits - 1936**

Grille Centre Strip is a superb reproduction. Die stamped stainless steel, featuring 3 piece construction. Buffed to an eye-catching luster. Stainless Steel - 3 piece construction. Includes clips. It's easier to replace this stainless trim than to repair and polish dinged-up originals. Polished centre consists of upper, lower and crank hole as original.
 BD68-8157N

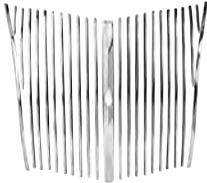
**1936 Radiator Pan**

Quality die stamped metal. Helps cooling by directing air into radiator.
 BD68-16554 1936 Radiator Pan

1939 FORD**1939 Deluxe Grille Trims**

Brand new. Precision roll formed of high quality stainless steel. 24 piece kit comes with mounting hardware. Includes mounting clips. Available with centre strip in kit or separate.

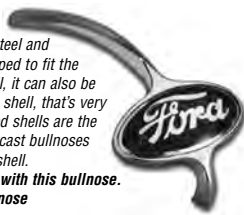
BD91A-8332-K Grille Trim Kit 24 Piece (No Centre Strip)
BD91A-8332-KC Grille Trim Kit 25 Piece (Includes Centre Strip)
BD91A-8168-B Grille Centre Trim

**Radiator Shell & Hood Ornaments**

Die cast & chrome plated

**SO-CAL Bullnose**

The SO-CAL Bullnose is investment cast in stainless steel and polished to a high luster. Shaped to fit the Brookville filled '32 grille shell, it can also be easily formed to fit your filled shell, that's very important because not all filled shells are the same profile. Remember, die cast bullnoses cannot be formed to fit your shell.
NOTE: Emblem not included with this bullnose.
 SO001-60200 So-Cal Bullnose

**SO-CAL Bullnose Emblem**

Available to fit the bullnose are two different styles of emblem: the regular Ford script emblem, available in red, blue or black and a solid silver SO-CAL emblem. The SO-CAL emblem is available in black on silver only.

V18-8212 Ford Script Blue
SO011-B-8213 Ford Script Black
SO001-62008 SO-CAL Script Silver on Black
SO011-B-8214 Ford Script Red

**Radiator Shell Emblems**

Blue Porcelain and chrome plated edge same as original.

UPA3003 1928-30 Blue Cloisonne
UPA3006 1933-34 1934 Pass & 1938 deluxe

**1938 Deluxe****Hood Side Emblems**

Die cast and chrome plated. Sold as pair
V181A-16605/6 1938 deluxe

Chrome Die Cast Emblems

Chrome script emblems. Stud mount, clips included.

Chrome Ford Emblem

For Ford 1940, and also for 1953-56 Pickup tail light lens.
UPA6108 1939 deluxe standard & pickup

**Chrome Blown Emblem**

UPS1010 Universal Application

**Chrome Cruisin Emblem**

UPS1011 Universal Application

**Chrome Pro Street Emblem**

UPS1012 Universal Application

**Chrome Turbocharged Emblem**

UPS1013 Universal Application

**Chrome Hotrod Emblem**

UPS1001 Universal Application

**Chrome Streetmachine Emblem**

UPS1002 Universal Application

**Chrome Streetrod Emblem**

UPA6202 Universal Application

**Head Light Bar Emblem**

Die cast chromed V8 Emblem
V118-13122 1932 Ford

**1932 Grille & Hood Ornament Emblems**

Machined, welded stud, correct curves, bright chrome and great detail all contribute to our perfect emblem. Fits in Grille and Hood Ornaments. Beautiful duplications of the original blue and chrome cloisonné. Also available in custom colours.

BDB-8212 Fits Original Style Ornaments - Blue
BDB-8212-B Fits Original Style Ornaments - Black
BDB-8212-R Fits Original Style Ornaments - Red
BDB-8212-W Fits Original Style Ornaments - White
BDB-8212-STR-B Fits Bullnose Style Ornaments - Blue
BDB-8212-STR-B Fits Bullnose Style Ornaments - Black
BDB-8212-STR-R Fits Bullnose Style Ornaments - Red
BDB-8212-STR-W Fits Bullnose Style Ornaments - White

**1932 Bullnose Grille Shell Ornament**

A perfect custom touch for a filled shell. Emblem sold separately.
BDB-8215-BN 1932 Bullnose Ornament

**Radiator Shell Emblems**

these emblems are manufactured to the high standards of the Ford motor company. Each is an official licenced product. Blue cloisonne (glass) colour is used as original. Each has proper mounting stud or clip as required.

VIA-8212-A 1928-30 Blue Cloisonne
VIA-8212-B 1931 Chrome with Blue Lettering
VIA-8212 1932 Pass & 1932-35 Pickup
V118-8212 1933 Passenger
V140-8212 1934 Pass & 1938 dlx. 90hp
V148-8212 1935-36 Pass, 1936 Pickup & 1938 Std 90hp

1933 Passenger,**1933-34 Pickup Grille Emblem**

Ready to install V8 grille emblem has a nice chrome finish. Comes with a background painted field.

Includes mounting plate and hardware.
BD40-8217-A 1933-34 Pickup Grille Emblem

**1934 Passenger V8 Grille Emblem**

Two piece construction chrome V8 emblem with a "no peel" blue painted "V" background includes mounting plate and hardware. Studs are cast in place for a dead ringer repro.
BD40-8221 1934 Passenger Grille Emblem

**1934 Pickup V8 Hood Side Emblem**

Chrome plated with stud.
BD46-16608

**1935-36****Greyhound Ornament**

Die cast and brilliantly finished with high lustre chrome plating.

BD48-8215-G 1935 Greyhound Ornament
BD68-8215-G 1936 Greyhound Ornament

**1936 Bullnose Grille Shell Ornament**

Chrome "Bullnose" style grille shell ornament. Emblem sold separately.
BD68-8215-BN

**1935-36 Grille Ornament Emblem**

Snap in emblem. Suits stock and Bullnose style ornaments.
BD48-8212 1935-36 Ornament Emblem

**1935-36 Pickup Hood**

Side Emblem
 Die stamped with blue background. Includes mounting hardware.
BD50-16606 1935-36 Pickup Hood Side Emblem

**1936 Horn Grille Pads**

DAL68-16156-S
 Horn grille Pads, (moulded rubber with beaded edge), 1936 Passenger, sold as pair.

1936 Horn Grille Cover

DAL68-16156-A
 Horn grille cover, (stainless steel), 1936 Passenger

RUBBERS & LACING**1935 Bumper Grommets**

DAL48-17772-S
 Front Bumper Arm Grommets, (Moulded Rubber), 1935 Passenger, sold as pair

1936-38 Bumper Grommets

DAL68-17772-S
 Front Bumper Arm Grommets, (Moulded Rubber), 1936-37 Passenger, & 1938 Standard, sold as pair

**1932-48 Deluxe Running Board Covers**

Made of high quality rubber. Each cover is exactly the same as the original, and have roll over lips that fit like a glove.

Adhesive and instructions included. Sold as pair.

V18-16450/1 1932
V140-16450/1 1933-34
V148-16450/1 1935-36
V178-16450/1 1937-38, 39 Standard
V191A-16450/1 1939 Deluxe, 1940
V111A-16450/1 1941
V121A-16450/1 1942-48

Radiator Shell Lacing Kits

Original style woven radiator lacing as henry used. Includes mounting hardware.

VIA-16739-AS 1928-29
VIA-16739-BS 1930-31
V18-16739-S 1932 Passenger & 1932-34 Pickup
V140-16739-S 1933-34 Passenger
V148-16739-S 1935 Passenger
V168-16739-S 1936 Passenger



Cowl Lacing Kits

VIB-16740-S	1932 Passenger & 1932-34 Pickup
VIA-16740-S	1933-34 Passenger
VIA-16740-S	1935 Passenger, 1935-37 Pickup
VIA-16740-S	1936 Passenger



Cowl Lacing Kit

Original style woven lacing as Henry used. Includes mounting hardware.

VIA-16740-AS	1928-29
VIA-16740-BS	1930-31



Cowl & Radiator Lacing For Street Rods

Made of high tech rubber with pressure sensitive adhesive backing. 8 foot lengths.

VIHR-16739	Radiator Lacing 3/8" Wide, 3/16" Thick
VISR-16739	Radiator Lacing 3/8" X 3/16" Half Round
VIHR-16740	Cowl Lacing 5/8" Wide, 3/8" Thick
VISR-16740	Cowl Lacing 3/4" X 23/64" Half Round



Trunk & Rumble Lid Seals

Made from high quality extruded sponge rubber.

VIA-1713540	1932-34 Coupes, Roadsters & Cabrio.
	Trunk or Rumble Seal
VIA-1713540	1935-36 All Coupes Trunk Seal



Body to Frame Bush Set

High density rubber bush kit, 34 pieces for 1937-40 Fords.

V178-5001
1937-40 Body to Frame Bush Set



VIB-16761-S

Hood Bumper kits

Precision made kits feature exact shapes and details. 1932-36 kits have moulded material inserts like originals and attaching hardware. 1937-56 kits include attaching hardware. No mix or match.

VIB-16761-SK	1932 Pass & 1932-34 Pickup (12 Piece)
VIA-16761-S	1933-34 (14 Piece)
VIA-16761-S	1935 Pass 7 1935/37 Pickup (16 Piece)
VIA-16761-S	1936 (26 Piece)



1930-48 Windshield Rubber Seals

1941-48 Seals fit both Ford & Mercury.

VIB-701290	1932 (except 3 Window)
VIA-701290	1933-34 Closed Car
	1932 3 Window
VIA-701290	1935-36 Closed Car & Pickup
VIA-37199-BS	1930-36 Open Car Lower Edge Seal

Door Bumpers

VIB-46440 1933-36 Pass 32-52 Pickup goes in slots in Door Jamb



Cowl Vent Gaskets

Made of molded neoprene sponge rubber.

VIB-700616	1932 Pass & 1932-34 Pickup
VIA-700616	1933-34 Passenger & 1935-36 Pickup
VIA-700616	1935-36 Passenger
VIA-700616	1937-48 Passenger

Cowl Vent Screens

VIA-700590	1935-36 Passenger
VIA-700590	1933-34 Pass & 1939-40 Passenger



Headlight Bar / Stand Pads

High quality rubber with moulded edges.

UPA9014	1928-32 Rubber bar pad flat
VIB-13130	1932 Pass & 32-34 Pickup Rubber Bar Pad
VIA-13130-AF	1928-29 Rubber Bar Pad Flat
VIA-13130	1933-34 Pass, 1935-37 Pickup



1932-37 Headlight Pads

Fits between fender and headlight stand. Moulded rubber with bead, not a flat die cut style.

BDB-13130	1932 Passenger, 1932-34 Pickup
BD40-13130	1933-34 Passenger, 1935-37 Pickup
BD48-13130	1935 Passenger
BD68-13130	1936 Passenger



Shok-Liner

Great between any metal-to-metal mounting applications like fenders, running boards, braces, panels and gas tanks. This specially designed rubber extrusion can be multi layered for a wide range of custom thicknesses. 1/8" thick x 2" wide x 25' long.

BD-5010-A Shok-Liner - 25ft Roll



FORD WINDSHIELD FRAME GASKET

Model A Ford 1928-31 fits Bottom And Both Sides, Rubber
VIB-79500



GLASS METAL CHANNEL

Model A Ford 1928-31 Fordor Sedan, R/H side door Front or Rear, to be use with single arm regulator.



UPPER DOOR SEALS

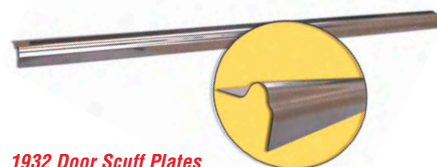
Fits 1932 3/W, 1933-34 Coupe & Sedan
VIA-7043724-AS



Windscreen Install Kits

Kit includes rubber seal and 50 stainless steel flathead screws and lock nuts. Can be used on front or rear windows.

Windscreen Install Kit, 1/4" Thick	MOC4901
Windscreen Install Kit, 3/8" Thick	MOC4902



1932 Door Scuff Plates

Polished stainless steel door scuff plates. Sold as pairs.
Roadster & Phaeton - 23-3/4" BDB-138-1
5W Coupe, Tudor & Fordor Sedans - 34-1/4" BDB-338-1



1928-31 Coupe, Tudor & Pickup - Front Window Channel

Front door window channel kit for 1928-29 coupe, sport coupe, tudor and 1930-31 tudor and pickup. Each original style window channel kit includes all the window channel, sponge seal and window rubber bumpers required for both sides of your car. Hooks are riveted to channels where applicable. One window channel kit services both doors
VIA-45983-A

Metal Glass Channel Coupes, Tudors & 30-1 Trucks 1928-31

Metal glass channel Coupes, Tudors & 30-1 Trucks 1928-31. The metal channel holding the bottom of the door glass. The regulator arm fits into the slot in the bottom. Right and left are the same.
VIA-45962-A



1935-36 Ford 3W Coupe Door Window Channel Kit

Kits that contain "cat whiskers" that go all the way around the garnish and window opening on the door
One window channel kit services both sides of the car
VIA-45983-3WB

1935-36 5 Window Coupe & Fordor Front Door Window Channel

All 1935-36 window channel kits include pre-bent "cat whiskers" with stainless steel edge bead, lower u-shaped channels, side straps division bar inner felt channel, upper felt seal and installation clips.

VIA-45983-5W/4D

Window Channel Stick Stainless

Cat whisker 96" long flexible pile lining stainless bead, one sided strip generally used on interior garnish moldings or in the window channel to alleviate window glass rattles.
VIU-45983-2

Window Channel Stick black

Cat whisker 96" long flexible pile lining black bead, one sided strip generally used on interior garnish moldings or in the window channel to alleviate window glass rattles.
VIU-45983-3

Ultra-Lip Window Seal; Fits - 1928-40 Qtr, 28-36 Rear Window

The Drake Team redesigned our original style B-704220 seal for ultimate protection against body rot caused by moisture seeping under the outer seal edge. Ford's original design was adequate, but it didn't keep moisture from collecting between the rubber and body surface. That's why many early Fords now have rust holes around the quarter windows which are usually invisible but cause interior water leaks. The new seal-lip not only keeps moisture out, but also gives a very nice visual accent to the window border.
BDB-704220-B



1937-40 Ford Sedan Closed Car Windshield Seal.

latest technology combined with the highest-grade rubber, correctly molded and contoured to produce ultimate sealing qualities without rubber distortion. This means years of worry-free, wet weather driving with no water leaks. (1937-39 Closed Car & Pickup - Molded to Shape. Like the original, seal surrounds the entire windshield frame
V178-701290



Windshield Seam Clips; Fits - 1935-36

Windshield Frame Seam Clips - Stainless Steel - Ford Cabriolet, Ford Station Wagon & Ford Convertible Sedan closed car & pickup
BD48-701244-A

WIPER ACCESSORIES



Wiper Stem Covers - Bullet

Not running wiper arms? Cover those posts with our polished billet wiper post covers. Choose from post style or screw-on styles. Sold in pairs.

Applications:
Post-Style 11/16" or smaller shaft

Screw-on 8mm x 1.25 threaded shaft

Billet Style / Screw On BS248210

Ribbed Style / Screw On BS248215

Billet Style / Post Style BS248810

Ribbed Style / Post Style BS248815



WINDSCREEN FRAMES



Early Ford Closed Car Windshield Frames

Wide range of closed car windshield frames for 1928 through to 1936 Fords. Available in both raw steel and chrome plated windshield frames for 32 Fords. Glass and hardware are not included.

SO170-97006	32 5-Window Coupe, Sedan & Victoria Chrome
SO170-97007	32 5-Window Coupe, Sedan & Victoria Raw
SO170-97008	1933-34 Closed Car Chrome
SO170-97009	1933-34 Closed Car Raw
SO170-97010	1935-36 Closed Car Chrome
SO170-97011	1935-36 Closed Car Raw

1928-29 Open Car Windshield Frames

Description
1928-29 Round Plain
2" Chopped W/Shield
Frame **BRA-1070-A2**

1928-29 Round Chrome
2" Chopped W/Shield
Frame **BRA-1070-AC2**



1928-29 Open Car Windshield Stanchions

Description
1928-29 2" Chopped Plain W/Shield Stanchions
1928-29 2" Chopped Stainless
W/Shield Stanchions

Part No.
BRA-37138-AC
BRA-37138-ACS

Brookville 1932 3 Window Coupe Windshield Frame

Stock height plain steel windshield frame for 1932 3 window coupe.

BDB-45400-P 1932 Stock Height



32 Ford Open Car Windshield Frames

Available in both raw steel and chrome plated windshield frames for 32 Fords. Glass and hardware are not included.

SO170-97004	32 Ford Chrome
SO170-97005	32 Ford Raw

Brookville 1933-34 Windshield Frame

Stock height plain steel windshield frame for 1933-34 Roadster & Phaeton.

BD40-37105-P 1933-34 Stock Height



1932-48 Windshield rubber seals

1941-48 Seals fit both Ford & Mercury
VIB-701290 1932 (except 3 Window)
VIA-701290 1933-34 Closed Car
VIA-701290 1932 3 Window
VIA-701290 1935-36 Closed Car & Pickup

Windshield Lower Stanchions

Include pads & hardware.
Die cast chrome plated.
VIB-37132-S
1932 roadster & phaeton.



1932-34 Windshield Post Pads

Windshield post pads for 1932-34 Roadster & Phaeton.

BDB-37132 1932 Windshield Post Pads
BD40-711216/7 1933-34 Windshield Post Pads

1930-31 Open Car Wind Wing Clamp Set

1930-31 Open Car Wind wing clamp Set. Chrome plated clamp set for the wind wing glass. Comes with glass patterns. Price is for a kit that is enough for both sides of the car.
VIA-18200-B



1930-31 Stainless Steel Deluxe Height Open Car Windshield Stanchions

BRA-37138-BD

1930-31 Open Car Lower Windshield Stanchions

BRA-37138-BL

1932 Ford closed car windshield upper mounting brackets.

Zinc plated steel, fits all 1932 closed car except 3W coupe.
UPB20108



1932 Ford Closed Car Windshield Hinge Set

Fits 5-Window Coupe, Tudor, Fordor, (Except 3W)
Heavy Stamped Steel, Every Detail Exactly as Original
UPB-20107



Windshield Garnish Molding; Fits - 1932 Closed Car

Windshield Garnish Moulding - Stainless Steel - All Ford Except 3 Window Coupe & Cabriolet
BDB-37115-BS



3/W Windshield Bracket Stainless Steel; Fits - 1932

1932 w/shield swing arm brkts s/s (slide arm to w/shield) Sold as pairs
BD1138

1932 Windshield Upper Stanchions

Die stamped from stainless steel. Complete with cups & liners. Left hand side has post mirror mounting hole. Stock stanchions have holes for wind wing brackets. Chopped stanchions do not have wind wing bracket holes.

UPA6241 1932 FORD Stock Height
UPA6244 1932 FORD Chopped 2"
VIB-37136-SS Stock height
VIB-37136-CHP Chopped 2 inches



1933-34 Windshield Stanchions

These are cast brass, smooth castings, ready to paint or plate. Stanchions do not have the side curtain fastener holes.

VIA-37136 Stock Height
VIA-37136-CHP Chopped 2 inches

Windshield Side Arms

Die Cast Chrome Plated

VIA-45463-S 1928-31 Car
& 1928-34 Pickup
VIB-45463-S 1932 Passenger



Windshield Wing Nut

Show quality, die cast, chrome plated.

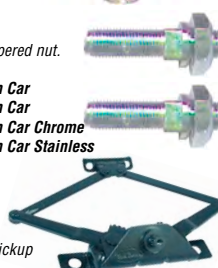
Both types 3/8" -24 thread
UPA6013 1923-31 Open Car
VIA-351000 1923-31 Open Car
VIB-351000 1932-36 Open Car



Windshield Frame Stud

Made with correct shoulder & tapered nut. Thread: 3/8-24 both ends.

VIB-37158 1916-32 Open Car
UPA8043 1916-32 Open Car
UPA8043C 1916-32 Open Car Chrome
UPA8043SS 1916-32 Open Car Stainless



Windshield Regulator

Windshield Regulator; fits - 1935-36 Closed Car, Wagon & Pickup
BD48-701325

1932-1933 Car Window Regulator

Brand new window regulator for 1932-1933 passenger cars. This will not fit 1932-34 pickup trucks, and will not fit 1932 2 door sedan rear windows. If this is being installed in an original 1932 car, the regulator needs to be spaced out at the screw holes in between the regulator and the inside door panel because an original 1932 window regulator has a spacer built onto the regulator and these new regulators are the 1933 style and mount flush with the door panel.
Passenger-Side **VIB-702701**
Drivers-Side **VIB-702700**



Window Regulator 1928-31

The best model A window regulator on the market today! Functions like the original did, no more skips and jumps! 3 hole mounting style used in Coupes, Tudors and Pickups. Painted black finish. 1928-31 Passenger Side 1928-31 Driver Side 1928-31



Window Regulator

Front 1928-31 & Rear 1930-36

The 4-hole mount style used on the 4-door sedans 1928/28 RHS Front / 1930/36 LHS Rear 1928/28 LHS Front / 1930/36 RHS Raer

VI-48105-B
VI-48106-B



1933-34 Windshield Regulator

Reproduction windshield regulator for 1933-34 Ford with wind out windshield. Includes mounting screws. Knob sold separately.

VIA-701325 1933-34 Windshield Regulator
VIA-701348 1933-34 Windshield Regulator Knob - Chrome



1935-40 Car Female Dovetail Rebuild Kit

One female dovetail rebuild kit enough for one door for 1935-40 closed car and 1935-41 trucks. Kit includes 10th pieces and two new springs to improve your door alignment.
VIA-702574-RK



Windshield Frame Screw Kits

These are screws that hold the windshield frame together. These stainless screw kits are made for original frames.

VIB-37111-SK 1928-34 Closed Car & Pickup set
VIB-37111-SK 1932-36 Open Car set
VIA-37111-SK 1935-39 Closed Car & Pickup set



Pivot Bolt & Nut Set

Polished Stainless Steel

VIA-45475-SS 1928-32 Closed Car
& 1928-34 Pickup 2 pair



Slide Arm Washer Set

Chrome plated with plastic insert.

VIA-45477-S 1928-32 Closed Car
& 1928-34 Pickup Set



Slide Arm Nut

Die cast & Chrome plated

UPA8008 1928-32 FORD
VIB-45482 1928-32 Closed car
& 1928-34 Pickup



Windshield Frame Cone

Die cast, chrome plated

VIA-37154-R 1916-31 Open Car
VIB-37154 1932-36 Roadster & Phaeton
UPA6014SS 1915-41 Ford
UPA6017SS 1932-36 Ford



Windshield Finger Pulls

Die cast and chrome plated. Includes stainless screws. Sold in pairs.
VIB-37118-S 1928-31 Open Car
VIB-37118-S 1932-36 Roadster & Phaeton

EXTERIOR DOOR HANDLES



Hood Handles

1928-32 Stainless Steel Hood Handles (Pair)
VIB-16609-SS

Outside Door Handle Screw Kits

1928/34 S/S 4 pcs for metal frame doors
1928/34 S/S 8 pcs for sedans with wood frame doors

VIA-702350-SKM

VIA-702350-SKW



VIA-702350-0

Outside Door Handles

1928-29 Closed Car - Locking (Pair)	VIA-702350-AL
1928-29 Closed Car - Non Locking (Each)	VIA-702351-A
1928-33 Roadster & Phaeton (Each)	VIA-702350-0
1930-31 Coupe, Tudor and Closed Cab Pickup L/H	VIA-702351-B
1932 Closed Car Except 3 Window & Cabriolet RH	VIB-702350
1932 Closed Car Except 3 Window & Cabriolet LH	VIB-702351
1932 3 Window & Cabriolet RH	VI40-702350
1932 3 Window & Cabriolet LH	VI40-702351
1933-34 Closed Car RH	VI40-702350
1933-34 Closed Car LH	VI40-702351
1932 3 Window & Cabriolet - Locking (Pair)	VIA-702350/1-L
1933-34 Closed Car - Locking (Pair)	VI40-702350/1-L
1932-34 Pickup	VI46-702350-P
1935-36 Pickup	VI50-702350



VIB-702351

VI40-702351

VI40-702350/1-L

BOOT/TRUNK LID STRIKER

Fits Model A Ford 1928-31 - Black
VIA-41615



1937 Trunk Handle

Precision die-cast and chrome-plated with threaded shaft and 2 keys.

1937 Trunk Handle

BD78-702352

Bob Drake 1937 Deck Lid Handle

New original. Stainless steel.

Key and cylinder not included.

VI48-702352-B



BD78-702352-S

Deck & Rumble Lid Handles

1928-31 Deck/Rumble Lid Handle - Locking	VIA-702352
1932-34 Deck/Rumble Lid Handle	VI40-702352
1935-36 Deck/Rumble Lid Handle	VI48-702352-B
1928-37 Deck/Rumble Lid Handle Rubber	VIA-702356-E
1938-39 Woody Tailgate Handle	VI48-702352-B

1940 Deluxe

Door Handle Chrome

Hot rod handles and cranks are shaped just like the original styles, except they're all chrome to add cool, retro detail. Chrome. Use with 01A-7022618-D Escutcheon BD01A-7022600-D Escutcheon use with BD01A-7022600-D BD01A-7022618-B



1940 Deck Handle & Base Complete

Works of art—no details overlooked, they're "Drake Quality". Every component perfectly matches the factory-original. Ready to install with stainless key cover and keys. Handle, base, glass lens, lens gaskets, 2 bulbs - 6 & 12-volt, wiring, special socket, extension nuts, inner base, shaft seal, rubber pad, key cylinder with 2 keys. All mounting hardware included. Complete Kit.

BD01A-7043500-K



Outside Door Handle;

Fits - 1936 Deluxe Car, 1937 Pickup

Beautifully chrome-plated die-cast with superb detail. Made to last a lifetime. All handles come with shafts. (Some styles may require the shaft to be shortened and/or notched for proper fitting to your latch, as we offer shaft lengths suitable to accommodate your own custom options.). BD68-702350-B



DOOR HANDLE

ESCUTCHEON SET

Model A 1928-31 for inside door opener, chrome finish (4 Pieces)

VIB-46270-AS



Windshield Roll Out Handle

Die cast and chrome plated like the original.

1935

BD48-701347

1936

BD68-701347-A



Door Lock Cylinder & Keys;

Fits - 1935-41

Flipper with indented circle & raised notch.

Each comes with 2 keys.

BD68-702302



EXTERIOR MIRRORS



4" Street Rod Mirrors

• Stainless Steel • Sold in pairs

• 2 Stud Mount

4" Retro Mirrors

RPCR6615



4" Chrome Mirror

• Chrome Steel • Short Arm

• Fits Driver or Pass. Side

3" Chrome Peep Mirror RPCR6608

4" Chrome Peep Mirror RPCR6610

4" Chrome Peep Mirror w/ Long Arm RPCR6609



4.5" Chrome Mirror

• Chrome Steel • Straight Arm

• Fits Driver or Pass. Side

Chrome Mirror RPCR6611



SO-CAL Swan Neck Outside Mirror

Features chrome die-cast swan neck arm with stainless steel mirror head, held by bullet nut. Universal applications for all models.

Swan Neck Mirror Base Gasket

Pair of Outside Mirrors

Passenger Side Mirror

Drivers Side Mirror

S0001-50103

S0001-50100

S0001-50101

S0001-50102



California

Swan Style

Mirrors

California Swan Style

Mirrors with oval heads and two mounting studs. Sold as pairs.

Swan Style Mirrors with Oval Head

BDHR-18402/3

Retro Swan Style Mirrors

Retro Swan Style Mirrors with round heads and two mounting studs. Sold as pairs.

Swan Style Mirrors with Round Head

BDU-18402/3



4" Peep Mirror with Build-In LED Turn Signal

UPC5001-LED



Post Mounted

Has a threaded 1/4-20 stud.

Round Head

Rectangle Head



VIBA-17700-P

VIBA-17700-AP

Door Hinge Pin Mirrors

Stainless steel mirror heads with chrome cast arms.

1932 Closed Car

VIB-17741

1932-34 Pickup

VI46-17741

1935-40 Passenger

VI68-17741

1948-52 Pickup



Windshield Post Mount Mirrors

A classic design that was an original '32 accessory, it even looks great on closed cars. Features a chrome arm with 3/8 x 24 mounting threads and a highly polished stainless steel head.

Fits RH & LH.

• "Shorty" with 3" Long Mounting Arm

• "Stocker" with 5" Long Mounting Arm

VI18-17700-CHP

VI18-17700-P



1930-31 Passenger Side Hinge Pin Mirror

Model A closed car mirrors mount using a longer hinge pin that has a threaded end with an acorn nut lock washer. Chrome plated with a stainless steel mirror head.

1930-31 Passenger Side Hinge Pin Mirror LHS

VIA-17741-BL

1930-31 Passenger Side Hinge Pin Mirror RHS

VIA-17741-BR



Door Hinge Mirror; Fits - 1932-34 Pickup

Chrome arm & stainless steel head. Fits RH & LH. Includes door pin & mounting hardware. Comes with stainless hinge pin with polished head, 12-24 x 1/2in. long set screw and lock washer. For a correct original installation. Hinge opening 2in.

BD46-17741



Peep Mirrors

Stainless steel

mirror head.

Chrome plated die cast arms

Universal door edge mounting, fits left or right hand.

4" Round Peep Mirror

3" Round Peep Mirror

4" Round Curved Arm Peep Mirror

UPC5001

UPC5001-1

UPC5007



Maltese Mirrors

Maltese cross mirror

Chrome plated die cast heads

different arms available

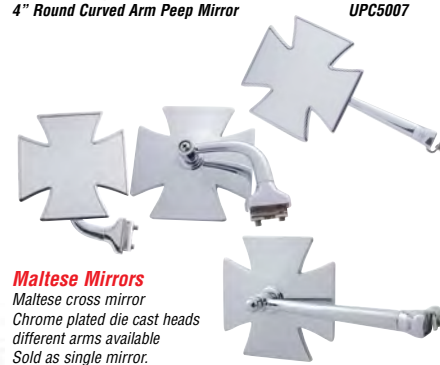
Sold as single mirror.

5-1/2" Straight Arm Mirror

Peep Mirror Arm

UPM1005

UPM1006





Mirror Heads

Billet Specialties mirrors will give your car that clean, high-tech look. The mirror heads feature the latest 3D machining and the arms work for both top and bottom mount. Mirror heads and arms are sold individually.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- High quality glass for distortion free viewing
- Stainless steel swivel with a nylon bushing for smooth positive adjustment
- Stainless steel 10-24 button head screws included with mirror arms

Round Mirror 3-1/8 Diameter	BS73120
Large Rectangle (1-3/4 x 5-1/4")	BS73420
Oval Mirror (2-5/16" x 4-3/16")	BS73520
Offset Round (3" Dia)	BS73620
Offset Round (4" Dia)	BS73720
Offset Oval (2-5/16" x 4-3/16")	BS73920
Oblique Left Side	BS73820
Oblique Right Side	BS73825



Profile Mirror Kits

Add timeless style with Billet Specialties new forged 6061-T6 aluminium mirror arms. Forged for ultimate strength, 3-D machined and mirror polished for style. **Sold in pairs** complete with your choice of round, oval, oblique and 3" or 4" diameter round offset mirror heads. Arms feature multiple mounting holes for a secure fit and can be mounted for top mount or bottom mount applications. Mirror heads feature a stainless steel swivel with a nylon bushing for smooth positive adjustment. Stainless hardware is included.

Profile Mirrors Round	BS74120
Profile Mirrors Oval	BS74520
Profile Mirrors Oblique	BS74820
Profile Mirrors 3" Dia Offset Round	BS74620
Profile Mirrors 4" Dia Offset Round	BS74720
Profile Mirrors Offset Oval	BS74920

FUELS

VP RACE FUELS

VP Racing has been making the best fuels for motor sports since 1975. In fact, in race venues not controlled by a fuel rule, VP consistently fuels more winners than any other fuel company. VP's fuels have a well-deserved reputation for superior power and consistency -- as illustrated by the NHRA Pro Stock Champions who have made VP their fuel of choice for 29 consecutive years -- a record unmatched by any major sponsor in the industry. One of the reasons for VP's consistent success is our focus. We don't manufacture pump gas and we don't run a chain of convenience stores. We make power. And we make it for racing.



UNLEADED FUELS

Motorsport 100

Designed for aluminium head engines with CRs up to 13:1 and cast iron heads up to 14:1. Allows for more advanced timing than pump gas in normally aspirated engines, as well as an increase in boost on turbo and supercharged engines. The higher octane also permits use of more powerful nitrous oxide systems. Works well in the latest generation of electronically controlled turbo engines.

- Color: Orange
- Oxygenated: Yes
- Motor Octane: 96
- Specific Gravity: .746 at 60° F

Motorsport 100 (19 Litre)

VPM100E-20

ROO100

Roo100 has been designed for competition use. Roo100 has been homologated by Motorcycling Australia for use in all disciplines of competition, as outlined in GCR 12.9.5 of the 2010 edition of the Manual of Motorcycle Sport. Roo100 is an oxygenated unleaded racing fuel with a MON of 91+ and a RON of 99+ that also meets the Australian Petrol Fuel Quality Standard making it street legal. Roo100 offers better protection against detonation in harsh racing conditions, makes up to 3% more Horsepower and Torque than pump fuel and gives you exact consistency so you don't have to alter your tune up from drum to drum. Due to Roo100's specific gravity (.711 @ 60F) and oxygen content it requires a 4% to 6% increase in fuel volume over most premium unleaded (non oxygenated) fuels. **MA approved**

- Colour: Fluro Yellow
- Oxygenated: YES
- Motor Octane 91+
- Specific Gravity: .711 at 60° F

ROO100 (19 Litre)

VPROO100-19

VP EXPORT

Designed for FIA/CAMS rally cars with 4-stroke atmospheric and Group N Turbo engines.

Makes significantly more power and torque than pump fuel along with faster accelerations and shorter turbo response time.

The perfect fuel for all forms of circuit racing requiring the focus to be on fast acceleration and consistency rather than all out horsepower.

This fuel is used for those wanting the best out of the circuit racing vehicle without compromise, and not being limited to 98 RON fuel.

Will require retuning of the engine, including increasing fuel curve due to its oxygenation levels.

Colour: Fluro Clear Motor Octane: 87 Research Octane: 101

R+M/2: 94 Oxygen Content: 2.7 Mass%

VP Export (19Litre)

VPEXPORT-19

Motorsport 109

Produces more power than any other unleaded fuel. Recommended for higher boost applications with CRs up to 11:1 or naturally aspirated engines up to 13:1.

- Color: Clear
- Oxygenated: Yes
- Motor Octane: 109
- Specific Gravity: .722 at 60° F

Motorsport 109 (19 Litre)

VPM109-20L

Motorsport 109 (200 Litre)

VPM109-205

ROO KX

Homologated for Karting Australia, Karting Extreme is the Ultimate blend that provides maximum power on the track. Suitable for use in Karting applications that need to conform to CIK-FIA specifications.

- Specific Gravity: 0.758 @ 60°F/15.6°C

- Color: Orange

- MON: 89.6

- RON: 102

- R+M/2: 95.8

- RVP: 7.58psi/55kpa Oxygen

- Content: 2.6% by weight

- Stoichiometric Ratio: 14.38

VPROO KX (19 Litre)

VPROO KX-19

C10

The best non-oxygenated unleaded racing gasoline on the market. C10 does not contain any metal compounds and will not harm catalytic converters or oxygen sensors. C10 can be used in a majority of applications.

C10 complies with the Australian Petrol Standards and is a street legal fuel.

VPC10-19

ROO99

Homologated with Motorcycling Australia for use in 2019.

Roo 99 is a cost-effective, unleaded replacement for Avgas & PULP 98.

Compared with other 100 octane racing fuels that only have a Motor Octane of 89. Roo 99 has a Motor Octane of 93.5, this fuel will keep your engine safe while making maximum power on the track.

Power Gains: Roo 99 will give you up to 3% more power than AVGAS.

Tuning Tips: Can be tipped straight in. For maximum power, we recommend a fuel increase of 1-3%.

VPROO99-19

ETHANOL FUELS

C85

If you're committed to using E85 type fuels, C85 is by far your best choice. Conventional E85 fuels are notoriously inconsistent. By contrast, C85 is blended with a consistent proportion of ethanol and every other component in every drum.

C85 makes up to 4% more power and torque than conventional E85. With higher quality pure components, C85 is superior to E85 in terms of the cooling effect, resistance to detonation and even includes corrosion inhibitors to fight the issues presented by ethanol. C85 works well in drag racing, oval track, off-road and virtually any other automotive application, in particular, forced induction applications due to its lower vapour pressure.

DO NOT USE WITH INJECTORS THAT ARE NOT COMPATIBLE WITH MTBE.

VPC85-19

X85

Hassle free E85. Blended with 85% ethanol and 15% top quality hydrocarbons every time.

VPX85-19

DIESEL FUELS

TORQ DX, diesel race fuel formula!

Tests have shown to offer more power, more torque and more consistent engine temperatures. TORQ DX represents the next generation in VP's quest to develop top performing diesel racing fuels.

Brian Scott, of Prairie Performance, tested TORQ DX against VP TORQ using an 1150 Hp engine and witnessed significant power gains.

"We saw a 15-20 Hp increase across the whole rpm range, but it worked particularly well at driving the turbo on the bottom end. At Nixa, Missouri-based Baille Diesel, Jim Greenway tested TORQ DX against his custom blend of enhanced No. 2 diesel, something he's used for the last 10 years.

"TORQ DX gave us a 30 Hp increase on our 1300 Hp engine while slightly lowering engine temperatures and keeping them more consistent across the rpm range. I have no doubt this fuel will offer superior performance in tractor pulling, drag racing, road racing or any other diesel application."

VPTORQDX-19

METHANOL & NITROMETHANE

M-1 Methanol

M-1 Racing Methanol has a 99.95% minimum purity - the highest purity available. With M1, engines run cooler and are less subject to corrosion. VP uses only lined drums which prohibit rust, corrosion and metal deposits that can contaminate fuel delivery systems. Recommended for all methanol-legal racing applications.

M-1 Methanol (19 Litre)

VPM1-20

M-1 Methanol (200 Litre)

VPM1-205

VP M5 Methanol

M5 is simply the best performing methanol on the market. Using nitrated compounds to make more power than M3, M5 will also offer the same or better protection against detonation. Like M3, M5 offers a wider range for tuning and will offer the same consistency run to run as M3. M5 also reduces noxious methanol fumes, although not quite as well as M3.

M5 is not pure methanol and won't pass a water test.

M5 Methanol (19 Litre)

VPROO5-20

M5 Methanol (200 Litre)

VPROO5-205

AT Racing Methanol

Coogee Methanol is the only 100% pure Methanol produced in Australia. Used by many Top Alcohol and Doorslammer teams.

AT Racing Methanol (19 Litre)

RPCOOGEE-20L

AT Racing ethanol (200 Litre)

RPCOOGEE-200

Upper Cylinder Lubricant

VP's M2 Fuel System Additive for Methanol Engines leaves a thin film of lubrication to protect against corrosion between races and protects valves, guides, cylinder walls, fuel pumps, and aluminium fuel systems.

Strawberry scent bottles available, to mask the harsh chemical smell of methanol and reduce irritation to eyes and nose allowing drivers and mechanics to work more comfortably. 1 bottle treats 205 Litres of fuel.

M2 Upper Lube

VPM2-UPLUBE

M2 Upper Lube (Strawberry)

VPM2-UPLUBESS



Racing Castor Oil

AT Racing Castor Oil is specially formulated for the high RPM, high load demands of karting, motocross and other 2-stroke applications. Blended with the most advanced extreme pressure (EP) additives to enhance the natural lubrication of castor oil for extended engine life. Ideal lubricant for gasoline, alcohol and nitro fuels.

AT Racing Castor Oil (4 Litre)

VPAT-CASTOR

Racing Nitromethane (Nitro)

99.9% Highest quality pure Nitromethane, as used by top teams world wide. Each drum is tested for purity and consistency. Mixes with methanol for drag racing, oval track and hobby applications.

Nitromethane (200 Litre)

RPNITRO-500LB

COOLANT ADDATIVES

STAY FROSTY High Performance

- Ready-to-Use Premix High-Performance Engine Coolant
- Contains Wetting Agents for Better Cooling
- Non-Toxic Propylene Glycol Freeze Protection
- Reduces Cylinder Head Temps By Up To 25°F
- Maximizes Horsepower and Torque
- Protects all metals from corrosion/electrolysis, including aluminium
- Prevents scales/deposits that reduce heat transfer

VP-FROSTY-H



STAY FROSTY Race

Formulated for high-compression, high-heat racing engines. It contains a specialized blend of wetting agents that drastically improve coolant's ability to transfer heat away from high temperature cylinder heads. Temperatures of engines are reduced by up to 100° F compared to conventional glycol-based coolant.



- Ready-to-Use – Just Pour In
 - Contains No Slippery/Hazardous Glycol
 - Reduces Engine Temps By Up To 100° F
 - 100% Water-Based Formula
 - Maximizes Horsepower and Torque
 - No Freeze Protection – Maximum Cooling
 - Non Toxic and Biodegradable
 - Blended with Chemically Stable Reverse Osmosis Water
- VP-FROSTY-R**

FUEL ADDITIVES



"Madditive™" Performance Chemicals - Formulated by the "Mad Scientist™"

VP's "Madditive" line of performance chemicals for automotive, powersport and marine applications is engineered to improve performance as well as your bottom line. VP's reputation for quality and performance make these line extensions a natural fit in your product mix. VP Madditives are engineered with the same leading technology and passion for performance that VP's 'Mad Scientist' brings to our race fuels.

OCTANIUM™

Octane Concentrate (32oz. treats up to 10 gallons)

Off-Road Racing Formula:

- Increases octane up to 8 numbers
- Eliminates knocking and pinging
- Improves throttle response and acceleration
- Cleans fuel injectors
- Eliminates gum and varnish build-up
- O2 sensor safe

VP-OCTANIUM

Octanium Unleaded

Adding Octanium Unleaded octane booster can bump up the octane to stop the rattle or pinging a car or truck engine might have to endure under heavy loads or towing. The fact that it also makes for accelerated performance on the street or the track and is safe for cars with converters or oxygen sensors makes this product an all-around performer."

VP's New Octanium Unleaded increases octane up to 7 numbers and improves throttle response and acceleration. It cleans fuel injectors, eliminates gum and varnish build-up, and acts as a lead substitute. One bottle treats up to 10 gallons of gasoline, increasing octane by up to 70 points.

VP-OCTANIUM-UL

CETANIUM™

Cetane Concentrate (32oz. treats up to 10 gallons)

Off-Road Racing Formula:

- Increases cetane
- Cleans injectors and pumps
- Replaces lost lubrication
- Biodiesel protection
- Increases mileage
- Reduces Smoking

VP-CETANIUM

Fuel Stabilizer with Ethanol Shield™

(8oz. treats up to 80 gallons)

Street Legal Formula:

- For all 2 & 4 cycle engines
- Eliminates ethanol fuel problems
- Reduces heat
- Extends engine life
- Protects and prevents repairs
- 3 year fuel stabilizer

VP-ETHANOLSHIELD

Power Boost™

(16oz. treats up to 18 gallons)

Street Legal Formula:

- Improves vaporization and enhances combustion
- Restores lost power
- Reduces need for higher octane
- Cleans fuel system, removes deposits from combustion chamber
- Provides "seat-of-the-pants" power boost

VP-POWERBOOST

Fuel System Cleaner

(16oz. treats up to 30 gallons)

Street Legal Formula:

- Cleans entire fuel system
- Provides 5,000 mile protection
- Increases fuel mileage
- Reduces harmful emissions
- Cleans pistons, rings, valves and restores performance
- Virtually eliminates knocking and pinging

VP-FUELCLEANER

Mini-Madditive™ Fuel System Cleaner for Small Engines

(2oz. treats entire fuel system)

Formulated for 2 and 4 cycle engines in portable outdoor power equipment, VP's Mini-Madditive cleans fuel systems fouled by deposits and corrosion caused by ethanol-blended street fuel.

- Cleans pistons, rings and valves
- Restores performance
- Perfect pretreatment before introducing ethanol-free VP small engine fuel

REDLINE COMPLETE

FUEL SYSTEM CLEAMER

- Cleans injectors, carburetors, valve and combustion chamber deposits with a concentrated blend of the most powerful high-temp and low-temp detergents available
- Cleans to nearly 100% efficiency in one treatment
- Reduces need for octane by up to two points
- Contains synthetic upper cylinder lubricant
- Cleans pollution control valves
- Use one bottle per tank for most effective treatment of neglected vehicle
- Also use in smaller doses for maintenance as one bottle treats up to 100 gallons
- Suitable for use with oxygenated fuel
- Safe for continual use
- Same chemistry is also available in 4oz dosage as Complete Fuel System Cleaner for Motorcycles

Description
Fuel System Cleaner Additive 15 oz (443 ml)

Part No.

RED60103



REDLINE LEAD SUBSTITUTE

- Prevents valve seat damage in engines designed for leaded gasoline
- Prolongs the useful life of older engines without updated valve seats
- Also cleans carburetor deposits and injectors, safe for catalytic converters.
- For racing, marine, or off-road use only
- 1oz treats up to 10 gallons

Description
Lead Substitute Additive 12 oz (354 ml)

Part No.

RED60202



REDLINE ALCOHOL & NITRO FUEL LUBE

- Prevents gelling and corrosion in methanol and nitromethane fuel systems
- Lubricates upper cylinder and fuel system, increases power with more ring seal
- Replaces lubrication lost by wash of dry fuels
- Not detectable by normal fuel tests, mixes with only slight agitation
- Use 1oz per 5 gallons, one bottle treats up to 55 gallons
- Do not use with catalytic converters

Description
Upper Cylinder Lube for Alcohol & Nitro 12 oz (355 ml)

Part No.

RED41102



REDLINE DIESEL FUEL CATALYST

- Designed for use in all diesel engines - compensates for latest low-sulfur fuels
- Diesel Fuel Catalyst and 85 Plus are products with the same chemistry
- Promotes better fuel combustion and fuel system lubrication
- Provides faster ignition, reduced detonation and smoke, improved efficiency.
- Powerful high-temp detergents to clean fuel injectors
- Lubricates O-rings and seals to increase injector pump life, reduces ring friction
- Contains cetane booster for added power benefits
- Available in winterized formula, reduces pour point of typical fuel by 25°F
- Use one bottle per tank-treats up to 100 gallons
- All Red Line Diesel additives comply with federal low-sulfur content requirements
- Rather than creating new products in the diesel category, Red Line reformulates these products often to ensure that they meet the changing demands of the latest diesel fuels
- Winter formulas use pour-point reducers to keep wax in suspension and reduce wax crystals to pass through filters and injectors

Description
Diesel Fuel Catalyst (355 ml)
Diesel Fuel Catalyst (1 Gallon)

Part No.

RED70102
RED70105



REDLINE RL-2 DIESEL

IGNITION IMPROVER

- Our most concentrated diesel product, popular for semis, agricultural, fleet tanks
- Cleans and lubricates injectors, pumps, and rings, improving efficiency up to 5%
- 15oz treats 100 gallons/gallon treats 850 gallons for a strong clean up dose
- All Red Line Diesel additives comply with federal low-sulfur content requirements
- Rather than creating new products in the diesel category, Red Line reformulates these products often to ensure that they meet the changing demands of the latest diesel fuels
- Winter formulas use pour-point reducers to keep wax in suspension and reduce wax crystals to pass through filters and injectors

Description
RL-2 Diesel Ignition Improver (444 ml)
RL-2 Diesel Ignition Improver (1 Gallon)

Part No.

RED70303
RED70305



REDLINE DIESEL RL ANTIGEL

- For diesel operation in extremely cold climates
- Improves low-temp operation by preventing crystallization, gelling and freezing
- All Red Line Diesel additives comply with federal low-sulfur content requirements
- Rather than creating new products in the diesel category, Red Line reformulates these products often to ensure that they meet the changing demands of the latest diesel fuels
- Winter formulas use pour-point reducers to keep wax in suspension and reduce wax crystals to pass through filters and injectors

Description
Diesel RL Antigel Additive 15oz (443ml)

Part No.

RED71203



REDLINE 85 PLUS

DIESEL ENHANCER

- Designed for use in all diesel engines - compensates for latest low-sulfur fuels
- Diesel Fuel Catalyst and 85 Plus are products with the same chemistry
- Promotes better fuel combustion and fuel system lubrication
- Provides faster ignition, reduced detonation and smoke, improved efficiency.
- Powerful high-temp detergents to clean fuel injectors
- Lubricates O-rings and seals to increase injector pump life, reduces ring friction
- Contains cetane booster for added power benefits
- Available in winterized formula, reduces pour point of typical fuel by 25°F
- Use one bottle per tank-treats up to 100 gallons
- All Red Line Diesel additives comply with federal low-sulfur content requirements
- Rather than creating new products in the diesel category, Red Line reformulates these products often to ensure that they meet the changing demands of the latest diesel fuels
- Winter formulas use pour-point reducers to keep wax in suspension and reduce wax crystals to pass through filters and injectors

Description
85 Plus Diesel Enhancer (355 ml)
85 Plus Diesel Enhancer (3.785 Liters)

Part No.

RED70802

RED70805



ThreeBond

ThreeBond 6601J

Super Engine Conditioner

Without dismantling the throttle body, injector and combustion chamber, Super Engine Conditioner is able to clean up the dirty fuel injector, intake valves and combustion chamber. **Super Engine Conditioner 240ml TB6601J-240**



E85 CHECKER - FOR E85 FUEL ONLY

Calibrating the right air/fuel mixture is important to gain proper power and efficiency from your carburetor and engine. But for vehicles running E85 fuel, proper calibration is difficult if you don't know the exact percentage of ethanol-to-gasoline in the fuel. Because E85 fuel can vary in the amount of ethanol and gasoline mixture, Holley's E85 Checker is an essential tool that can instantly determine the ratio in the E85 fuel you're using. Holley's E85 Checker fits in your pocket or tool box, and is easy to use. Simply add water to the first line on the E-Checker and then pour in the E85 sample to the second line. Once the water is absorbed, the Holley E85 Checker will indicate the amount of ethanol in the fuel. With the added benefits of 105 octane, cooler engine temperatures and improved emissions, Holley's E85 Checker can make a winning combination with any of Holley's E85 calibrated carburetors and fuel-pumps for your vehicle. **H026-147**

JUGS & ACCESSORIES



Fuel Jugs

VP 20 Litre jugs are the most durable on the market. They are made with high-density polyethylene and ergonomically designed for easy handling.

20 Litre Fuel Jug - Red, White or Blue VPJUG-20

Jug Accessories

Replacement Cap VP-REPL JUG CAP
Deluxe Pouring Hose VP-DELUXE TUBE
Syphon Pump VPSYPHON-205
(Suit 205 Litre Drums)



Jug Accessories

Replacement Cap RC17071A
Cap with Hose RC17071D





VP Power Spout

The Power Spout screws directly on to the pull out spouts found on VP Racing Fuels' 5 Gallon Pails making the transfer of liquids much easier. The 1/4" vent tube allows air to flow in to the bottom of the container releasing the internal pressure resulting in a smooth and quick pour.

NOTE: VP Power Spouts are designed to ONLY fit VP Racing Fuels 5 Gallon Pails, not 5 Gallon Motorsport or Sportsman's Containers
VP POWER SPOUT



5 Gallon (20 Litre) Water Jugs

- * Designed for water
- * Moulded in HDPE material
- * Large 83mm outlet for fast pouring
- * O-Ring seal cap and flip up vent in handle
- * Available in Red, Blue and White
- * L x W x H: 10" x 10" x 20.75"

5 Gallon Water Jug - White JAZ710-005-05
5 Gallon Water Jug - Red JAZ710-005-06
5 Gallon Water Jug - Blue JAZ710-005-11



Jug Tote

- * Will hold round or square 5 gallon jugs
- * Can be mounted to a flush surface
- * Can be mounted to a trailer tongue
- * Trailer tongue mounting hardware included
- * Unique elastic tie down holds jug in place

Single Jug Tote JAZ700-400-01



Jug Accessories

Jug Replacement Cap JAZ340-400-04
Jug Replacement Cap O-Ring JAZ850-400-01
Jug Replacement Vent JAZ850-005-01
Jug Spout JAZ300-750-00
Jug Spout Cap Combination JAZ350-475-04



Utility Jugs

These square 5 gallon utility jugs mate naturally and fit flush against walls and other flat surfaces. The original funnel top design and moulded handle helps bleed air into the jug allowing the entire contents to be unloaded in under 10 seconds.



5 Gallon Utility Jug - Blue SCR2000B
5 Gallon Utility Jug - Glow Green SCR2000GG
5 Gallon Utility Jug - Black SCR2000K
5 Gallon Utility Jug - Orange SCR2000O
5 Gallon Utility Jug - Purple SCR2000P
5 Gallon Utility Jug - Red SCR2000R
5 Gallon Utility Jug - White SCR2000W



Jug Accessories

Replacement parts and accessories for Scribner 5 gallon utility jugs.

Jug Lid - Complete SCR5221
Gasket SCR5222
Vent SCR5223
3/4" Poly Pipe Plug SCR5224



FUEL JUG COVERS

Aeroflow's fuel jug cover will keep your race fuel cool! Suit both square and round 5 gallon jug styles. Protect your fuel at the track.
AF91-8050 Square and round 5 gallon jug cover

FUEL JUG RACK

Floor mount holds up to 2 jugs, white powder coat end plates with stainless steel bars
HRP-6360



Multi-purpose Funnel with Filter
Funnel with Filter VPFUNNEL



Large "D" Shape Funnel RCI7010B



Funnels - 14" D-Shaped

14" D-shaped funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

14" D-Shaped Funnel - Blue	SCR6110B
14" D-Shaped Funnel - Dark Blue	SCR6110DB
14" D-Shaped Funnel - Glow Green	SCR6110GG
14" D-Shaped Funnel - Glow Yellow	SCR6110GY
14" D-Shaped Funnel - Black	SCR6110K
14" D-Shaped Funnel - Orange	SCR6110O
14" D-Shaped Funnel - Purple	SCR6110P
14" D-Shaped Funnel - Red	SCR6110R
14" D-Shaped Funnel - White	SCR6110W
14" D-Shaped Funnel - Yellow	SCR6110Y

Funnels - 14" D-Shaped 45°

14" D-Shaped funnels with 45° angled spout, heavy duty construction and anti-splash lip around the top. Filter sold separately.

14" D-Shaped 45° Funnel - Blue	SCR6115B
14" D-Shaped 45° Funnel - Dark Blue	SCR6115DB
14" D-Shaped 45° Funnel - Glow Green	SCR6115GG
14" D-Shaped 45° Funnel - Glow Yellow	SCR6115GY
14" D-Shaped 45° Funnel - Black	SCR6115K
14" D-Shaped 45° Funnel - Orange	SCR6115O
14" D-Shaped 45° Funnel - Purple	SCR6115P
14" D-Shaped 45° Funnel - Red	SCR6115R
14" D-Shaped 45° Funnel - White	SCR6115W
14" D-Shaped 45° Funnel - Yellow	SCR6115Y

Funnels - 8" D-Shaped

8" D-shaped funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

8" D-Shaped Funnel - Blue SCR6114B

Funnel Filter

This filter fits all five styles of Scribner funnels to keep debris and foreign matter out of the fuel tank.

Funnel Filter SCR6119



Funnel Filter

- * Stainless steel filter element rated at 60 Microns
- * Special Anti-splash coned top to reduce splash back
- * Fits JAZ Funnels
- * 60 Micron Funnel Filter

15" "D" Shape Funnel

- * "D" shape for reaching unusual places or against bulkheads
- * 16" Long with a built-in Anti-splash ring in the top
- * Stepped spout can be cut to desired length and flow rate
- * Accepts 60 Micron filter
- * 15" "D" Shape Funnel

11" Round Funnel

- * Larger round shape with a moulded-in handle
- * 24" Long with a built-in Anti-splash ring in the top
- * Tapered spout can be cut to desired length and flow rate
- * Accepts 60 Micron filter
- * 11" Round Funnel



14" Triangular Funnel

- * Triangular shape allows filling in tight locations
- * 17" Long with a built-in Anti-splash ring in the top
- * Stepped spout can be cut to desired length and flow rate
- * Accepts 60 Micron filter

14" Triangular Funnel

JAZ550-014-06

16" Triangular Funnel

- * Larger Triangular shape allows filling in tight locations
- * 22" Long with a built-in Anti-splash ring in the top
- * Tapered spout can be cut to desired length and flow rate
- * Accepts 60 Micron filter

16" Triangular Funnel

JAZ550-016-06

LUBRICANTS & SEALERS



AEROFLOW THREAD PASTE

Aeroflow's Aero Seal thread sealing paste contains PTFE to assist in sealing and avoid binding of threads. Recommended for use with all threaded fasteners and adapters in aluminium, steel, stainless steel and plastic. Aero Seal is an anaerobic paste that remains liquefied until installation to provide a positive seal and can be used in temperature ranges from -58° to 400°F / -50° to 204°C. Sold individually or in 20 piece bulk packs.

AF98-2023 Aeroflow thread paste 50ml squeeze tube

AF98-2023-20 Bulk 20 pack of Aeroflow thread paste 50ml tubes

ARP Thread Sealer

It's difficult to determine the amount of torque required to provide the correct preload and clamp force of a given fastener.

For example -when tightened, dry uncoated fasteners use

up about 95% of the applied torque simply by overcoming the friction between the male and female threads. To ensure that all ARP fasteners provide the optimum level of service, the installed residual stress is calculated and verified experimentally using a superior quality lubricant. It is important to note that the friction coefficients of lubricants vary dramatically, making it difficult to consistently produce the exact amount of stress within the fastener to clamp the components together. That's why ARP developed an ultra-consistent lubricant and recommend the use of our premium grade ASSEMBLY LUBRICANT or THREADSEALER in order to precisely duplicate the recommended tightening specifications provided with all ARP fasteners.

- * Teflon based w/rust & corrosion inhibitors

- * Effective range: -34° to 287°C

- * Sealant range: 10,000 psi

- * Delivers a flexible leak-proof seal in aluminium,

- steel, stainless steel and plastic

- * Designed for use with bolts

Thread Sealer (50ml) AR100-9904



COMP Cams Engine Break-in Oil

COMP Cams engine break-in oil is designed for engine builders and performance hobbyists who want that added extra protection in order to maintain engine safety and performance.

The engineers at COMP Cams and Endure Performance Lubricants have been working hand-in-hand to develop a full line of automotive lubricants, the first being the ZDDP-enhanced engine break-in oil that provides maximum protection during initial engine break-in. COMP Cams engine break-in oil has been heavily tested and proven by COMP Cams R&D team. This advanced lubricant provides maximum engine life, while also allowing the engine to reach its full performance potential. It does so by improving the surface mating of valvetrain components, rotating assemblies, rod journals, piston rings, valve guides, and other vital areas of the engine. COMP Cams engine break-in oil's proprietary formula includes the optimum amount of critical additives like ZDDP (zinc and phosphorus), molybdenum, detergents, and high-grade base oil. The multi-viscosity, mineral-based COMP Cams engine break-in oil is fully formulated and requires no additives or supplements. It protects all internal engine components, including flat tappet and roller valvetrains, and is mineral-based and fully compatible with gasoline, methanol, and high-octane race fuels.

Motor Oil Break-In Mineral 10W30 (945ml) C01590

Motor Oil Break-In Mineral 15W50 (945ml) C01591

Cam & Lifter Installation Lube

Initial start-up is the most critical time in the life of any new camshaft. COMP Cams has taken great pains to develop what we feel is the best protective break-in lubricant on the market. It must be spread generously on all lobes of the cam, on the faces of the lifters and on the distributor gear when installing a cam. This is the instant protection you need to guard against any premature wear.

Description Part No.

Cam & Lifter Lube 4 oz. (118ml) Bottle C0152

Cam & Lifter Lube 8 oz. (236ml) Bottle C0153





Cam & Lifter Installation Lube: 5/8 oz. Packet

Initial start-up is the most critical time in the life of any camshaft. COMP Cams® Cam & Lifter Installation Lube is the best protective break-in lubricant on the market. Cam & Lifter Installation Lube must be spread generously on all lobes of the cam, on the bottoms of the lifters and on the distributor gear when installing a cam. Cam & Lifter Installation Lube from COMP Cams® provides the instant protection you need to guard against any premature wear. **CO103**

Engine Assembly Lube

Our engine assembly lube is the choice of professional engine builders for its superior lubricating properties and its exceptional ability to adhere to internal engine parts until start-up. This white lithium base lubricant is ideal for the ball-socket area of rocker arms and removes with soap and water for easy clean-up.

Description

Engine Assembly Lube 4 oz. (118ml) Jar **CO102**
Engine Assembly Lube 8 oz. (236ml) Jar **CO104**

Engine Break In Oil Additive

Pour-in added protection for your new or rebuilt engine! • Extend the durability of internal engine components, including camshafts, lifters and all valve train components

- Special blend of extreme pressure additives no longer available in off the shelf motor oils
- Provides added protection during critical engine break-in process
- Compatible with any petroleum, synthetic or blended motor oil

Engine Break In Oil

Additive 12 oz. (355ml) Bottle **CO159**

Valve Train Assembly Spray

- Protects valve springs, rockers and pushrods against harmful wear
- Special formula clings to vital valve train components during start-up
- Convenient spray for easy, no-mess application
- Compatible with all petroleum, synthetic and blended engine oils

Valve Train Assembly

Spray 6 oz. (177ml) Aerosol **CO106**



REDLINE ASSEMBLY LUBE

- Prepares potential wear surface and prevents metal contact before adequate lubrication can be supplied
- Unlike other assembly lubes, Red Line's will not plug filters after initial engine start-up
- Provides 3x greater film strength than conventional black Molybdenum Disulfide greases
- Excellent rust and corrosion inhibitor, allows for long-term storage
- For use on camshafts, lifters, pushrods, piston skirts, main and rod bearings, and bolt threads
- Do not use on exhaust bolts or other high temperature bolts which require an anti-seize
- Recommended and used by top camshaft and drivetrain manufacturers Used by many of the best engine builders, engineers, and technicians in Formula 1, GP2, Formula 3, NASCAR, NHRA, and WRC

Description

Assembly Lube Tub 4 oz (118 ml)
Assembly Lube Tub 16 oz (473 ml)
Assembly Lube Pail 45 lb (20 kg)
5 Gallon (18.92 Liters)

Part No.

RED80312-40Z
RED80313-160Z

RED80316-45LB

REDLINE LIQUID ASSEMBLY LUBE

- New, convenient version of the chemistry used in our popular paste sold in tubs
- Prevents metal contact and wear before adequate lubrication can be supplied
- Unlike other assembly lubes, this product will not plug filters after initial engine start-up
- Provides 3x greater film strength than conventional black Molybdenum Disulfide greases
- Excellent rust and corrosion inhibitor, allowing for long-term storage of parts and internal engine components
- Not for use on exhaust bolts or other fasteners associated with high temperature which require an anti-seize
- Recommended and used by top camshaft and drivetrain manufacturers
- Used by many of the best engine builders, engineers, and technicians in Formula 1, GP2, Formula 3, NASCAR, NHRA, and WRC

Description

Liquid Assembly Lube Satchel .75 oz (22.2 ml)
Liquid Assembly Lube Bottle 12 oz (354 ml)



Part No.

RED80326.75OZ
RED80319

PIONEER Dry Graphite Lubricant

Pioneer Dry Graphite lubricant is designed for use on frictional engine or mechanical parts prior to their assembly. Some of the many uses include, but are not limited to, crankshafts, camshafts, pistons, cylinder walls, and valve train components.

- Bonds quickly to any clean metal.
- Dry coating does not gather dirt as do grease and oil.
- Protects against corrosion and rust while it lubricates.
- Lubricious graphite crystals permit heavy loads to slide easily.
- Effective temperatures range from -80°F to +1080°F with intermittent use, -80°F to +850°F continuous use.
- Reduces "throw off" for long lasting economical lubrication.
- Will lubricate to loads 18,000 psi.

Dry Graphite Lubricant



PI-T-4005-A

REDLINE ENGINE OIL BREAK-IN ADDITIVE

- Provides conventional motor oils with anti wear additives like zinc and phosphorus (ZDDP) necessary to protect against camshaft and valve train damage on break-in
- Allow pistons rings to seat properly with less-slick oil, while anti wear additives protect other engines components to avoid excessive wear
- Can also be used in conventional and synthetic oils during regular operation, providing an extra package of protection otherwise not found in most motor oils
- 16oz bottle treats up to 12 quarts of motor oil in many cases, one bottle can serve two engines or oil changes
- Reformulated for improved frictional properties
- Special detergents for improved lubricity and less detonation
- Polyol ester base stocks provide more stability and film strength when exposed to excess fuel dilution
- Each of these products has no less than 2200ppm of zinc and phosphorus for anti wear
- Each race oil product is a multi-grade, offering 2-4% more power than oil of a similar viscosity - 20WT is a 5W20, 30WT is a 10W30, 40WT is a 15W40, 50WT is a 15W50
- Improved protection at startup, lower oil temp, cleanliness
- Remember to change these oils more frequently than regular motor oils

Description

Engine Oil Break-In Additive 16 oz (473 ml)

Part No.

RED80321



CRANE CAMS Super Moly Lube

Crane Cams Super Moly Lube is a moly-disulfide base lubricant, for use on cam lobes, lifters and distributor drive gears and should be used for all cam installations (except for roller lifter applications). Advised for cup-end pushrod installation where only splash lubricant is utilized.

Super Moly Lube (59ml) **CR99002-1**

CRANE CAMS Engine Assembly Lube

Crane Cams Engine Assembly Lube is specially formulated to provide extra lubrication protection to engine components during assembly, and to provide outstanding resistance to scuffing, wear and friction during critical break-in.

Engine Assembly Lube 4oz (118ml) **CR99008-1**



Clevite Assembly Lubricant

Clevite 77 Bearing Guard is specially formulated within extreme pressure rating to provide proper lubrication for internal engine components during assembly and the first crucial moments of operation after engine start-up. It is extra thick and stays where it is put.

Bearing Guard Assembly Lube (237ml) **CL2800B2**

Bearing Guard Assembly Lube (38ml) **CL2800B5**



Ultra-Torque Assembly Lube

Because of frictional inconsistencies with oil, moly, and other substances employed by engine builders, when a fastener is tightened to the desired level of torque it typically does not stretch the required amount to reach the proper preload and the torque wrench "clicks" prematurely. It takes multiple cycles of torquing the bolt, loosening it and tightening it again to obtain the required preload. With ARP Ultra-Torque, a fastener need only be torqued once to get within 5% of ideal preload and remains consistent through all subsequent cycles (from race-prep machining through final assembly). Moreover, given the inconsistencies of ordinary lubes, it is quite possible for adjacent head bolts or studs to have vastly different preloads. This "scatter" causes bore distortion, hampers piston ring seal, and leads to poor head gasket sealing. Preload differences in connecting rods and main caps can cause uneven bearing loading.

Product

Ultra-Torque Assembly Lube (0.5 oz. / 15ml)

Ultra-Torque Assembly Lube (1.69 oz. / 50ml)

Ultra-Torque Assembly Lube (1/2 pint / 235ml)

Ultra-Torque Assembly Lube (1 pint / 470ml)

Part

AR100-9908

AR100-9909

AR100-9910

AR100-9911



ThreeBond

Three Bond's RTV silicone sealers contain no acetic acid making them both non-corrosive and totally sensor safe for use in all automotive applications.



Liquid Gasket - High Pressure

Fast curing red/brown RTV silicone sealer with high tolerance to pressure. Ideal for oil pans, thermostats, oil & water pumps, front & rear covers etc.

RTV Gasket Sealer Red/Brown (150g Tube)

TB1207C-150

Liquid Gasket - High Temperature

Black RTV silicone sealer with excellent resistance to high temperatures. Use for sealing flanges and surfaces in direct contact with the cylinder head

RTV Gasket Sealer Black (100g Tube)

TB1207B-100

Liquid Gasket - High Vibration

High resistance to vibration and frequent temperature cycling. Use for oil pans, chain and crank cases on motorcycle and diesel engines.

Liquid Gasket Sealer M/C White (100g Tube)

TB1211-100

Thread Locker & Sealer - High Strength

A high strength anaerobic adhesive and sealant for bolts, studs and screws that do not need to be removed. Equivalent to Loctite 271

Stud And Nut Sealer Green (50g Tube)

TB1305-50

Thread Locker & Sealer - Medium Strength

A medium strength anaerobic adhesive and sealant for bolts, studs and screws that are frequently removed. Equivalent to Loctite 242

Stud And Nut Sealer Blue (50g Tube)

TB1344-50

Liquid Gasket - Adhesive

Designed to be used in conjunction with a conventional gasket to adhere and enhance sealing non drying.

Gasket Adhesive-Non Dry- Yellow

TB1102-200

Liquid Gasket - High Temperature

Black RTV silicone sealer with excellent resistance to high temperatures. Use for sealing flanges and surfaces in direct contact with the cylinder head

RTV Gasket Sealer Black (100g Tube)

TB1207B-100

RTV Gasket Sealer Black (340g Cartridge)

TB1207B-340

Liquid Gasket - Oil Resistance

Suit Transmission, Oil Resistance

Use On Auto & Manual Gearboxes & Differential, Silicone Based

RTV Liquid Gasket Light Grey (250g Tube)

TB1215-250

RTV Liquid Gasket Light Grey (330g Cartridge)

TB1215-330

Liquid gasket - RTV Silicone

High temp RTV silicone gasket make grey, oil resistance

RTV Silicone Grey (Tube 85g)

TBSS1-85



Liquid Gasket - Low Temperature

Elastic, semi-drying synthetic rubber sealer. Suitable for fine gap filling in low temperature applications (-40 to 150°C). Use for joined flange surfaces on oil pans, water outlets, fuel pumps and oil pumps.

Synthetic Rubber Sealer Grey (100g tube) **TB1104-100**

Sealant - Medium Strength

Welch Plug Sealant.

Welch Plug Sealer (250g Tube) **TB1386B-250**

Welch Plug Sealer (50g Bottle) **TB1386B-50**



Copper Gasket Cement

VHT Copper Gasket Cement maintains excellent adhesion under severe pressure and heat fluctuations. This high metallic formula assures tight seals on cork, paper and metal gaskets. It also is an excellent seal for threaded fittings and pressure hose connectors.

Copper Gasket Cement **VHTSP21**



EDELBROCK Gasgacinch

Gasgacinch gasket sealer assures proper sealing of all gaskets used during a manifold installation. It is also effective on water pump, oil pan and valve cover gaskets. Gasgacinch is water and oil resistant and allows easy gasket removal during parts disassembly.

Edelbrock Gasgacinch 4.0 oz. (118ml)

ED9300



A/B Epoxy Port Putty

Easy to use A/B epoxy is a two part epoxy that is great for cylinder head and intake modifications.

Simply mix the two parts, apply and let cure. Once cured, it can be sanded to shape, drilled and tapped. Wash hands well after handling. 1 lb. total weight.
A/B Epoxy Port Putty 1 lb (454 grams) ED9290



A/B Epoxy

Two-part bonding product moulds like putty, yet hardens to steel-like consistency. Does not shrink and is not affected by solvents, oils or gasoline. Maximum use temperature of 250°F (120°C) makes it perfect for repairing intake manifolds, cylinder head intake ports, heads and blocks. Can be drilled and tapped when hard. Adheres to almost any clean surface and hardens in 60 min. at 75°F (24°C)
A/B Epoxy, 1 lb.(453g) MO35560

Ceramic Engine Seal

The best Chemical Sealer you can buy to stop cooling system leaks. Works equally well in aluminium or cast-iron blocks, does not work with antifreeze. Cooling system must be thoroughly clean before use. If this doesn't stop the leaks, find yourself a welder!
Ceramic Engine Seal. 473ml Bottle. MO35500



ILL WEATHER SEAL

Specially formulated to stop cooling system leaks when antifreeze is present
Ideal for stopping radiator leaks and sealing racked blocks in sub-freezing conditions
Works best when cooling system has been thoroughly cleaned and flushed

Ill Weather Seal, 1 pint (473ml) plastic bottle .MO35520
(Can be used with antifreeze)

REDLINE CV-2 GREASE

- Outperforms the best conventional or synthetic greases and lubes
- Withstands extreme temperature and pressure in wheel bearings, U-joints, and high-angle CV Joints
- Excellent high-temp stability, extreme-pressure protection, and water resistance
- Used in a variety of applications with operating temps from -100°F to 500°F
- Strong resistance to oxidation and corrosion, low evaporation and oil separation with a minimum effect on rubber seals
- Contains an organic moly for chassis lubrication and high temp/high speed industrial equipment
- Synthetic fluidity allows increases in bearing life up to 200%
- Will darken after high-temp use-not detrimental to performance
- Used by many of the best engine builders, engineers, and technicians in Formula 1, GP2, Formula 3, NASCAR, NHRA, and WRC

Description
CV-2 Grease Tub 14 oz (414 ml)
CV-2 Grease Tube 14 oz (414 ml)
CV-2 Grease 35 lb (15.87 kg)

Part No.
RED80401
RED80402
RED80406

REDLINE AIR TOOL OIL

- Protects rotary- and piston-type air tools with a light, thin fluid that holds its viscosity while controlling rust, noise and wear
- As used by Snap-on, Mac, and Cornwell teams in NHRA and NASCAR pit crews

Description
Part No.
Air Tool Lube Bottle 12 oz (3: **RED80321**

REDLINE COMPRESSOR OIL

Redline PolyComp 30WT Compressor Oil - 1 quart. Red Line 30W PolyComp Compressor Lubricant is designed to improve compressor efficiency by 5%. This oil provides excellent resistance to carbon formation and lasts up to five times longer than conventional oils.
RED31304



TRANSMISSION OILS



Hot Shift Auto Trans Fluid

Hurst hot shift synthetic automatic transmission fluid combines friction modifiers, extreme pressure additives and anti-foaming agents to increase clutch plate lock-up, resulting in quicker, firmer and more positive shifts. This fluid is ideal for use in passenger cars, high performance street and race cars, light trucks, off-road and recreational vehicles. Mixes well with and meets requirements of Mercon and Dexron III.
Hurst Hot Shift ATF Fluid - 1 Quart (946ml) HU1802000



TRANSMISSION OILS



Trick Shift ATF

Trick Shift was originally developed by B&M for racing applications. It's become so successful that it's the most popular high performance fluid on the street also. Not an additive, this is the best performance ATF available. A scientific blend of foam inhibitors, pressure agents and shift modifiers that will provide extended transmission life and drastically improved shift feel. It can be mixed with stock-type transmission fluids, however to attain maximum improvement you should use Trick Shift exclusively. Ideal for towing, light trucks and RV applications as well as racing.
*Not recommended for electronic controlled transmissions.

Trick Shift A/T Fluid (945ml) BM80259



REDLINE D4 MANUAL & ATF TRANSMISSION FLUID

D4 ATF is a fully-synthetic product designed with superior low-temperature properties compared to a Dexron III fluid, and the improved shear-stability requirements which is part of the Mercon V specifications. D4 ATF also provides a GL-4 level of gear protection, making it a superior product for transmissions and transaxles. The balanced frictional characteristics provides smooth and consistent shifts for extended drain intervals. The superior stability compared to petroleum ATFs allows high-temperature operation without varnishing valves and clutches which leads to transmission failure.

- Our most versatile ATF, use where Dexron III, Dexron II, Mercon and Mercon V fluids are recommended, provides a GL-4 level of gear protection
- Popular applications: Toyota Type T-III and T-IV, Honda ATF-Z1, NissanMatic D, J & K, Diamond SP-II, SP-III, Mazda ATF M-V, most BMW, Audi, VW automatic transmissions
- Also used with manual transmissions and transaxles like T-5, T-45, T-56 and late-model BMW
- Excellent cold weather operation
- Appropriate coefficient of friction for most manual transmission synchronizers (other's synthetic gear oils are often too slippery for proper synchro engagement)
- Red Line offers lubricants to pinpoint nearly every transmission application
- MTL, MT-85 & MT-90 are not for use in differentials with hypoid gears
- Excellent gear and synchro protection, balanced slipperiness for easier shifting in cold climates
- Excellent for high- and low-mile transmissions
- Compatible with petroleum and other synthetics

Description
D4 Manual & ATF Trans Fluid 1 Quart (946 ml)
D4 Manual & STF Trans Fluid 1 Gallon (3.785 Liters)

Part No.
RED30504
RED30505



REDLINE MANUAL TRANSMISSION OIL 75W85

- Recommended for Nissan 350Z and 370Z (also most Maxima, Altima & Sentra), Mitsubishi Evolution, Hyundai, Kia and Quaife synchro manual trans applications
- Many NV4500 truck transmission applications like Chevy Silverado and Dodge Ram, for Chrysler spec MS-9070
- Safe for brass synchros, as it lacks the reactive sulfurs found in most GL-5 oils that cause damage
- Offers quicker shifts, perfect synchronizer coefficient of friction
- Eliminates notchy shifting, even when cold
- High performance gear protection and longer synchro life
- Recommended for GL-1, GL-3 and GL-4 applications as well as where most special synchromesh fluids are specified
- Satisfies the gear oil viscosity requirements of 75W, 80W, 85W and motor oil viscosities of SAE 30 and 5W30

Description
MT-85 75W85 GL-4 1 Quart (946 ml)

Part No.
RED50504



REDLINE MANUAL

TRANSMISSION OIL 75W90

- 75W90 GL-4 gear oil (similar to SAE 5W40/10W40 engine oil viscosity)
- Popular in Nissan, Mazda, Mitsubishi, VW/Audi, Lotus Elise/Exige, Toyota
- Offers quicker shifts, perfect synchronizer coefficient of friction
- Safe for brass synchros, as it lacks the reactive sulfurs found in most GL-5 oils that cause damage
- High performance gear protection and longer synchro life
- Eliminates notchy shifting, even when cold
- Satisfies the gear oil viscosity requirements of 75W, 80W and motor oil viscosities of SAE 40, 10W40, and 15W40
- Recommended for GL-1, GL-3, and GL-4 applications, as well as where most special synchromesh fluids are specified
- Appropriate coefficient of friction for most manual transmission synchronizers (other's synthetic gear oils are often too slippery for proper synchro engagement)
- Red Line offers lubricants to pinpoint nearly every transmission application
- MTL, MT-85 & MT-90 are not for use in differentials with hypoid gears
- Excellent gear and synchro protection, balanced slipperiness for easier shifting in cold climates
- Excellent for high- and low-mile transmissions
- Compatible with petroleum and other synthetics

Description
MT-90 75W90 GL-4 1 Quart (946 ml)
MT-90 75W90 GL-4 1 Quart (3.785 Liters)

Part No.
RED50304
RED50305



REDLINE SHOCK PROOF DIFFERENTIAL & TRANSMISSION OIL

- Film thickness greater than an SAE 75W250, yet low fluid friction like 75W90
- For heavily-loaded racing differentials and transmissions, problem gearboxes
- Many performance racing applications like Sprint/Midget/Dirt Late Model Differentials, Detroit Lockers and spools, NHRA Top Fuel and Funny Car rear ends
- Not recommended for most synchro applications due to the product's extreme slipperinessFully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description
Heavy Load Shock Proof Gear Oil 1 Quart (946 ml)
Heavy Load Shock Proof Gear Oil 1 Gallon (3.785 Liters)
Heavy Load Shock Proof Gear Oil 5 Gallon (19 Liters)

Part No.
RED58204
RED58205
RED58206



REDLINE D6 ATF

- Our lowest viscosity, most shear-stable ATF for consistent operation
- Designed to satisfy Dexron-VI®, Dexron-III®, Mercon®SP, Mercon®LV, Honda DW-1, Toyota WS, Mercedes Benz NAG-2, ZF-LG 6, 6+ and 8 fluids
- Also satisfies API 70W/75W/80W and GL-4 gear oil requirements
- Red Line offers the widest selection of fully-synthetic ATF on the market today
- Each offer improved thermal stability, maintain viscosity levels, and feature lower volatility while providing the required frictional characteristics of each fluid's OEM-style replacement
- Reduced oxidation and lower volatility at high temperature
- Allows high-temp operation without varnishing valves and clutches
- Extended drain intervals

Description
D6 ATF Transmission Fluid (946 ml)
D6 ATF Transmission Fluid (3.785 Liters)

Part No
RED30704
RED30705



REDLINE HIGH-TEMP ATF

& TRANSAXLE FLUID

- For heavily-loaded vehicles, allowing operation at up to 70°F higher while maintain thicker viscosity than traditional ATFs
- Use where Dexron III®, Dexron II®, Mercon®, or GL-4 gear oil are recommended
- Dramatically less evaporation, less varnish of valves and clutches in extreme conditions
- Red Line offers the widest selection of fully-synthetic ATF on the market today
- Each offer improved thermal stability, maintain viscosity levels, and feature lower volatility while providing the required frictional characteristics of each fluid's OEM-style replacement
- Reduced oxidation and lower volatility at high temperature
- Allows high-temp operation without varnishing valves and clutches
- Extended drain intervals

Description

High-Temp ATF & Transaxle Fluid (946 ml)

Part No

RED30204

High-Temp ATF & Transaxle Fluid (3.785 Liters) RED30205



REDLINE FULL SYNTHETIC

RACING ATF

RED LINE LIGHTWEIGHT RACING

ATF is a fully-synthetic formula designed specifically for use in drag racing automatic transmissions that need the positive shift of a Type-F automatic transmission fluid, yet require ultimate consistency. This ATF contains no slipperiness additives, producing faster shifts and quicker lock-up and can reduce elapsed time in drag racing. Compared to RED LINE RACING ATF, this product maintains a comparably thin viscosity to minimize heat buildup and reduce changes in fluid thickness between rounds. This product is designed for use where Type-F, Dexron, and Mercon fluids are recommended in both bracket and heads-up drag racing transmissions.

- Superior consistency and wear protection for Bracket and Heads-Up drag racing transmissions like Powerglide and Turbo 400
- Popular with turbo and blown doorslammers like NMRA, NMCA, ORSCA, and PSCA -- replaces hydraulic oils and other non-ATFs used to escape heat issues
- Low viscosity offers less frictional drag for quicker ETs and more MPH
- Dissipates heat for longer trans life, better clutch, gear, and seal life
- Compatible with petroleum ATFs and other brands synthetic ATF
- Extreme-pressure protection provides much better film-strength

Description

Drag Racing ATF 1 Gallon (3.785 Liters)

Part No

RED30316

(Alternative To Type-F, Dexron, and Mercon ATF)



REDLINE NS MANUAL TRANS &

TRANSAXLE GEAR OIL 75W90

- Designed for transmissions and transaxles - helps to slow synchros for easier shifting across a broad temperature range
- Popular in Ferrari, Porsche and Subaru transaxles
- Muscle car applications like Ford Top Loader, Borg-Warner T-10 and Super T-10, and Muncie transmissions
- Contains extreme pressure additives like our 75W90 GL-5 oil, but lacks friction modifiers to balance slipperiness
- Improved copper corrosion protection to prolong synchro life
- Helps with lock-up on weak limited-slip differentials-compatible with Red Line Limited Slip Friction Modifier for tuning slippage
- Also used with clutch-type LSDs in racing for maximum lock up
- Recommended for API GL-5, GL-6, MT-1, MIL-L-2105E and SAE J2360
- Appropriate coefficient of friction for most manual transmission synchronizers (other's synthetic gear oils are often too slippery for proper synchro engagement)
- Red Line offers lubricants to pinpoint nearly every transmission application
- MTL, MT-85 & MT-90 are not for use in differentials with hypoid gears
- Excellent gear and synchro protection, balanced slipperiness for easier shifting in cold climates
- Excellent for high- and low-mile transmissions
- Compatible with petroleum and other synthetics

Description

Non Slip Manual Trans & Transaxle Gear Oil 75W90 (3.785 Liters)

Part No

RED58305



REDLINE RACING ATF (TYPE F)

- Similar to a Type F fluid, featuring even higher viscosity and no friction modifiers
- Produces faster shifts, quicker lock-up, better converter efficiency at high temps
- Enhanced extreme-pressure additives provide 5-times better film strength than petroleum ATFs
- Reduced clutch and gear wear compared to petroleum ATFs
- Satisfies GL-4 gear oil requirements
- Red Line offers the widest selection of fully-synthetic ATF on the market today
- Each offer improved thermal stability, maintain viscosity levels, and feature lower volatility while providing the required frictional characteristics of each fluid's OEM-style replacement
- Reduced oxidation and lower volatility at high temperature
- Allows high-temp operation without varnishing valves and clutches
- Extended drain intervals

Description

High-Temp ATF (Type F) Racing Fluid (3.785 Liters) RED30305



DIFFERENTIAL & GEAR OILS

REDLINE LIMITED SLIP FRICTION MODIFIER

- Compatible with both petroleum and synthetic gear oils
- Reduces break-in temps as much as 50°F
- Add 1oz at a time to clutch-type limited slip or posi-traction units to eliminate chatter
- Fully-synthetic formulas created from polyolester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

Limited Slip Friction Modifier (118 ml)

Part No

RFNR331



REDLINE DIFFERENTIAL GEAR OIL 75W140 SUIT OLDER CARS

- Recommended for API GL-5, GL-6, MT-1, MIL-L-2105E, and SAE J2360
- Contains additional friction modifiers for suitability with clutch-type limited slip differentials - for most LSDs, no additional friction modifiers are required
- This product is not designed for use in manual transmission or transaxles with synchronizers, as its slipperiness may lead to shifting problems
- Popular in stock car racing differentials and transmissions
- Fully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

75W140 GL-5 Gear Oil 1 Quart (946 ml)

75W140 GL-5 Gear Oil 1 Gallon (3.78L)

Part No

RED57104

RED57105



REDLINE DIFFERENTIAL GEAR OIL 75W90

- Most popular Red Line gear oil, with thousands of applications for passenger cars, light trucks, and racing vehicles
- Contains additional friction modifiers for suitability with clutch-type limited slip differentials - for most LSDs, no additional friction modifiers are required
- This product is not designed for use in most manual transmissions or transaxles in passenger vehicles, since the extreme slipperiness may cause synchronizer mesh issues that lead to shifting problems
- Recommended for API GL-5, GL-6, MT-1, MIL-L-2105E, SAE J2360, and Chrysler spec MS-9763
- Fully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

75W90 GL-5 Gear Oil 1 Quart (946 ml)

75W90 GL-5 Gear Oil 1 Quart (3.785 Liters)

Part No

RED57904

RED57905



REDLINE DIFFERENTIAL GEAR OIL 75W140

- Popular for cars and light trucks like Ford Mustang, Ford F-150, Dodge Ram, Toyota Tundra and Sequoia, and Jeep Cherokee
- Contains additional friction modifiers for suitability with clutch-type limited slip differentials - for most LSDs, no additional friction modifiers are required
- This product is not designed for use in most manual transmissions or transaxles, since the extreme slipperiness may cause synchronizer mesh issues that lead to shifting problems
- Recommended for API GL-5, GL-6, MT-1, MIL-L-2105E, and SAE J2360
- Fully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change



REDLINE DIFFERENTIAL GEAR OIL 75W140 CONT..

- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

75W140 GL-5 Gear Oil 1 Quart (946 ml)

Part No

RED57914

REDLINE DIFFERENTIAL GEAR OIL 80W140

- Recommended for API GL-5, GL-6, MT-1, MIL-L-2105E, and SAE J2360
- Contains additional friction modifiers for suitability with clutch-type limited slip differentials - for most LSDs, no additional friction modifiers are required
- This product is not designed for use in manual transmission or transaxles with synchronizers, as its slipperiness may lead to shifting problems
- Popular in stock car racing differentials and transmissions
- Fully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

80W140 GL-5 Gear Oil 1 Quart (946 ml)

80W140 GL-5 Gear Oil 1 Gallon (3.78 L)

Part No

RED58104

RED58105



MTL 70W80 GL-4 Gear Oil

- Popular for BMW, Honda and Acura, Ford Focus, late-model Mini Cooper, Land Rover/Range Rover L77TS, Dodge & Jeep NV1500, NV3500, NV3550 and NV5600 truck transmissions
- Popular replacement for and improvement over GM Synchronesh® (#12345349) and Auto-Trak II® (#12378508) and Chrysler spec MS-9224
- Safe for brass synchros, as it lacks the reactive sulfurs found in most GL-5 oils that cause damage
- Offers quicker shifts, perfect synchronizer coefficient of friction
- Eliminates notchy shifting, even when cold
- High performance gear protection and longer synchro life
- Satisfies the gear oil viscosity requirements of 75W, 80W, and motor oil viscosities of SAE 30, 10W30, and 5W30
- Recommended for GL-1, GL-3, and GL-4 applications as well as where most special synchromesh fluids are specified
- Appropriate coefficient of friction for most manual transmission synchronizers (other's synthetic gear oils are often too slippery for proper synchro engagement)
- Red Line offers lubricants to pinpoint nearly every transmission application
- MTL, MT-85 & MT-90 are not for use in differentials with hypoid gears
- Excellent gear and synchro protection, balanced slipperiness for easier shifting in cold climates
- Excellent for high- and low-mile transmissions
- Compatible with petroleum and other synthetics

Description

70W80 Manual Trans & Transaxle Gear Oil (946 ml)

Part No

RED50204

70W80 Manual Trans & Transaxle Gear Oil (3.785 Liters)

RED50205



REDLINE SUPERLIGHT

LIGHT SHOCKPROOF GEAR OIL

- Film thickness greater than an SAE 75W90, yet low fluid friction like ATF
- Used in low-power dog-ring racing transaxles with moderate to low load, qualifying, etc.
- Popular in British F3, Euro F3 and Star Mazda racing gearboxes for ultra low drag
- Unique lubricant with solid microscopic particles offers low drag/high protection
- Relatively low viscosity, yet cushions gear teeth under extreme pressure
- Helps to prevent tooth breakage, resists throw-off
- Avoid use with pumps, coolers, and filters as unique medium and affinity for metal can cause clogging
- Designed for wet sump transmissions and differentials with splash lubrication

Description

Superlight Light Shockproof Gear Oil (946 ml)

Superlight Light Shockproof Gear Oil (3.785 Liters) RED58505

Part No

RED58504

RED58505



REDLINE LIGHTWEIGHT**SHOCKPROOF GEAR OIL**

- Film thickness greater than an SAE 75W140, yet low fluid friction like 80W gear oil or 30W motor oil
- Excellent low-temp flow, improved cold shifting • For racing differentials under moderate loads
- Popular in racing transmissions like Hewland and other Road Racing dog-ring boxes, Bert and Brinn for Stock Cars, G-Force, and Liberty clutchless for Drag Racing
- Unique lubricant with solid microscopic particles offers low drag/high protection
- Relatively low viscosity, yet cushions gear teeth under extreme pressure • Helps to prevent tooth breakage, resists throw-off
- Avoid use with pumps, coolers, and filters as unique medium and affinity for metal can cause clogging
- Designed for wet sump transmissions and differentials with splash lubrication

Description
Lightweight ShockProof Gear Oil (946 ml) Part No. **RED58404**
Lightweight ShockProof Gear Oil (19.00 Liters) **RED58406**

**REDLINE RACING OIL**

- Racing oils provide more wear protection than motor oils for passenger vehicles, however, these products contain fewer detergents and are not suitable for street use
- Reformulated for improved frictional properties
 - Special detergents for improved lubricity and less detonation
 - Polyol ester base stocks provide more stability and film strength when exposed to excess fuel dilution
 - Each of these products has no less than 2200ppm of zinc and phosphorus for antiwear
 - Each race oil product is a multi-grade, offering 2-4% more power than oil of a similar viscosity - 20WT is a 5W20, 30WT is a 10W30, 40WT is a 15W40, 50WT is a 15W50
 - Improved protection at startup, lower oil temp, cleanliness
 - Remember to change these oils more frequently than regular motor oils

Description Part No.

5WT Drag Race Oil (0W5)
 5WT Race Oil 1 Quart (946 ml)
 5WT Race Oil 1 Gallon (3.785 Liters)

RED10004
RED10005

2WT Drag Race Oil
 2WT Race Oil 1 Gallon (3.785 Liters)

RED10025

20WT Drag Race Oil (5W20)
 20WT Race Oil 1 Quart (946 ml)
 20WT Race Oil 1 Gallon (3.785 Liters)

RED10204
RED10205

30WT Drag Race Oil (10W30)
 30WT Race Oil 1 Quart (946 ml)
 30WT Race Oil 1 Gallon (3.785 Liters)

RED10304
RED10305

40WT Drag Race Oil (15W40)
 40WT Race Oil 1 Quart (946 ml)
 40WT Race Oil 1 Gallon (3.785 Liters)

RED10404
RED10405

50WT Race Oil (15W50)
 50WT Race Oil 1 Quart (946 ml)
 50WT Race Oil 1 Gallon (3.785 Liters)
 50WT Race Oil 5 Gallon (18.93 Liters)
 50WT Race Oil 55 Gallon (208 Liters)

RED10504
RED10505
RED10506
RED10508

60WT Race Oil (20W60)
 60WT Race Oil 1 Quart (946 ml)
 60WT Race Oil 1 Gallon (3.785 Liters)
 60WT Race Oil 55 Gallon (208 Liters)

RED10605
RED10606
RED10608

70WT NITRO Drag Race Oil
 70WT Race Oil 1 Gallon (3.785 Liters)
 70WT Race Oil 5 Gallon (18.93 Liters)
 70WT Race Oil 55 Gallon (208 Liters)

RED10705
RED10706
RED10708-55G

MOTORCYCLE & KARTING**REDLINE 2-STROKE ALCOHOL OIL**

- Mixes with alcohol and/or nitromethane for karting, model airplanes, etc.
- Excellent cleanliness, lubrication and scuff protection -- use at leaner ratios than with a gasoline two-stroke product
- Contain ester base oils with the highest film strength and affinity for hot metal
- Increased power and excellent scuff protection
- Provides the lubricating qualities of castors, but with exceptional cleanliness
- Low carbon residue dramatically reduces plug fouling and smoke
- Compatible with reformulated fuels
- Each product works in both premix or injection systems

Description
 Karting & RC Models 1 Quart (946 ml)
 Karting & RC Models 1 Gallon (3.78L)

REDLINE 10W30 MOTORCYCLE OIL

- For use where this viscosity is specifically recommended, like many Kawasaki KX 250F and various Hondas from 2006-up
- Superior film strength through the use of ester base stocks for protection and ring seal
- Extended drain intervals over other brands due to higher quality basestocks and excellent dispersants
- Blended with specific friction modifiers that are compatible with wet-clutches, suitable for JASO MA applications
- Motor oils and gear oils are specifically engineered for the latest high-revving four-stroke motocross bikes and ATVs, Sportbikes, and V-Twins
- Each gear oil product reduces the thinning effect from high temperatures
- Motor oils are packed with higher levels of anti-wear chemistry like zinc and phosphorus
- Special friction modifiers in our motor oils better wet-clutch operation
- A variety of Two-Stroke oils to meet the NMMA TC-W3 regulations where required

Description
 10W30 Motorcycle Engine Oil 1 Quart (946 ml)

Part No.
RED40504
RED40505

**REDLINE 20W60 MOTORCYCLE OIL**

- Recommended for V-twins that need more viscosity due to operation in extremely hot climates
- Popular for Evos and Twin Cam engines with big bore kits, stroker kits or issues with valvetrain noise
- Specifically blended for air-cooled V-Twin engines with traditionally wide clearances like Knuckleheads, Shovelheads and Panheads engines
- Superior film strength through the use of ester base stocks for protection and ring seal
- Extended drain intervals over other brands due to higher quality base stocks and excellent dispersants

Description
 20W60 Motorcycle Oil (946 ml)
 20W60 Motorcycle Oil (3.785 Liters)



Part No.
RED12604
RED12605

REDLINE 2-STROKE RACING OIL

- Ultimate in two-cycle performance, extreme cleanliness
- Popular in racing and daily applications like motorcycles, marine, snowmobile racing, etc.
- Dyno proven for gains of 3-5% and more power over longer runs
- High-temp stability prevents deposits on combustion chambers, exhaust ports, upper ring, and piston crown
- Suggested use at 50:1, but useful up to 100:1 depending on operating conditions
- Chemistry in Two-Cycle Kart Oil and Two-Stroke Race Oil are identical, with different labels
- Contain ester base oils with the highest film strength and affinity for hot metal
- Increased power and excellent scuff protection
- Provides the lubricating qualities of castors, but with exceptional cleanliness
- Low carbon residue dramatically reduces plug fouling and smoke
- Compatible with reformulated fuels
- Each product works in both premix or injection systems

Description
 Motorcycle & Marine 2-Stroke Oil 16 oz (473 ml)
 Motorcycle & Marine 2-Stroke Oil (3.785 Liters)



Part No.
RED40603
RED40605

REDLINE 2-STROKE ALL SPORT OIL

- Low-cost biodegradable product
- Designed for engines which require a low-ash oil
- Not for use where TC-W oils are recommended
- Up to 3% more power and significantly better bearing life antiscuff additives to prevent ring sticking, cleaner piston and exhaust ports
- Contain ester base oils with the highest film strength and affinity for hot metal
- Increased power and excellent scuff protection
- Provides the lubricating qualities of castors, but with exceptional cleanliness
- Low carbon residue dramatically reduces plug fouling and smoke
- Compatible with reformulated fuels
- Each product works in both premix or injection systems

Description
 All Sport 2-Stroke Oil 16 oz (473 ml)



Part No.
RED40803

REDLINE 2-STROKE SMOKELESS OIL

- Smoke is virtually non-existent with this blend
- For improved power other Red Line products would be superior
- Not for use where NMMA TC-W3 lubricants are recommended
- Contain ester base oils with the highest film strength and affinity for hot metal
- Increased power and excellent scuff protection
- Provides the lubricating qualities of castors, but with exceptional cleanliness
- Low carbon residue dramatically reduces plug fouling and smoke
- Compatible with reformulated fuels
- Each product works in both premix or injection systems

Description
 2-Stroke Smokeless Oil 16 oz (473 ml)
 2-Stroke Smokeless Oil 1 Gallon (3.785 Liters)



Part No.
RED40903
RED40905

REDLINE V-TWIN TRANSMISSION OIL WITH SHOCKPROOF

- This product dampens transmission noise (reducing the notorious shifting clunk found in these gearboxes), dramatically reduces temperature, provides thicker oil films between gear teeth and resists throw-off
- For all aftermarket versions like Baker, JIMS, S&S, etc.
- For all H-D® trans including with Evolution engines, Twin Cam engines, and latest 6-speed Cruise Drive
- Same fluid as our unique Heavy ShockProof® Gear Oil
- Motor oils and gear oils are specifically engineered for the latest high-revving four-stroke motocross bikes and ATVs, Sportbikes, and V-Twins
- Each gear oil product reduces the thinning effect from high temperatures
- Motor oils are packed with higher levels of anti-wear chemistry like zinc and phosphorus
- Special friction modifiers in our motor oils better wet-clutch operation
- A variety of Two-Stroke oils to meet the NMMA TC-W3 regulations where required

Description
 V-Twin Transmission Oil With Shockproof (946 ml) Part No. **RED42804**

**ENGINE OIL****REDLINE SYNTHETIC STREET OIL**

- Produced in only one top-of-the-line grade, these products offer the highest quality available on the market today and in the widest variety of viscosity
- Fully-synthetic ester formula for passenger cars, light trucks, performance vehicles and marine applications
 - Excellent wear protection and friction reduction across a wide range of operating conditions
 - High detergency allows extended drain intervals and provides increased cleanliness
 - Improved fuel economy and ring seal for more power
 - Superior high temperature stability and oxidation resistance increases lubrication of hot metal compared to other synthetics
 - High natural viscosity index (VI) provides thicker oil film in bearings and cams
 - Less evaporation than other synthetics for improved efficiency and ring seal
 - All products are completely compatible with other conventional and synthetic motor oils

Street Synthetic Motor Oil (0W40)

0W40 Street Oil 1 Quart (946 ml)
 0W40 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (5W30)

5W30 Street Oil 1 Quart (946 ml)
 5W30 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (5W40)

5W40 Street Oil 1 Quart (946 ml)
 5W40 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (5W50)

5W50 Street Oil 1 Quart (946 ml)
 5W50 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (10W30)

10W30 Street Oil 1 Quart (946 ml)
 10W30 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (10W40)

10W40 Street Oil 1 Quart (946 ml)
 10W40 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (15W50)

15W50 Street Oil 1 Quart (946 ml)
 15W50 Street Oil 1 Gallon (3.785 Liters)

Street Synthetic Motor Oil (20W50)

20W50 Street Oil 1 Quart (946 ml)
 20W50 Street Oil 1 Gallon (3.785 Liters)



RED11104
RED11105

RED15304
RED15305

RED15404
RED15405

RED11604
RED11605

RED11304
RED11305

RED11404
RED11405

RED11504
RED11505

RED12504
RED12505

REDLINE V-TWIN PRIMARY CASE OIL

- For 1984-to-present V-Twin American motorcycle engines, including Evolution, Twin Cam, and aftermarket engines of similar design
- Same fluid as our famous MTL gear oil
- Improves clutch operation while reducing wear and temperature
- Where most synthetics are too slippery for clutch operation, this friction-balanced product is balanced to provide less slip, smoother operation, and helps to apply more power in modified engines
- This product is for use in the primary chaincase with wet-diaphragm spring clutches.
- Motor oils and gear oils are specifically engineered for the latest high-revving four-stroke motocross bikes and ATVs, Sportbikes, and V-Twins
- Each gear oil product reduces the thinning effect from high temperatures
- Motor oils are packed with higher levels of anti-wear chemistry like zinc and phosphorus
- Special friction modifiers in our motor oils better wet-clutch operation
- A variety of Two-Stroke oils to meet the NMMA TC-W3 regulations where required

Description

V-Twin Primary Case Oil (946 ml)

Part No.
RED42904



REDLINE 10W40 MOTORCYCLE OIL

- As specified for are four-stroke motocross bikes ATVs, and Sportbikes
- Superior film strength through the use of ester base stocks for protection and ring seal
- Extended drain intervals over other brands due to higher quality basestocks and excellent dispersants
- Blended with specific friction modifiers that are compatible with wet-clutches, suitable for JASO MA applications
- Motor oils and gear oils are specifically engineered for the latest high-revving four-stroke motocross bikes and ATVs, Sportbikes, and V-Twins
- Each gear oil product reduces the thinning effect from high temperatures
- Motor oils are packed with higher levels of anti-wear chemistry like zinc and phosphorus
- Special friction modifiers in our motor oils better wet-clutch operation
- A variety of Two-Stroke oils to meet the NMMA TC-W3 regulations where required

Description

10W40 Motorcycle Oil (946 ml)

Part No.
RED42404



REDLINE 20W50 MOTORCYCLE OIL

- Designed for the latest Big-Twin motorcycle engines that specify 20W50 motor oil, including Evolution, Twin Cam, and aftermarket engines of similar design
- Superior film strength through the use of ester base stocks for protection and ring seal
- Extended drain intervals over other brands due to higher quality basestocks and excellent dispersants
- Blended with specific friction modifiers that are compatible with wet-clutches, suitable for JASO MA applications
- Motor oils and gear oils are specifically engineered for the latest high-revving four-stroke motocross bikes and ATVs, Sportbikes, and V-Twins
- Each gear oil product reduces the thinning effect from high temperatures
- Motor oils are packed with higher levels of anti-wear chemistry like zinc and phosphorus
- Special friction modifiers in our motor oils better wet-clutch operation
- A variety of Two-Stroke oils to meet the NMMA TC-W3 regulations where required

Description

20W50 Motorcycle Oil (946 ml)

Part No.
RED42504



REDLINE TWO-STROKE WATERCRAFT

INJECTION OIL

- Ash-less, biodegradable lubricant for outboards, personal watercraft, etc.
- For use where NMMA TC-W3 lubricants are recommended
- More power, scuff and bearing protection than petroleum and other synthetics
- Contain ester base oils with the highest film strength and affinity for hot metal
- Increased power and excellent scuff protection
- Provides the lubricating qualities of castors, but with exceptional cleanliness
- Low carbon residue dramatically reduces plug fouling and smoke
- Compatible with reformulated fuels
- Each product works in both premix or injection systems

Description

Two-Stroke Watercraft Injection Oil (3.785 Liters)

Part No.
RED40705



POWER STEERING FLUID

Power Steering Fluid

- Anti-wear additives protect pump & increase performance
- Special additives reduce fluid aeration during pump use
- Oil stability reduces heat in the power steering system
- Corrosion inhibitors & detergent additives minimize oxidation & development of sludge & gum
- For use with all power steering applications.

Description

1 Quart

Part #
AFC36901



REDLINE POWER STEERING FLUID

RED LINE POWER STEERING FLUID satisfies the service fill requirements of most auto manufacturers and can be used where the manufacturer calls for any automatic transmission fluid such as Dexron, Dexron II-D, II-E, or Dexron III, Ford Type-F, Mercon, or M2C138-CJ such as required by Ford, AMC, Toyota, Nissan, Lexus, Infiniti, Jaguar, VW, Mercedes-Benz, BMW, SAAB, Subaru, Volvo, Porsche, Mitsubishi, Mazda, and many others. This fluid also satisfies power steering units requiring GM PN 1050017 or 1052884 (Spec Number 9985010), Chrysler Spec Number 5931, and Ford Spec Number M2C33-F. It also satisfies the hydraulic specifications of Denison HF-O, Vickers vane pumps, and Sundstrand piston pumps.

- Improved wear protection, resists thermal breakdown, evaporation and foaming
- Provides continued high pump output, suitable for most power steering units
- Lightweight fluid avoids power losses
- 50% greater high-temp viscosity and 1/5 of the high-temp evaporation
- Greater heat resistance helps to prevent boil-over
- Helps to prevent high-temp steering fade and difficult effort steering at low temps
- Compatible with petroleum and synthetics
- 1/4 of the oxidation of petroleum power steering fluids
- Helps prevent leakage and squealing

Description

Power Steering Fluid 1 Quart (946 ml)

(Alternative To Most Dexron & Typr-F & Mercon Fluids)

Part No.
RED30404



COOLANT ADDITIVES

VP Cool Down

Reduces cooling system operating temperatures by up to 25°C. Works great in high-performance radiator systems, towing vehicles, and long idling applications. Reduces coolant surface tension, allowing better laminar coolant flow for better heat transfer. Lubricates without the crystallization of other coolant additives. Treats 12 litres of water.

Cool Down VPCOOL



REDLINE PETROL ENGINES

WATER WETTER

- Unique agent for cooling systems that doubles the wetting ability of water
- Rust and corrosion protection allows for use of straight water in racing or reduced antifreeze levels in warm climates
- Improves heat transfer and reduces cylinder head temperature
- May allow more spark advance for increase power and efficiency
- Use one bottle for most passenger cars and light trucks, treats 3 to 5 gallons or 13.2 to 15.9 liters. Vehicles with larger cooling systems should use two bottles. Small cooling systems should use 1oz (3 to 4 capfuls) per quart
- Compatible with new or used antifreeze (including DEX-COOLTM and long-life versions) to improve the heat transfer of ethylene and propylene glycol systems
- Satisfies ASTM D2570 and ASTM D1384 corrosion tests for glycol-based antifreezes
- Reduces or eliminates bubbles or vapor barrier that form on hot metal surfaces to reduce coolant temperatures by up to 20°
- Superior heat transfer properties compared to glycol-based antifreeze
- Compatible with new or used antifreeze (including DEX-COOL and long-life versions) to improve the heat transfer of ethylene and propylene glycol systems
- Improves heat transfer and reduces cylinder head temperature
- Designed for use with all modern aluminum, cast iron, copper, brass and bronze cooling systems
- Cleans and lubricates water pump seals
- Reduces cavitations and complexes with hard water to reduce scaling
- Does not lower cooling system below the thermostatically-controlled temperature

Description

Water Wetter Additive 12 oz (354 ml)

Water Wetter Additive 1/2 Gallon (1.90 Liters)

Part No.
RED80204
RED80205



REDLINE FUEL SYSTEM WATER REMOVER & ANTIFREEZE

- Removes water from diesel or gasoline systems, treats up to 250 gallons
- Significantly reduces the freezing point of water in the fuel system
- Also provides excellent fuel lubrication
- Can be used in combination with SI-1 Complete Fuel System Cleaner, Diesel Fuel Catalyst, and 85 Plus

Description

Water Remover Additive 12 oz (354 ml)

Part No.
RED60302



REDLINE DIESEL ENGINES

WATER WETTER

- Designed for heavy-duty diesel engines which use more than 33% antifreeze or a supplemental corrosion package
- Similar properties and benefits to regular WaterWetter, but lacks rust and corrosion inhibitors
- Diesel road cars and light trucks (equipped with Cummins, Duramax, and PowerStroke engines) should use regular WaterWetter to ensure proper rust and corrosion protection
- Typical diesel commercial vehicle requires one bottle, treats up to 15 gallons
- Reduces or eliminates bubbles or vapor barrier that form on hot metal surfaces to reduce coolant temperatures by up to 20°
- Superior heat transfer properties compared to glycol-based antifreeze
- Compatible with new or used antifreeze (including DEX-COOL and long-life versions) to improve the heat transfer of ethylene and propylene glycol systems
- Improves heat transfer and reduces cylinder head temperature
- Designed for use with all modern aluminum, cast iron, copper, brass and bronze cooling systems
- Cleans and lubricates water pump seals
- Reduces cavitations and complexes with hard water to reduce scaling
- Does not lower cooling system below the thermostatically-controlled temperature

Description

Water Wetter Additive 15 oz (443 ml)

Part No.
RED80213



BRAKE FLUIDS



WILWOOD DOT 5

SILICONE BRAKE FLUID

Top off your pride and joy with Wilwood's new DOT 5 silicone brake fluid. Perfect for show cars and the like, its special formula makes it non-corrosive on paint surfaces, so spills and drips are no longer a cause for alarm. With its non-hygroscopic blend preventing moisture absorption, the brake fluid is able to take care of reducing internal system corrosion making it handy inside your braking system as well. Show car builders and owners will be glad to know that Wilwood Engineering has just released a high quality silicone brake fluid that works perfectly in the company's brake systems and other applications where silicone brake fluid is specified. Show car builders like the benefit that silicone brake fluid does not harm paint finishes in case of a spill or leak. It can simply be wiped off of a paint surface without any harm. Wilwood FIVE is a highly refined silicone brake fluid formulated to preserve the looks and reliability on classic vehicles and show cars. Its non-hygroscopic blend blocks moisture absorption to inhibit internal system corrosion. Wilwood FIVE provides superior lubrication for all brake system wear surfaces with long life from the master cylinder and caliper pistons, bores and seals. The fluid is fully DOT 5 compliant meeting or exceeding FMVSS116 and MIL-PRF-46176B-DOT specifications and can be used in custom vehicles and any vehicle that is OE specified for DOT 5 use. Wilwood does not recommend using DOT 5 fluid in any racing application.

Features: • 12 oz Bottle (355 ml)

- Silicone Composition Won't Eat Away At Paint If Spilled
- Non-Hygroscopic C Blend Prevents Moisture Absorption
- Great Lubrication For Custom Or OE-Specified DOT 5 Vehicles
- Dry Boiling Point 500 Deg F (260 Deg C)
- Wet Boiling Point 356 Deg F (180Deg C)

Description

Dot 5 Silicon Brake Fluid

Part No.
WB290-11084



570°F Racing Brake Fluid

Wilwood's specially formulated Hi-Temp 570 Racing Brake Fluid has a minimum 570° F dry boiling point to withstand the severe heat requirements of automotive racing. Hi-Temp 570's low viscosity allows easy bleeding of your brake system, eliminating aeration of the brake fluid caused by foaming due to excessive pumping of the pedal. Hi-Temp 570 comes in convenient 12 ounce containers hermetically sealed to guarantee against unwanted absorption of moisture which can drastically lower the fluids boiling point (fluid from larger containers tends to become contaminated with moisture, lowering its boiling point and making it unsuitable for racing applications).

570°F Racing Brake Fluid (355ml)

WB290-0632



EXP 600 Plus Super High Temp Racing Brake Fluid

EXP 600 Plus is a highly refined blend developed for extreme performance under the high heat and extreme pressure of professional motorsports. EXP 600 Plus has been tested to 626° F with a wet boiling point of 417°F. These numbers far exceed any DOT or SAE specifications. EXP has proven to maintain firm pedal feel and quick response, long after others have failed.

EXP 600 Brake Fluid (500ml)

WB290-6209



SPRAYS & CHEMICALS

Bite Tyre Softener

Restores hard race tyres to like-new condition! Makes rubber compounds softer and stickier for optimum traction on any track surface.

Bite Tyre Softener (4 Litre)
AT TYRE BITE 4L



AIR FILTER CLEANING PRODUCTS

AeroFlow air filter cleaning kits are the best way to keep your cotton filters clean and recharged for optimum clean air flow to your engine. By using the cleaner to wash away all the dirt and grime and then re-oiling you can maintain your AeroFlow filter for years. Can be used on most types for cotton filters oil is clear in colour.

AeroFlow air filter **cleaning kit** contains 295ml (10oz) oil pump style 295ml (10oz) cleaner pumps style **AF2000-5050**

AeroFlow air filter **cleaner** 295ml (10oz) pump style **AF2000-0606**
AeroFlow air filter **oil** 295ml (10oz) pump style **AF2000-0533**



AIR FILTER CLEANERS & OILS

Re-charger Filter Care Service Kit (Aerosol)

Re-charger Filter Care Service Kit (Aerosol) A six-step maintenance system designed to recharge any K&N Filtercharger Air Filter. Restores air flow efficiency so your Filtercharger performs like new. Includes: Spray Oil (190ml), Filter Cleaner (355ml) and Service Decal

Aerosol Filter Re-charger Kit **KN99-5000**

Re-charger Filter Care Service Kit (Squeeze)

This kit is the same as KN99-5000 except it has a squeeze oil bottle instead of spray can which makes it suitable to send by air freight. Includes: Squeeze Oil (237ml), Filter Cleaner (355ml) and Service Decal

Squeeze Filter Re-charger Kit **KN99-5050**



K&N Filtercharger Oil

K&N Air Filter Oil is the only oil specially formulated to work in combination with the cotton fabric in K&N Filtercharger elements providing a superior air filtration system. When used as directed, it quickly penetrates the filter pleats, where it remains suspended in the cotton fabric. Saturation is maintained until the element is cleaned with K&N Air Filter Cleaner.

Filter Oil Aerosol Can (190ml) **KN99-0504**
Filter Oil Aerosol Can (355ml) **KN99-0516**
Filter Oil Squeeze Bottle (237ml) **KN99-0533**
Filter Oil Re-Fill Bottle (3.78 Litre) **KN99-0551**
Filter Oil Re-Fill Bottle (19 Litre) **KN99-0555**

K&N Cleaner/Degreaser

K&N Air Filter Cleaner is the only cleaner formulated to clean K&N Filtercharger elements. The use of any other cleaning solution can void the filter's warranty, and quite possibly could damage the cotton material. K&N Cleaner works to dissolve the dirt build up and old filter oil, and can be washed away with water. Complete instructions on bottle. NOTE: Do not use on polished or anodized aluminium.

Cleaner/Degreaser Squirt Bottle (355ml) **KN99-0606**
Cleaner/Degreaser Squirt Bottle (946ml) **KN99-0621**
Cleaner/Degreaser Re-Fill Bottle (3.78 Litre) **KN99-0635**
Cleaner/Degreaser Re-Fill Bottle (19 Litre) **KN99-0640**

K&N Sealing Grease

K&N Sealing Grease provides an airtight fit around sealing surfaces on all types of air filter elements. It resists heat and will not melt or run off. K&N sealing grease is not to be used on clamp-on filter elements.

Sealing Grease (177ml) Tube **KN99-0704**

Thermo-Tec Heavy-Duty Spray Adhesive

Heavy-Duty Spray Adhesive is the answer when you need a quick-drying, long-lasting spray adhesive in a high temperature application. Extra-strong contact-style adhesive sets quickly, lasts even in high-temperature situations. Commonly used with Thermo-Tec Insulating products but it also has many other applications.

Heavy Duty Spray Adhesive (473ml) **TT12005**

COOL IT
Thermo Tec



Contact Cleaner

VHT Electric Contact and Spark Plug Cleaner is formulated for cleaning complex electrical components used in today's automobiles. The potent mixture of high strength solvents removes most carbon deposits and contaminants instantly. It dries in seconds, leaving no residue.

Contact Cleaner **VHTSP24**



Electrical Cleaner

CO Cleaner is an effective solvent based electrical contact cleaner used for most industrial applications to remove grease, oils, dust, moisture, pigments, & foreign materials.

Contact Cleaner 480ml Aerosol Can **TB6602C0**

BLOCK FILLER



Moroso Engine Block Filler

Moroso Engine Block Filler helps prevent thin cylinder walls from cracking and improves ring seal by keeping cylinders round and also dampens unwanted vibrations. It has expansion rate very similar to cast iron Just fill with water, mix and pour into block before machining. Supplied in 1 Gallon jugs, most engines require 4 jugs.

Engine Block Filler - 1 Gallon Jug



M035571

Hard Blok Water Jacket Filler

Hard Blok is a specially formulated, cement-based product with refined, size-graded iron particles combined at an optimum ratio to provide maximum strength, vibration dampening, and heat dissipation required in high performance race engines. Its coefficient of thermal expansion is identical to cast iron engine blocks and it has been tested and proven effective in aluminium blocks. One tall fill unit will fill most big blocks to the bottom of the water pump connection. In certain tall deck blocks, the fill level may be an inch or so lower. This level is adequate to stiffen the cylinder walls. Order the tall fill unit for 350 cubic inch and larger blocks. Order the short fill unit for circle track and street rod applications.

Hard Blok - Short Fill (12.25lb) **HB860212**

Hard Blok - Tall Fill (28lb) **HB860228**



PIN STRIPING PAINTS & ACCESSORIES



Pinstriping Starter Kit

Are you curious about those pinstripes you see everywhere? Got that itch? Not sure where to start? Well, here it is! The MOONEYES Original Pinstriper Starter Kit. The core base to any pinstriper's toolbox is right here. This special set has been put together as an original starter kit by Mooneyes and includes the following:

5 x 1-Shot Paint Colors
#101 (Lettering White)
#132 (Lemon Yellow)
#153 (Process Blue)
#163 (Magenta)
#199 (Lettering Black)
Pinstripe Starter Kit

4 x Brushes
MACK Brush #0
MACK Brush #00
Lettering Brush #4
Lettering Brush #6

MNIG207

Brushes & Oils

MACK Brush Series 20
(6 Size Brush Kit)

MNIG091

Wall Dog Brush

Preserving Oil

MNPGWD001



PAINTS & FINISHINGS

VHT Engine Enamel

VHT Engine Enamels are available in a wide range of colours, including exact match factory colours. All colours have excellent durability and superior heat and solvent resistance.

They are specially formulated to withstand corrosion, rust, salt spray, strong solvents and additives of today's gasoline blends and degreasers. Rated to 287°C, they are ideal for use on engines, heat registers, hot pipes, farm and garden equipment, boats, motorcycles and watercraft.

Engine Enamel (Aluminium)	VHTSP127
Engine Enamel (Bright Red)	VHTSP121
Engine Enamel (Gloss Black)	VHTSP124
Engine Enamel (Satin Black)	VHTSP139
Engine Enamel (Chevy Orange)	VHTSP123
Engine Enamel (Holden Blue)	VHTSP1202
Engine Enamel (Holden Orange)	VHTSP119
Engine Enamel (Hemi Orange)	VHTSP120C
Engine Enamel (Chrysler Blue)	VHTSP136A
Engine Enamel (Ford Dark Blue)	VHTSP125
Engine Enamel (Ford Light Blue)	VHTSP134
Engine Enamel (Ford Competition Blue)	VHTSP755



VHT Nu-Cast Engine Enamel

VHT Nu-Cast Engine Enamels are unique formulas developed to restore OEM parts to their original newly cast appearances. These Cast Aluminium and Iron Grey coatings withstand temperatures to 500°F (287°C) and are extremely resistant to chemicals, salt, corrosion and rust.

Nu-Cast Engine Enamel (Cast Aluminium) **VHTSP995**
Nu-Cast Engine Enamel (Cast Iron Grey) **VHTSP997**



VHT Brake Caliper, Drum & Rotor Paint

VHT Brake Caliper, Drum and Rotor Paint has been specifically designed for the custom detailing of brake components. It is heat resistant to 900°F (482°C) and will not chip, crack, fade or rust even under extremes of operation or road and weather conditions. It is easy to apply, dries quickly, and is remarkably resistant.

Careful preparation is essential.

Brake Caliper, Drum & Rotor Paint (Clear)	VHTSP730
Brake Caliper, Drum & Rotor Paint (Racing Red)	VHTSP731
Brake Caliper, Drum & Rotor Paint (Bright Blue)	VHTSP732
Brake Caliper, Drum & Rotor Paint (Real Orange)	VHTSP733
Brake Caliper, Drum & Rotor Paint (Gloss Black)	VHTSP734
Brake Caliper, Drum & Rotor Paint (Cast Alum.)	VHTSP735
Brake Caliper, Drum & Rotor Paint (Bright Yellow)	VHTSP738
Brake Caliper, Drum & Rotor Paint (Satin Black)	VHTSP739



VHT Flameproof Coating

This unique coating is a matte finish, ceramic base silicone widely used by the automotive industry on exhaust systems and the aerospace industry for jet engines and other high temperature applications. VHT FlameProof Coating will withstand temperatures up to 815°C (1500°F) and is ideal for use on boilers, hot water pipes, exhaust systems, franklin stoves, heaters, barbecues, furnaces or wherever an extreme temperature coating is needed.

FlameProof Coating (Flat White)	VHTSP101
FlameProof Coating (Flat Black)	VHTSP102
FlameProof Coating (Flat Silver)	VHTSP106
FlameProof Coating (Cast Iron Grey)	VHTSP998



VHT Chassis/Roll Bar Paint

VHT epoxy plus with rust inhibitor for use on roll bars, bumpers, chassis & grill guards is a custom formulated one step epoxy ester system for use on woods or metal and most fiberglass surfaces. This paint produces a durable, porcelain-hard finish and is self priming.

Chassis/Roll Bar Paint (Gloss Black) **VHTSP670**
Chassis/Roll Bar Paint (Satin Black) **VHTSP671**



VHT Hood & Bumper Paint

VHT Hood and Bumper Paint accents the latest automotive styling and matches original factory equipment. This satin black urethane coating is extremely flexible, yet resists chipping and fading. The easy to use spray application creates a tough durable finish with excellent mark and scratch resistance.

Hood & Bumper Paint (Satin Black) **VHTSP27**



VHT Wheely Bar Chalk Spray

Determine your chassis and clutch adjustment with VHT wheely bar chalk. It is has been developed to replace that old, messy shoe polish. This unique, easy-to-clean aerosol coating is a must for any drag racer using wheely bars. It's simple--shake the can, and just spray on the VHT wheely bar chalk.

Wheely Bar Chalk Spray **VHTSP168**



VHT Prime Coat

VHT Prime Coat is an excellent foundation for any enamel, epoxy, acrylic or synthetic lacquer. It provides a tough, air dry base coat with excellent adhesion to intermediate and top coatings. VHT Prime Coat is specially formulated to fill scratches or pin holes caused by sanding or body fillers to form a strong corrosion barrier. It is a multi-purpose product, and can be used on metal, fiberglass, masonry, wood and most plastic surfaces. It is ideal for automotive, marine, aviation, home, farm and industrial use.

VHT Prime Coat (White)	VHTSP301
VHT Prime Coat (Dark Grey)	VHTSP302
VHT Prime Coat (Red Oxide)	VHTSP303
VHT Prime Coat (Light Grey)	VHTSP304
VHT Prime Coat (Black)	VHTSP305
VHT Prime Coat (Zinc Chromate)	VHTSP306

HAND CLEANER

Hand Cleaner

Bring It Hand Cleaner is a "Highly Effective" industrial hand cleaner suitable for all workshops, mechanical and heavy industrial locations. Removes ink, grease, oil and heavy soiling while leaving hands fresh and clean. Contains Citrus oil and scrubbing agents for maximum cleaning power with a non-abrasive feel.

- 1 Litre Bottle with Pump.....BI-HC1
5 Litre Bottle with Pump.....BI-HC5
20 Litre Bottle with Pump.....BI-HC20



CAR CARE



FINALE

Exterior & Interior Multi Surface Cleaner

To keep your car in "Showroom" condition between washes, FINALE was developed for those of us who like that fresh, clean feel of having the perfect car. Used by Pilots, Flight Attendants and Flight Crews around the globe, FINALE has built a reputation over the years for keeping VIP aircraft in such a state. Water spots, streaks and undesirable dust between washes are a thing of the past once you use FINALE on your automobile. Formulated for both interior and exterior surfaces, FINALE is an imperative step for every regular maintenance detail and in between FINALE allows your car to maintain that shine and luster of a newly waxed car between washes. Its lubricating agents encapsulate dirt and grime allowing fragile surfaces on your car, such as paint, to be safe from scratches. Not only does FINALE add a desirable shine and polished look to your car, but it also places a thin, protective barrier between your car and the elements.

AERO5602	16oz (473ml)
AERO5787	1 Gallon Re-fill (3.78 Litre)

SUPPLE

Leather & Vinyl Conditioner

SUPPLE Leather and Vinyl Conditioner was developed to maintain the elite leather seats found on today's private aircraft, and now it is available for your car. Imagine your seats looking and feeling as good as the day you drove your car off the showroom floor. Using SUPPLE will ensure that your leather seats last for the life of your automobile. It is not only the everyday use that causes leather to wear and tear, but using products containing substances such as silicone and waxes that are not specifically designed to condition and protect delicate surfaces similar to leather. When exposed to the elements and everyday traffic, it is essential to replace natural oils into leather interior to prevent deterioration and aging. After completing a routine interior cleaning, apply SUPPLE to all leather surfaces to not only create a barrier of protection, but to bring back its original luster.

AERO5619	16oz (473ml)
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SPOT

Carpet & Upholstery Stain Remover

Nothing is more unsightly than major stains or heavy soil marks in your car interior, which make it look aged and worn out. SPOT has been developed over many years, and is the exclusive and trusted stain remover of our own professional detail teams on Corporate, Heads-of State and VIP jets all around the globe. SPOT will allow you to maintain your carpet and fabric upholstery just as owners of VIP aircraft have for years. SPOT allows every driver to have pristine, impeccable carpet and fabric upholstery. Whether using SPOT to treat a large area or a persnickety, set-in stain from juice or stubborn dirt, the results are Spotless. While some carpet and fabric cleaners leave residues that attract dirt for future stains and spots, SPOT does not leave film and will keep the surface looking flawless. SPOT, which is perfect for colorfast carpet and fabric surfaces, is an all natural cleaner making it biodegradable and perfect for your car.

AERO5640	16oz (473ml)
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Mini 6 Pack Traveller Kit

AERO have assembled 6 of the top selling travel size products into a handy companion bag. The Mini 6 Pack traveller is perfect for that shine on the go. Traveller includes SHINE, FINALE, AWAY, IMMACULATE, VIEW and SPOT 2.5oz Bottles as well as a AERO embroidered carrying case and a high quality Pro Series 300 Microfiber towel. This way no matter where you are, you can detail your vehicle like a multi-million dollar aircraft.

AERO5756

SHINE

Speed Wax & Dry Wash Protectant

This amazing product was formulated exclusively to clean, maintain and protect the extremely expensive painted surfaces found on private jet aircraft. Designed to withstand the harshest environments found on earth (and above), from a hot tarmac and temperatures that reach 120° to the frigid -60° temperatures found at 50,000 feet above the earth. SHINE was also designed and formulated to withstand the abrasive affects encountered in the atmosphere while flying at over 600 mph. With many airports around the world not allowing wet washing of airplanes, Aero Products developed SHINE in order to deliver the perfect Dry Wash Protectant. SHINE is a revolutionary new method of washing and shining your car and providing a protective coating on your paint in minutes, without water. No buckets, no hoses, no rinsing and drying! Simply spray on the surface and wipe dry. With SHINE you can conveniently and quickly wash your vehicle anywhere, anytime. The unique formulation dissolves dirt and stains such as tree sap and bugs. Special lubricating agents encapsulate the dirt so that it can easily be wiped off a car's delicate surface without scratching. It also leaves a protective film that provides gloss, colour enhancement and smoothness that conventional car washes fail to deliver.

AERO5664	16oz (473ml)
AERO5848	1 Gallon Re-fill (3.78 Litre)

VIEW

Interior & Exterior Window Cleaner

Nothing says "clean car" better than having perfectly clean, streak-free windows and mirrors. At International Aero, when challenged with detailing the world's most exclusive aircraft, we needed nothing less than the perfect window cleaner. Our team invented VIEW, the ultimate glass cleaner. Not only will it remove the thousands of miles of dirt picked up in the atmosphere, but leaves the glass surface clean, clear and streak-free. If it performs this well on jets, just imagine the beautiful results you will receive on your car. VIEW Glass Cleaner is excellent for cleaning all glass surfaces. It quickly dissolves fingerprints, smudges, dust and dirt while leaving glass and mirrors with a brilliant streak-free shine. This fast acting formula does not streak and will not leave any residue making everything on your car from automotive glass to headlights crystal clear. The ammonia-free product is safe, yet powerful enough to remove unsightly dirt and grime.

AERO5688	16oz (473ml)
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IMMACULATE Interior Cleaner

When challenged to clean aircraft with multi-million dollar interiors and return them to looking like they were new, our detail teams at International Aero Services turn to IMMACULATE Interior Cleaner. Unsatisfied with every product we ever tried, we developed IMMACULATE to be the safe and superior cleaner that it is today. Trusted to outperform all other interior cleaners, our own detailers have built their reputations using this amazing product. To ensure that our aerospace clients keep their planes looking their best, we recommend they use this product between every major detail service. Now available to you, IMMACULATE is the secret to how flight crews around the globe keep their VIP aircraft looking brand new. Imagine how IMMACULATE your car's interior will look after using it. Use IMMACULATE on all your interior surfaces to give you that "just detailed" look. In just minutes, your entire interior will look sharp and smell fresh. Quickly and easily clean and maintain carpet, upholstery, interior plastics, vinyl, leather, rubber, metal and even audio/video equipment. The safe formula cleans, lifts off dust, ashes, dirt, grime, spills and fingerprints. IMMACULATE leaves your interior surfaces looking natural and revitalized.

AERO5633	16oz (473ml)
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PROTECT

Tyre, Plastic, & Vinyl Protectant

In today's modern aircraft and automobiles, there are many different surfaces, and many of them are made of rubber, vinyl, or plastic. All of these materials tend to dry out and crack as the natural oils (in the case of rubber), or plasterers (in the case of plastics or fiberglass) "leach" over time. PROTECT was designed to stop this from happening and ensure that your surfaces remain looking as good as new. In addition, unlike other treatments on the market, PROTECT has been designed to penetrate the surface it is applied to. This prevents "SLING" which occurs when products are applied to tires and then "flies off" leaving dirt spots all over your freshly cleaned automobile, which means no more dirt spots showing up behind wheel wells or down the side of the automobile. PROTECT is formulated to recondition a plethora of surfaces. Anything from plastic, fiberglass, vinyl and rubber is a candidate for PROTECT's astounding protection and conditioning. PROTECT also prohibits UV damage and other natural wear and tear from affecting the look and feel of these surfaces.

AERO5671	16oz (473ml)
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SUDS

Exterior Soap

SUDS Exterior Soap has been specially formulated to powerfully clean your car as it protects your wax finish. With harsh chemical and stripping agents, most soap can cause damage to your automobile. Sure they may be easy to use, but along with removing dirt, they also remove your finish and protective coatings. That is why SUDS is the perfect balance of shielding your wax and protective coatings, while also removing unsightly dirt and road grime. SUDS, the ultimate soap that helps to keep a shine on your paint without harsh stripping agents that can damage surfaces, is environmentally friendly and biodegradable. With SUDS you do not have to worry about water spots or causing "spider web" marks in your paint finish because of its revolutionary lubricating agents to remove the dirt.

AERO5626	16oz (473ml)
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FUSION

Polymer Infused Carnauba Wax
AERO FUSION adds a deep rich gloss to your painted surfaces while creating a barrier of durable protection. Fusion is easy to apply with nothing short of perfect results. AERO FUSION is a polymer infused carnauba soft paste wax that is environmentally friendly 100% biodegradable and VOC compliant. Fusion features all of the attributes of polymer; easy application, incredible durability, extreme melting points. While adding the amazing gloss enhancement of a premium carnauba paste wax.

AERO9001 13.5oz (400ml)



GLIDE

Polymer Infused Clay Bar

AERO GLIDE is our patent pending clay formula that delicately deep cleans and removes surface contaminants while it lays down AERO's exclusive co-polymer to protect and beautify your car's finish for months. GLIDE Polymer Infused Clay Bar is safe for all paint surfaces - including clear coat. It will remove tree sap, bug residue, paint overspray, environmental fallout from pollution, road tar, rail dust, and other stubborn dirt. Now, you can clean and protect your paint all in one simple step and have the ultimate shine and protection in no time with our revolutionary GLIDE clay bars!

AERO5718 16oz Clay Bar



SHIELD

Catalyzed 2-Part Paint Protectant

SHIELD, a 2-part paint protectant is a catalyzed, co-polymer that chemically binds to painted surfaces to create a deep, luscious shine, while also protecting painted surfaces for up to two years. The easy to apply protectant has been a detailing staple of sister company, International AERO Services, which has been cleaning multi-million dollar private aircraft for years. The application of SHIELD is a short and easy process that does not require buffers or other equipment to get premium results. After activating SHIELD when breaking the burst pack, simply apply small amounts to the included applicator, and work in a circular motion. Let the product sit for 30 minutes, and remove the excess with a plush microfiber towel. For best results, maintain the painted surface with AERO SHINE to keep the paint's unsurpassed luster, shine and protection.

AERO5887 4.90oz (145ml)

AERO5889 1 Gallon (3.78 Litre)



AWAY

Degreaser, Tyre, Wheel, & Engine Cleaner

Formulated to remove heavy soil, brake dust and grease found on aircraft safely and effectively, AWAY is an environmentally friendly degreaser. It is a must that our degreaser perform to the very highest quality standards removing all dirt, soil, grease or brake dust from the surface of aircraft, while being gentle on sensitive components and specially treated surfaces. AWAY degreaser will replace a shelf or two of cleaning products in your garage. It works as a bug & tar remover, a wheel cleaner, a tyre cleaner and an engine degreaser. AWAY cleaner is powerful enough to cut through grease on engines and baked-on brake dust even on roughcast aluminium wheels. Tar, sap, and bugs will break down in just a matter of seconds.

AERO5695 16oz (473ml)



POLISH

Aluminium & Metal Polish

When challenged to keep the polished leading edges of corporate aircraft shining brightly, International Aero Services team depend on POLISH to do this job. With certainty, this product will be the finest metal POLISH you will ever use. POLISH delivers shine and protection to aluminum, stainless steel, chrome, gold, silver, copper, brass and magnesium. Other paste-type polishes only permit small areas to be shined at once. Their polishing products cannot be allowed to dry or they become difficult (if not impossible) to remove. But with POLISH, users can polish an entire surface, allow it to dry and simply dust it off. What's left is a beautiful shine without the repetitive rub-on, wipe-off exercise required by other polishes. This product actually has certain proprietary ingredients that allow our POLISH to become finer and finer the more you rub it in. Essentially, you're starting with a metal polish that ns with the necessary grade of compounds to remove oxidation and scratches that dull a metals surface, and as it's used it breaks itself down to a finer and finer material until it becomes the finest level of polish available, leaving a shine and luster that would normally require you to use many different products to achieve this level of shine. Best of all, it's effortless to use and once allowed to dry, it's a simple "wipe off".

AERO5657 16oz (473ml)



OZ-20 Super Wash "N" Wax

OZ-20 "Super" has a superior "Waxing" formula that has an excellent deep cleansing action for removing dirt and traffic film. Leaves a smooth high gloss finish on paintwork, giving protection against the elements. Ideal for one step car preparation. Dilute OZ-20 Super Wash 1:50 parts warm water, rinse foam off car before it dries.

1 Litre Bottle.....BI-SSW1

5 Litre Bottle.....BI-SSW5

20 Litre Bottle.....BI-SSW20



Non-Silicone Tyre Shine

Non-Silicone Tyre Shine is used to renew and shine vinyl, plastic and all rubber surfaces. It is great for tyre dressing applications as an alternative to solvent based solutions. Perfect for panel shops that require a non silicone based formula. Simply spray on then wipe off excess with a damp cloth.

- Safe when over sprayed on painted surfaces

- Cleans & protects in one application

- Provides great protection & shine

1 Litre Bottle.....BI-NSTS1

5 Litre Bottle.....BI-NST55



Tuff Citrus Degreaser

Tuff Citrus Degreaser is exactly that! A water based concentrate with added extra cutting power from orange oil. With a deodorising agent and broad spectrum solvents making it a powerful performer on oil, grease and any other soiled surface. Perfect on engine parts, machinery, bitumen, floors, concrete cleaning, truck chassis, metal degreasing, pressure wash spraying and tautliners. Also great for Marine applications.

- Water based degreaser

- Boosted with orange oil

- Medium foaming

- Non-Flammable

5 Litre Bottle.....BI-TCDS5

20 Litre Bottle.....BI-TCDD20

HELMETS & ACCESSORIES



SIMPSON Helmets

Simpson Helmets have been the choice of champions for 48 years. All Simpson helmets feature ultra light technology which means that the materials chosen and the manufacturing process ensure helmets that are lightweight and balanced. The way every helmet should be. To find your size, measure around your head, directly above the brow line and refer to the helmet sizing chart. Simpson helmets ship with a clear shield unless otherwise noted and some Simpson Helmets are made to order and may require additional lead times.

INCHES	20	21	22	23	24	25								
CENTIMETERS	51	52	53	54	55	56	57	58	59	60	61	62	63	64
HAT SIZE	6 1/4 - 6 1/2		6 1/2 - 7		7 1/4 - 7 1/2		7 1/2 - 7 3/4		7 3/4 - 8					
HELMET	XS		SM		MD		LG		XL		XXL			

SIMPSON SA2015 BANDIT

The Bandit series helmets are characterized by their distinctive, style-setting appearance and profile that follow the contour of the eye and face. One of the most recognizable helmets, the redesigned, trend-setting Bandits are also one of the most popular helmets today

- Snell SA 2015 Rated
- Best for multi-use, stock car, drag racing, sprint car and karting
- Classic Bandit flag ship design, improved aerodynamics through design innovation
- Head and neck restraint compatible; radio communications available
- Extra cheek pads included
- Available in Black / White / Matte Black

Bandit Snell 2015 Certified

SI620 - XS to XXL



SNELL 2015

SUPER BANDIT

- Snell SA 2015 Rated, manufactured in the USA
- Best for multi-use, stock car, drag racing, sprint car and karting
- Classic Bandit flag ship design, improved aerodynamics through design innovation
- Head and neck restraint compatible; radio communications available
- Side pipe option available
- Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silver
- Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
- Safety Orange / Pearl White / Metallic Blue (By Request)

Super Bandit Snell 2015 Certified

SI621 - XS to XL



SIMPSON

SA2015 Carbon BANDIT

Simpson has made the latest Snell SA2015 Rated version of their popular Bandit even better with this all new Carbon Bandit Helmet! Classic Bandit flagship design, improved aerodynamics through design innovation, new Shield Pivot system, 100% shield seal.

- Best for multi-use, stock car, drag racing, sprint car and karting
- Classic Bandit flag ship design, improved aerodynamics through design innovation
- Head and neck restraint compatible; radio communications available
- Side pipe option available
- Ships complete with two 3mm shields (clear and smoke), includes helmet bag
- Snell SA 2010 Rated

Carbon Bandit Snell 2015 Certified

SI620C - XS to XXL



Simpson Ghost Bandit

The brand New Simpson Ghost Bandit we are pleased to inform, is Now Road Legal in all States and Territories in Australia. The Ghost Bandit's features include

- Lightweight Composite and Carbon Fibre versions
- ECE / DOT Certified
- Dual adjustable chin vents
- Internal, Retractable Sun Visor
- Top and Rear ventilation
- Removable Chin noise and Air dam
- Integrated Speaker and Boom Mic Pockets
- Multiple Visor Options
- Removable Antibacterial Liner
- Gloss White, Black, Matt Black
- Carbon available at extra cost
- Order Now ! First shipments expected end of July.
- Supplied Standard as Clear outer Visor / Smoke Sun Visor
- Sizes Small to XXL in White, Black or Matt Black

Ghost Bandit



SNELL 2015 CARBON DRAG BANDIT

Classic Bandit flag ship design, improved aerodynamics through design innovation.

- FIA 8850-2015 approved.
- Snell SA 2015 certified.
- Radio communications may be added
- Side pipe option available
- Includes helmet bag
- Head Restraint ready
- Includes SFI 3.3/10 helmet skirt

Carbon Drag Bandit Snell 2015 Certified

SI622C - XS to XL



SNELL 2015 DRAG BANDIT

- Snell SA 2015 Rated, manufactured in the USA
- Best for drag racing
- Built in head sock meets drag requirements
- Classic Bandit flag ship design, improved aerodynamics through design innovation
- 100% shield seal
- Head and neck restraint compatible; radio communications available
- Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silver / Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
- Safety Orange / Pearl White / Metallic Blue (By Request)

Drag Bandit Snell 2015 Certified SI622 - XS to XL



SIMPSON SA2015 X BANDIT PRO

Snell SA 2015 helmets meet Snell's latest and most stringent safety standards. In addition to the strict testing for high impact crashes that Snell certified helmets are subjected to, new tougher requirements have been added for Snell SA 2015 certification that also include low velocity and low lateral testing. Additionally, SA 2015 helmets must now be equipped with FIA 8858-2010 compliant M6 terminal mounts for frontal head restraints. NEW: A helmet that is Snell SA 2015 has passed "Low Velocity" impact testing. For the racer, this test ensures performance in low velocity crashes.

- NEW: A helmet that is Snell SA 2015 certified has passed "Low Lateral" impact tests focusing on the key area around the ear and temple.
- FIA 8860 rated
 - Made in the USA
 - The X Bandit Pro offers the same protection as the Vudo Pro and Venator Pro helmets
 - The X Bandit Pro was originally designed for Top Fuel and Funny Car racing and has quickly become a favorite for all top drag racers
 - Drag Sock is SFI.10 rated
 - Frontal head restraint ready
 - Includes padded helmet bag
 - Recommended for multi-use including Circle Track, Dirt Track, Drag Racing, Off Road and Road Racing

X Bandit Pro Snell 2015 Certified SIP27 - XS to XL



F/C External Air System

The F/C air system was designed in 1998 to provide constant flow or on demand air to the driver in the event of a fire. The composite bottle will hold 5 to 10 minutes of air depending on flow setting. Includes bottle, flow control regulator, ball valve assembly and 8 foot of .250" fire rated hose.

F/C External Air System SIFCC
Replacement F/C Air System Fire Rated Hose SIFCH256
6FT x .250"

SNELL 2015 DIAMONDBACK

- Snell SA 2015 Rated, manufactured in the USA
- Best for multi-use, stock car, drag racing, sprint car, karting
- Defined "Wave Eliminators" increase functionality from an aerodynamics aspect
- Newly designed shield pivot system
- Newly designed shield latch opens with ease
- Recessed eye port offers a 100% shield seal
- Head and neck restraint compatible; radio communications available
- Side pipe air option available
- Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silver
- Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
- Safety Orange / Pearl White / Metallic Blue (By Request)

Diamondback Snell 2015 Certified

SI629 - XS to XL



CARBON DIAMONDBACK

The Carbon Diamondback is Snell SA 2015 RATED and manufactured in the USA of exceptionally lightweight, Auto Clave Molded Carbon Fiber.

- Defined "Wave Eliminators" increase functionality from an aerodynamics aspect
- Optimally designed shield pivot system
- Recessed eye port offers a 100% shield seal
- Radio communications may be added
- Side pipe air option available
- Helmet bag included
- Head Restraint ready

Carbon Diamond Back Snell 2015 Certified

SI629C - XS to XL



SNELL 2015 OUTLAW BANDIT (Motorcycle)

- Snell M 2015 approved and DOT Rated
- Best for Motorcycle
- Chin air ram duct for improved air circulation, reduced lift counter measures

Outlaw Snell 2015 Certified

SI2820 - XS to XL



SNELL 2015

Carbon DEVIL RAY

- Snell SA 2015 Rated
- Best for multi-use, stock car, drag racing, sprint car, and karting
- Exceptionally lightweight carbon shell, 2.9 lbs Medium weight
- 100% shield seal
- Head and neck restraint compatible; radio communications available
- Top air and side pipe options available *additional charge
- Ships complete with two 3mm shields (clear and smoke), includes helmet bag

Carbon Devil Ray Snell 2015 Certified

SI683 - XS to XXL



SIMPSON SA2015 Venator

Aggressive Helmet Infused with Titanium Reinforcements for Super Strength The Venator Helmet is the latest in Simpson's arsenal of high-quality racing helmets. Utilizing cutting-edge carbon fiber construction technology, the Venator has been developed with CFTI technology. This incorporates titanium into the carbon fiber weave, creating a super strong material that's perfect for a racing helmet. The internal padding is designed for Simpson's new ear cup speakers, and the whole helmet is radio ready. SA2015 certified.

- Features
- SA2015 Certified
- Titanium Reinforced Carbon Fiber For Superior Strength
- Available In Vented or Non-Vented Chin Bar Models

VENATOR 2015 Certified

SI685 - XS to XL



Simpson EV1 Carbon

Snell 2015 / FIA Helmets
SIMPSON VUDO PRO CARBON absorbs more impact energy with improved load spreading during side impact collisions via advanced Auto Clave moulded Carbon Fibre. Snell SA2015, FIA 8860 certified, this helmet is for the serious driver who demands the highest levels of protection, comfort and performance.

- Lightweight Carbon Fibre,
- Full Carbon-X lining, • FHR ready
- Recessed eye port for accurate visor seal
- Ships with padded, lined Helmet Bag
- + 3mm smoke visor and tear-off posts installed

Sizes 57cm - 61cm. Made to order

VUDO PRO 2015 Certified

SI663C - XS to XL



Simpson Vudo AIR INFORCER

Snell SA 2010/FIA

- Lightweight Autoclave Carbon Fibre
- Low profile stylist Top Cap
- Moulded Air Hose adapter for better air flow and strength
- Snell SA2010 certified
- Recessed eye port for optimum visor seal
- HYBRID / Hans - pre-drilled for hardware
- Ships complete with padded helmet bag and spare dark visor

Incremental sizes, made to order

Vudo AIR INFORCER SI662C



SIMPSON VUDO EV1

The SIMPSON VUDO has gone through a new design process resulting in this well featured, multi use helmet.

- Chin bar and top air vents,
- New visor pivot system,
- Increased aerodynamics,
- Recessed eye port offers a 100% visor seal
- Snell SA2010 certification
- Available in sizes 54cm to 62cm.
- Ships complete with spare dark visor and helmet bag,
- HYBRID / Head and Neck restraint compatible.
- White stocked, other colours by special order at extra cost - POA

VUDO 2015 Certified SI663 - XS to XL



SIMPSON SA2015

SPEEDWAY RX DRAG

Snell SA 2015 helmets meet Snell's latest and most stringent safety standards. In addition to the strict testing for high impact crashes that Snell certified helmets are subjected to, new tougher requirements have been added for Snell SA 2015 certification that also include low velocity and low lateral testing. Additionally, SA 2015 helmets must now be equipped with FIA 8858-2010 compliant M6 terminal mounts for frontal head restraints. NEW: A helmet that is Snell SA 2015 has passed "Low Velocity" impact testing. For the racer, this test ensures performance in low velocity crashes. NEW: A helmet that is Snell SA 2015 certified has passed "Low Lateral" impact tests focusing on the key area around the ear and temple.

- Made in the USA
- Classic "RX" styling in a drag racing version
- Frontal head restraint ready
- Radio communications may be added
- Drag Sock is SFI.10 rated
- Recommended for Drag Racing

Speedway RX DRAG Snell 2015 Certified SI653 - XS to XL



SNELL 2015

Speedway RX Helmets

These Speedway RX helmets from Simpson feature contoured eyeports that fit snugly around the eyes and nose. They also have air ram ducts on the chin and cheeks for great air circulation, a clear Lexan shield, and an exclusive, impact-absORBing, one-piece EPS liner with form-fitting, fire-resistant Nomex lining. They're perfect for any type of racer.

- Snell SA 2015 Rated, manufactured in the USA
- Best for multi-use, drag racing, sprint car, karting
- Redesigned chin bar for added comfort while keeping the styling of our classic RX "look"
- Defined "Wave Eliminators" increase functionality from an aerodynamics aspect
- Newly designed shield pivot system
- Newly designed shield latch opens with ease
- Recessed eye port offers a 100% shield seal
- Head and neck restraint compatible; radio communications available
- Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silver
- Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
- Safety Orange / Pearl White / Metallic Blue (By Request)

Speedway RX Snell 2015 Certified SI651 - XS to XL



SNELL 2015 Speedway SHARK Helmets

With Speed FX Package: Aerodynamic system consisting of a 'Wicker Bill' and 'Downforce Chime' that works in conjunction with Simpson's built-in BLD (Boundary Layer Design) and Gill vents to add helmet stability at high velocities in open cockpit cars.

- Snell SA 2015 Rated
- Best for multi-use, stock car, drag racing, sprint car, karting
- Defined "Wave Eliminators" increase functionality from an aerodynamics aspect
- Newly designed shield pivot system
- Newly designed shield latch opens with ease
- Recessed eye port offers a 100% shield seal
- Head and neck restraint compatible; radio communications available
- Ships complete with two 3mm shields (clear and smoke), includes helmet bag
- As worn by: Ashley Force Hood and Brandon Bernstein
- Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silver
- Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
- Safety Orange / Pearl White (By Request)

Speedway Shark Snell 2015 Certified SI670 - XS to XL





Helmet Shields

Durable 1/8" thick Lexan Shields include tear-off posts where applicable.

SHARK & VUDO HELEMET SHEILDS

SI1010-12	Clear
SI1011-12	Smoke
SI1012-12	Amber
SI1013-12	Iridium
SI1014-12	Mirror

X BANDIT, DIAMONDBACK, SKULL & RX

SI1020-12	Clear
SI1021-12	Smoke
SI1022-12	Amber
SI1023-12	Iridium
SI1024-12	Mirror

SW VOYAGER & VOYAGER EVOLUTION

SI1030-12	Clear
SI1031-12	Smoke
SI1032-12	Amber
SI1033-12	Iridium
SI1034-12	Mirror

BANDIT, SUPER BANDIT, DRAG BANDIT & CH3N02 Shields

SI89400A	CLEAR
SI89401A	DARK SMOKE
SI89402	IRIDIUM
SI89403A	HI-RESOL AMBER
SI89404A	ANTI-FOG LIGHT SMOKE SHIELD
SI89406A	ANTI-FOG SILVER MIRROR SHIELD

OUTLAW Shields

SI89600A	ANTI-FOG CLEAR SHIELD
SI89601A	ANTI-FOG SMOKE SHIELD
SI89602	IRIDIUM METALIZED SHIELD

RX Shields SNELL 2005 & PRIOR

SI89200A	ANTI-FOG CLEAR SHIELD
SI89201A	ANTI-FOG SMOKE SHIELD
SI89203	IRIDIUM METALIZED SHIELD
SI89204A	ANTI-FOG AMBER W/BLUE BLOCKER SHIELD

SPWY VUDO, SHARK AIR ENFORCER, SHARK SIDEPRO & SIDEWINDER Shields

SNELL 2005 AND PRIOR

SI88400A	ANTI-FOG CLEAR SHIELD
SI88401A	ANTI-FOG SMOKE SHIELD
SI88402	IRIDIUM METALIZED SHIELD
SI88403A	ANTI-FOG AMBER W/BLUE BLOCKER SHIELD

SUPER SHARK, SPEEDWAY SHARK, VALOR, INVADER Shields SNELL 2005 & PRIOR

SI88600A	ANTI-FOG CLEAR SHIELD
SI88601A	ANTI-FOG SMOKE SHIELD
SI88602	IRIDIUM METALIZED SHIELD
SI88603A	ANTI-FOG AMBER W/ BLUE BLOCKER SHIELD
SI88604A	ANTI-FOG LIGHT SMOKE SHIELD

JR SPEEDWAY SHARK Shields

SIJ88600	CLEAR SHIELD
SIJ88601	SMOKE SHIELD
SIJ88602	IRIDIUM METALIZED SHIELD
SIJ88603	AMBER W/ BLUE BLOCKER SHIELD

DEVIL RAY Shield SNELL 2005 & 2010

SI84300A	SHIELD- CLEAR
SI84301A	SHIELD- DARK SMOKE
SI84303	SHIELD- IRIDIUM
SI84304A	SHIELD- HI-RESOL AMBER

NEW VOYAGER, SIDEPRO & SIDEWINDER (JR-7 3/8) VOYAGER Shields

SNELL 2005 AND PRIOR

SI88300A	ANTI-FOG CLEAR SHIELD
SI88301A	ANTI-FOG SMOKE SHIELD
SI88303	IRIDIUM METALIZED SHIELD
SI88304A	ANTI-FOG AMBER W/BLUE BLOCKER SHIELD
SI88305A	ANTI-FOG LIGHT SMOKE SHIELD
SI88306A	ANTI-FOG SILVER MIRROR SHIELD

VOYAGER & SIDEWINDER VOYAGER (7 1/2-8 1/8), AIRPRO VOYAGER Shields

SNELL 2005 AND PRIOR

SI88200A	ANTI-FOG CLEAR SHIELD
SI88201A	ANTI-FOG SMOKE SHIELD
SI88203	IRIDIUM METALIZED SHIELD
SI88204A	ANTI-FOG AMBER W/ BLUE BLOCKER SHIELD
SI88205A	ANTI-FOG LIGHT SMOKE SHIELD
SI88206A	ANTI-FOG SILVER MIRROR SHIELD

Dual Shield Bag

The dual shield bag is designed to hold two shields with separation between. Made with micro fibre, it can be machine washed. Excellent for cleaning shields.

Dual Shield Bag	SI23900
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Shield Pivot Kits

Replacement pivot kits for shield. Includes fasteners.

Pivot Kit for SX & RX Helmets	SI99001
Pivot Kit for Bandit & Shark Helmets	SI99002
Pivot Kit for Voyager Helmets	SI99022

Helmet Rubber Kit

Replacement rubber kit for Simpson helmets.

Helmet Rubber Kit	SI99005
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PYROTECT

PYROTECT AIRFLOW INTERIOR PRO AIRFLOW HELMETS SA2015 RATED

For use in Competitive Automotive Sports, Marine and Kart Racing Pyrotec's Patented Pro Airflow interior helmets are unmatched by the competition. this exclusive design helps reduce fogging along the front and top venting to keep you both cooler and more comfortable.

Features: • Designed with a hand laminated Carbon/Kelvar/Glass light weight shell for maximum durability

- Stainless Steel hardware and a Kevlar chinstrap
- New Head Liner design for added comfort and improved air flow • removable headliner & cheek pads for cleaning or resizing • .125" Polycarbonate shield with tear off post
- Compatible with Bell or racing optics style tear offs
- Large eye ports on full face models offers greater visibility
- HANS ready • Great aerodynamics • Fire retardant interior
- Snell SA 2015 rated • Sizes XS to XXXL

SA2015 Carbon Fiber Helmet Full Face Helmet

Description	Part No.
X-Small	PY7000995
Small	PY7001005
Medium	PY7002005
Large	PY7004005
X-Large	PY7005005
XX-Large	PY7006005
XXX-Large	PY7007005

White Pro Airflow Full Face Helmet

Description	Part No.
X-Small	PY9000995
Small	PY9001005
Medium	PY9002005
Large	PY9004005
X-Large	PY9005005
XX-Large	PY9006005
XXX-Large	PY9007005

Black Pro Airflow Full Face Helmet

Description	Part No.
X-Small	PY9010995
Small	PY9011005
Medium	PY9012005
Large	PY9014005
X-Large	PY9015005
XX-Large	PY9016005
XXX-Large	PY9017005

Matte Black Pro Sport Full Face Helmet

Description	Part No.
X-Small	PY8080995
Small	PY8081005
Medium	PY8082005
Large	PY8084005
X-Large	PY8085005
XX-Large	PY8086005
XXX-Large	PY8087005

White Pro Sport Full Face Helmet

Description	Part No.
X-Small	PY8060995
Small	PY8061005
Medium	PY8062005
Large	PY8064005
X-Large	PY8065005
XX-Large	PY8066005
XXX-Large	PY8067005

PYROTECT HELMET SIZING CHART

Helmet	Size Inches	Hat Size	Metric (cm)
Junior -			
XXXS, XS, XS	19 1/4 - 20 1/8	6 - 6 1/4	49 - 51
XX Small	20 - 21 1/4	6 3/8 - 6 1/2	51 - 52
X Small	20 3/8 - 21 1/8	6 5/8 - 6 3/4	52 - 54
Small	21 1/4 - 22	6 3/4 - 7 1/8	55 - 56
Medium	22 1/2 - 22 7/8	7 1/8 - 7 1/4	57 - 58
Large	23 1/4 - 23 5/8	7 3/8 - 7 1/2	58 - 60
X Large	24 - 24 3/8	7 1/2 - 7 3/4	61 - 62
XX Large	24 3/4 - 25 1/8	7 3/4 - 8	63 - 64
XXX Large	25 1/4 - 25 1/2	8 1/4 - 8 1/2	65 - 66



PYROTECT HELMET SHIELDS/VISORS

Pyrotec offers a variety of face shields for all SA & M helmets. .125" thick shields are available for SA full-face models in clear, light smoke or dark smoke and amber.

Shield/Visor, SA/M10

Description	Part No.
Pyrotec, Clear, .125 THICK	PY9710-10
Pyrotec, Light Tint, .125 THICK	PY9712-10
Pyrotec, Dark Tint, .125 THICK	PY9713-10
Pyrotec, Amber Tint, .125 THICK	PY9715-10
Pyrotec, Blue Iridescent, .125 THICK	PY9720-10
Pyrotec, Chrome, .125 THICK	PY9725-10

PRO SPORT FULL FACE DUCKBILL TOP FORCED AIR

Pyrotec's SA2015 Pro Sport Tri-Weave Composite helmets have been designed for increased safety, comfort, and unmatched quality at an affordable price. The Pro Sport SA2015 helmets come with a unique six pad interior system which allows for resizing the helmet for a perfect fit along with an improved headliner that allows for better heat transfer. The interior P1 venting forced air channels were designed similarly to our ProAirflow series, by adding ventilation ports directed towards the face shield which increases airflow to a critical area of the helmet. Additionally, the inclusion of strategically placed ventilation ports around the top of the head provides optimal cooling throughout. The helmets duckbill design improves aerodynamics and reduces neck strain of drivers who race open wheel cars by increasing downforce in the front. The Pro Sport helmets are vacuum bagged and autoclave cured for superior helmet strength and durability while keeping the helmet as light as possible. Additionally, the ProSport helmet is designed with a duckbill and built in airfoil on the back to reduce neck strain and wind drag.

- Designed with a Composite Tri Weave Vacuum bagged & autoclave cured lightweight shell for maximum durability
- Stainless Steel hardware and a Kevlar chinstrap
- New Interchangeable six pad headliner and cheek pad system for better adjustability, added comfort, and cleaning
- Front and rear top venting for improved air intake and heat exhaust.
- P-1 Venting design for improved airflow
- .125" Polycarbonate shield with tear off post
- Rubber eye port seal
- Compatible with Racing Optics or Ultra Shield tear offs
- Large eye port offers greater visibility
- M6 inserted for head-neck restraint devices
- Great aerodynamics
- Fire retardant Nomex interior.

Description	Part No.
X-Small	PY8000905
Small	PY8001005
Medium	PY8002005
Large	PY8004005
X-Large	PY8005005
XX-Large	PY8006005

PYROTECT HELMET BAG

PYROTECT durable fleece lined nylon helmet bag, protects your helmet by keeping it clean and safe when not in use.

Description	Part No.
Fleece Lined Helmet Bag	PY821000011



PYROTECT HELMET SKIRTS - NOMEX/KNIT

Pyrotec helmet skirts help seal out flames and dirt. Comfortable, easy to install contoured design that comes with matching velcro that attaches to your helmet that allows you to Velcro the skirt in place. Available in: Black, red, Blue or White.

Description	Part No.
Helmet Skirt, Nomex/Knit, WHITE	PY25050626
Helmet Skirt, Nomex/Knit, BLACK	PY25150626
Helmet Skirt, Nomex/Knit, RED	PY25250626
Helmet Skirt, Nomex/Knit, BLUE	PY25350626



HELMET RESTRAINT

Relieve the strain on a driver's neck under heavy G loads. Circle track racers loop restraint under arm. Drag racers attach to seat belt.

Description	Part No.
Helmet Restraint - Black	SS550



Helmet Restraints

This fatigue reducing helmet strap features durable steel hardware and quick attachment and adjustment with "D-ring" helmet installation.

Description	Part No.
Helmet Restraint - Black	SI36007BK
D-Ring Assembly (Pair)	SI50006
Hybrid D-Ring Kit SFI	SI-SFI.DK

Tapered Tearoff Post Kit

Adjustable, Anodised, CNC machined mounting posts.
ROP-9900



Professional Post Clip Anchors

Set of two professional HANS helmet anchors with aluminium bases as supplied with all HANS professional devices.

HANS Post Clip Anchors

SI50015

HANS Quick Disconnect Tether Set

Two fixed quick disconnect HANS tethers. Contains webbing material, shackles, loops and metal catches. Easily attaches to any HANS device.

Quick Disconnect Tether Set

SI50020

HANS Advantage Vision Plus Kit

Kit for converting one HANS device to sliding tether system. Allows full range of head movement for unlimited vision. Contains tether carriers, nutwashers, tether and full instructions. Fits all HANS devices except extra large size.

HANS Advantage Vision Plus Kit

SI50028

Replacement Foam Padding Set

Replacement foam padding for HANS devices. Includes two shoulder pads with FR covers. Fits medium and large devices only.

Replacement Foam Padding Set - Black

SI50021K

SIMPSON HYBRID SPORT

The evolution of the Hybrid Pro Rage technology and design has led the way for 2014's introduction of the high performance Hybrid Sport which promises the racer an improved product, at the same price range as the Pro Rage. The Hybrid Sport is lighter, weighing in at 20% less for the large, including hardware; and the DuPont carbon/polymer construction is sleek, modern and appealing with defined wings for seatbelt containment. The sliding tethers and patent pending multi-tether system enhances side to side range of movement and field of vision.



Simpson Large Hybrid Sport SFI SI-HSLRG11
Simpson Large Hybrid Sport FIA SI-HSLRG11PA-FIA
Simpson Medium Hybrid Sport SFI SI-HSMED11
Simpson Medium Hybrid Sport FIA SI-HSMED11PA-FIA
Simpson Small Hybrid Sport SFI SI-HSSML11
Simpson Small Hybrid Sport FIA SI-HSSML11PA-FIA
Simpson X-Large Hybrid Sport SFI SI-HSXLG11
Simpson X-Large Hybrid Sport FIA SI-HSXLG11PA-FIA
Simpson X-Small Hybrid Sport SFI SI-HSXSML11
Simpson X-Small Hybrid Sport FIA SI-HSXSML11PA-FIA

Drivers Neck Brace Pads

SFI 3.3 Approved

RCI 7801B Red Full Circle Neck Brace Pad
RCI 7801C Blue Full Circle Neck Brace Pad
RCI 7801D Black Full Circle Neck Brace Pad



Junior Drivers Neck Brace Pads SFI 3.3 Approved

RCI 7802B Red JR Full Circle Neck Brace Pad
RCI 7802C Blue JR Full Circle Neck Brace Pad
RCI 7802D Black JR Full Circle Neck Brace Pad



Padded Neck Support

The Simpson padded neck support helps reduce neck fatigue and is suitable for all types of racing. It features a removable knit Nomex sleeve and adjustable speedfit fasteners for universal fitment.

Padded Neck Support - Black SI23022BK
Padded Neck Support - Blue SI23022BL
Padded Neck Support - Red SI23022R



NECK COLLAR

The Stroud neck collar is made with ultra soft knit Nomex outer covers and flame retardant closed cell foam on the inside. They are SFI approved and come in Black, Red and Blue.

Description Part No.
Neck Collar Black SS300-1
Neck Collar Red SS300-2
Neck Collar Blue SS300-3

PYROTECT NECK BRACES

Neck Braces that are contoured for your specific application, designed to fit the base of your helmet and allows greater air circulation around the neck. Manufactured using high density (HD) fire retardant foam with removable covers that make them easy to remove and clean. Available in: Black, red or Blue.

Description Part No.
Neck Brace, Straight, Adult, SFI, BLACK PY30300006
Neck Brace, Straight, Adult, SFI, RED PY30300007
Neck Brace, Straight, Adult, SFI, BLUE PY30300008
Neck Brace, Contoured, ADULT, SFI, BLACK PY30300011
Neck Brace, Contoured, ADULT, SFI, RED PY30300012
Neck Brace, Contoured, ADULT, SFI, BLUE PY30300013
Neck Brace, Contoured, JR., SFI, BLACK PYJX8601
Neck Brace, Contoured, JR., SFI, RED PYJX8602
Neck Brace, Contoured, JR., SFI, BLUE PYJX8603

UNDERWEAR

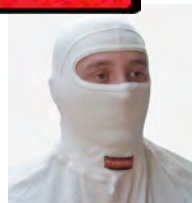


PYROTECT NOMEX

HEAD SOCKS

Pyroprotect Head Socks help seal out flames and dirt or sand with our Pro Series Head Sock. One size fits all. SFI Approved.

Description Part No.
Single Layer / Single Eyeport, SFI Rated PY432000100
Black, Single Layer / Single Eyeport, SFI Rated PY432000100B
Double Layer / Single Eyeport, SFI Rated PY432000200



PYROTECT NOMEX SOCKS

Pyroprotect Nomex extra Heavy Duty (XHD) Cushioned Airflow Socks provide added protection, added comfort. SFI Approved.

Description Part No.
Nomex Socks, Airflow Cushioned, X-Small PY45309000
Nomex Socks, Airflow Cushioned, Small PY45311000A
Nomex Socks, Airflow Cushioned, Medium PY45312000A
Nomex Socks, Airflow Cushioned, Large PY45314000A
Nomex Socks, Airflow Cushioned, X-Large PY45316000A

PYROTECT NOMEX UNDER WEAR

SFI APPROVED

Pyroprotect's ultra thin Inner Wear is designed for use with any driving suit, and is as soft as cashmere and as absorbent as cotton! talk about comfort... No more scratchy, irritating Nomex next to the skin and the absorbency keeps you cool and dry. It is SFI rated (SFI label attached) for use as underwear, but is also designed so it can be worn under Nomex underwear for added TPP protection. crew uniforms for fire protection. Available in sizes: XX-Small -- XX-Large



Long Sleeve Top SFI Rated

Description Size Part No.
Innerwear Top XX-Small PY4700098
Innerwear Top X-Small PY4700099
Innerwear Top Small PY4700100
Innerwear Top Medium PY4700200
Innerwear Top Large PY4700400
Innerwear Top X-Large PY4700500
Innerwear Top XX-Large PY4700600

Pants SFI Rated

Description Size Part No.
Innerwear, Bottoms XX-Small PY4710098
Innerwear, Bottoms X-Small PY4710099
Innerwear, Bottoms Small PY4710100
Innerwear, Bottoms Medium PY4710200
Innerwear, Bottoms Large PY4710400
Innerwear, Bottoms X-Large PY4710500
Innerwear, Bottoms XX-Large PY4710600

NOMEX HEADSOCK

The Nomex headsock provides protection for the head and neck. One size fits all. Available in two and one hole.

Description Part No.
Nomex Single Eyeport Headsock SFI/1 SS820-S
Nomex Dual Eyeport Headsock SFI/1 SS820-D



NOMEX UNDERWEAR

Extra protection is certainly what every racer wants. Stroud has Nomex underwear available in S, M, L, XL and XXL.

Description Part No.
Nomex Undershirt SFI/1 SS830-S
Nomex Undershirt SFI/1 SS830-M
Nomex Undershirt SFI/1 SS830-L
Nomex Undershirt SFI/1 SS830-XL
Nomex Undershirt SFI/1 SS835-S
Nomex Underpants SFI/1 SS835-M
Nomex Underpants SFI/1 SS835-L
Nomex Underpants SFI/1 SS835-XL
Nomex Underpants SFI/1 SS835-XXL

NOMEX SOCKS

For added protection in the race car, Stroud Nomex socks fit the bill. Natural color only, various sizes.

Description Part No.
Nomex Medium Sock SFI/1 SS840-M
Nomex Large Sock SFI/1 SS840-L
Nomex X-Large Sock SFI/1 SS840-XL



FIA BALACLAVA

Nomex Balaclava features a frontal design utilizing a dual layer of Nomex for increased protection. Natural only.

Description Part No.
Single Eyeport Balaclava SI23004W
Dual Eyeport Balaclava SI23005W



SIMPSON MEMORY FIT BALACLAVA

The lightweight unique memory fit fabric stretches both horizontally and vertically for an overall comfortable fit.

Description Part No.
Memory Fit Balaclava, Black Single Eyeport SI230050K
Memory Fit Balaclava, Black Dual Eyeport SI230051K



70Z FIA APPROVED NOMEX UNDERWEAR

Description Part No.
70z Nomex Underwear Top SFI Large SI20000L
70z Nomex Underwear Top SFI Medium SI20000M
70z Nomex Underwear Top SFI Small SI20000S
70z Nomex Underwear Top SFI X-Large SI20000X
70z Nomex Underwear Top SFI XX-Large SI20000Z
70z Nomex Underwear Bottom SFI Large SI20001L
70z Nomex Underwear Bottom SFI Medium SI20001M
70z Nomex Underwear Bottom SFI Small SI20001S
70z Nomex Underwear Bottom SFI X-Large SI20001X
70z Nomex Underwear Bottom SFI XX-Large SI20001Z



MEMORY FIT SFI NOMEX UNDERWEAR

Our newest fire retardant memory fit underwear is race tested by NASCAR's pro racers. The unique memory fit fabric stretches both horizontally and vertically with great bounce back and becomes softer with each washing. You may want to order two sets because this will quickly become your go to underwear for added race protection.

• SFI 3.3 Certified • Made in the USA • Nomex blend provides added fire protection • Anti-microbial treated • No bulk, unique memory stretch provides built in comfort, while retaining shape • Contrast stretch stitching for definition

Description Part No.
Memory Fit Underwear Top SFI Large SI20123LK
Memory Fit Underwear Top SFI Medium SI20123MK
Memory Fit Underwear Top SFI Small SI20123SK
Memory Fit Underwear Top SFI X-Large SI20123XK
Memory Fit Underwear Top SFI XX-Large SI20123ZK
Memory Fit Underwear Bottom SFI Large SI20124LK
Memory Fit Underwear Bottom SFI Medium SI20124MK
Memory Fit Underwear Bottom SFI Small SI20124SK
Memory Fit Underwear Bottom SFI X-Large SI20124XK
Memory Fit Underwear Bottom SFI XX-Large SI20124ZK

SIMPSON V02FX 15/20**COMPRESSION SOCKS**

Available in fire retardant and non-FR crew models. Provides increased endurance. Prevents swelling caused by extended sitting or driving. Encourages increased circulation which increases oxygenated blood to muscle tissues, tendons and joints of the lower extremities. Reduces muscle soreness and danger of blood clots. COOLMAX® moisture management fabric keeps feet cool and dry. No in-shoe sliding.

Description

SFI 3.3 Fire Retardant Compression Socks - Large
SFI 3.3 Fire Retardant Compression Socks - Medium
SFI 3.3 Fire Retardant Compression Socks - X-Large

Part No.

S123030L
S123030M
S123030X

**GLOVES****IMPULSE GLOVE**

The Impulse Professional racing glove provides protection and grip in all the right areas. SFI 5 Rated Racing Glove with Nomex® construction. Exceptionally soft palm constructed of goat leather

Description

Impulse Driving Gloves Black - Large
Impulse Driving Gloves Black - Medium
Impulse Driving Gloves Black - Small
Impulse Driving Gloves Black - X-Large

Part No.

SI1MLK
SI1MMK
SI1MSK
SI1MXK

**Predator Gloves**

The Predator Glove is constructed of Nomex and features individual performance leather grip-points that are strategically placed to provide exceptional dexterity and natural wheel grip. The Predator also features an extra long bunch free gauntlet and knock out style that is sure to get you noticed. Available in black or white.

- Meets SFI 3.3/5
- Includes SFI tag
- Lightweight Nomex construction for ultimate comfort and fit
- All Nomex, extra long gauntlet with forearm cuff for custom fit

Size	Black	White
S	S120800SK	S120800SW
M	S120800MK	S120800MW
L	S120800LK	S120800LW
XL	S120800XK	S120800XW

**The Competitor**

Meets FIA and SFI 3.3/5 Requirements. Nomex® Construction; distinctive white trim out. Silicon palm and touch points for superior grip and limited bunching

Size	Black	Red	White
S	S121300SK	S121300SR	S121300SW
M	S121300MK	S121300MR	S121300MW
L	S121300LK	S121300LR	S121300LW
XL	S121300XK	S121300XR	S121300XW

SIMPSON HOLESHOT**20 DRAG GLOVE, SFI-20**

- 20% lighter than the competition
- Meets SFI 20
- Newly developed Nomex® technology with conforming stretch for improved dexterity.
- Made in the USA

Description

Holeshot Glove Black Large
Holeshot Glove Black Medium
Holeshot Glove Black Small
Holeshot Glove Black X-Large

Part No

S137015LK
S137015MK
S137015SK
S137015XK

**SIMPSON VORTEX GLOVE**

The Vortex is an SFI 3.3/5 rated professional racing glove with Nomex® construction. Strategically placed wrist bone padding provides additional protection in this stressed area. External seams and pre-curved palms provide comfort. Tapered and pre-curved fingers and fourchettes give the driver excellent control. Silicone palm gripper design and striking embroidered knuckle logo add to the Vortex gloves' appeal.

Size

L
M
S
XL

Black

S1VRLL
S1VRML
S1VRSL
S1VRXL

Grey

S1VRLG
S1VRMG
S1VRSG
S1VRXG

**Wrencher Pit Gloves**

Great for the shop, built tough for multi-use around the track or a weekend on the trails and sand.

- Close fit for dexterity, protection from injury.
- Colour: Black only

Description

Wrencher Gloves, Black - S
Wrencher Gloves, Black - M
Wrencher Gloves, Black - L
Wrencher Gloves, Black - XL

Part No.

S139033S
S139033M
S139033L
S139033XK

**Kevlar Crew****Sleeve**

These Simpson KEVLAR® sleeves are designed for mechanics and crew members to help prevent cuts or burns while working on a hot vehicle or in a hurried pit stop position. They come in bright yellow, and one size fits all.

S139024

**PYROTECT GLOVE SIZING CHART**

Description	X Small	Small	Medium	Large	X Large
euro Size	8	9	10	11	12
Inches	6.5 x 7.5	7.5 x 8.5	8.5 x 9.5	9.5 x 10.5	10.5 x 11.5

PYROTECT DRIVING GLOVES TWO LAYER

The Pyroprotect 2 Layer SFI 3.3/5 Glove features reversed outside seams with fire resistant capeskin at the palm and fingers. the result is a positive feedback grip that lets you feel the track with no pressure points or seams next to the fingers.

Features: • 2 Layers, conforms to SFI 3.3/5 specifications

- Wing thumb and palm capeskin design for excellent grip and comfort
- Nomex long gauntlet with elastic wrist for a custom, comfortable fit
- Handcrafted for superior comfort and quality

Available in: Black, red or Blue

**Racing Gloves, 2 Layer, SFI-5**

Description	Size	Part No.
X-Small	BLACK	PYG2010000
X-Small	RED	PYG2020000
X-Small	BLUE	PYG2030000
Small	BLACK	PYG2110000
Small	RED	PYG2120000
Small	BLUE	PYG2130000
Medium	BLACK	PYG2210000
Medium	RED	PYG2220000
Medium	BLUE	PYG2230000
Large	BLACK	PYG2410000
Large	RED	PYG2420000
Large	BLUE	PYG2430000
X-Large	BLACK	PYG2510000
X-Large	RED	PYG2520000
X-Large	BLUE	PYG2530000
XX-Large	BLACK	PYG2610000
XX-Large	RED	PYG2620000
XX-Large	BLUE	PYG2630000

**PREMIUM DRIVING****GLOVES**

We've developed the finest driving gloves using the thinnest

SFI approved material available.

These gloves have thin Nomex on the outer index finger and thumb for maximum feel. - Black Only. Add Sizes to the end of part No when ordering: S, M, L, XL, XXL.

SFI 3.3/20 rated

Medium Driving Gloves	Black	SS1130-1-M
Large Driving Gloves	Black	SS1130-1-L
X-Large Driving Gloves	Black	SS1130-1-XL

**FIRE SUITS****PYROTECT ELIMINATOR SFI-5 TWO PIECE SUIT**

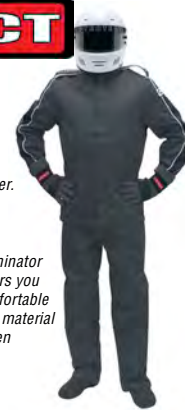
Jacket - Lightweight, Stylish, and Comfortable, the Pyroprotect eliminator two Layer, SFI-5 Jacket manufactured using a Nomex outer layer and SFI rated inner liner.

Features: • Knit Lined Neck Brace
• Rear Waist Band • Raglan Sleeves
• Hidden Slash Pockets

Pants - Designed to complement the eliminator Jacket, the Pyroprotect eliminator Pants offers you Quality in the same Lightweight and Comfortable styling, manufactured using the same FR material and offering Hidden Boot Cuffs and Hidden

Slash Pockets. Available Color Choices: Jacket: Black, red or Blue
Pants: Black, red or Blue

Available sizes: Small through 4X Large

**Eliminator Jacket SFI-5**

Description	Size	Part No.
BLACK	Small	PY22J0101
RED	Small	PY22J0102
BLUE	Small	PY22J0103
BLACK	Medium	PY22J0201
RED	Medium	PY22J0202
BLUE	Medium	PY22J0203
BLACK	Large	PY22J0401
RED	Large	PY22J0402
BLUE	Large	PY22J0403
BLACK	X-Large	PY22J0501
RED	X-Large	PY22J0502
BLUE	X-Large	PY22J0503
BLACK	XX-Large	PY22J0601
RED	XX-Large	PY22J0602
BLUE	XX-Large	PY22J0603
BLACK	XXX-Large	PY22J0701
RED	XXX-Large	PY22J0702
BLUE	XXX-Large	PY22J0703
BLACK	XXXX-Large	PY22J0801
RED	XXXX-Large	PY22J0802
BLUE	XXXX-Large	PY22J0803

**Eliminator Pants SFI-5**

Description	Size	Part No.
BLACK	Small	PY22P0101
RED	Small	PY22P0102
BLUE	Small	PY22P0103
BLACK	Medium	PY22P0201
RED	Medium	PY22P0202
BLUE	Medium	PY22P0203
BLACK	Large	PY22P0401
RED	Large	PY22P0402
BLUE	Large	PY22P0403
BLACK	X-Large	PY22P0501
RED	X-Large	PY22P0502
BLUE	X-Large	PY22P0503
BLACK	XX-Large	PY22P0601
RED	XX-Large	PY22P0602
BLUE	XX-Large	PY22P0603
BLACK	XXX-Large	PY22P0701
RED	XXX-Large	PY22P0702
BLUE	XXX-Large	PY22P0703
BLACK	XXXX-Large	PY22P0801
RED	XXXX-Large	PY22P0802
BLUE	XXXX-Large	PY22P0803

**PYROTECT SPORTSMAN DELUXE****ONE PIECE SUIT**

Lightweight, Stylish, Comfortable and loaded with features, the Pyroprotect Sportsman Deluxe, two Layer, SFI 5 Nomex, one Piece Drivers Suit.

Manufactured using a Nomex material.

Features: • Knit Lined Neck Brace
• Vented Arm Attachment • Epaulets
• 360° Vented Waist expansion Panel
• Hidden Slash Pockets

Available Color Choices: Black/Black/White Piping, red/Black/White Piping, Blue/Black/White Piping
Available sizes: Small through 3X Large

**SDX1, 1 Piece Suit, SFI-5**

Description	Size	Part No.
BLACK	Small	PY210101
RED	Small	PY210102
BLUE	Small	PY210103
BLACK	Medium	PY210201
RED	Medium	PY210202
BLUE	Medium	PY210203
BLACK	Large	PY210401
RED	Large	PY210402
BLUE	Large	PY210403
BLACK	X-Large	PY210501
RED	X-Large	PY210502
BLUE	X-Large	PY210503
BLACK	XX-Large	PY210601
RED	XX-Large	PY210602
BLUE	XX-Large	PY210603
BLACK	XXX-Large	PY210701
RED	XXX-Large	PY210702
BLUE	XXX-Large	PY210703



PYROTECT SUIT MEASUREMENT DATA – take measurements over t-shirt and comfortable pants, belt must be horizontal and even with top of hip bone 1-1/2" below belly button. Make all measurements using cloth tape to center of belt. Show exact measurements. We will add "ease" as required.

ONE PIECE DRIVING SUIT SIZING CHART

Size	Chest	Waist	Shoulders	Trunk	Sleeve	Inseam	Height	Weight
SM	36-38	29-33	17½	28½	31	29	5'5"-5'8"	115-130
MD	38-40	32-35	18	29½	33	30	5'7"-5'10"	130-145
M/L	40-43	34-37	18½	30½	34	31	5'9"-6'0"	145-175
L	43-46	36-39	19	31½	34½	32	5'10"-6'2"	175-200
XL	45-48	39-43	19½	32½	35	32	5'10"-6'2"	195-225
XXL	48-50	42-46	20	33	35	32	5'10"-6'2"	225-245
XXXL	54+	50+	23	34	35	33	5'10"-over	245-up

TWO PIECE DRIVING SUIT SIZING CHART

Description	Small	Medium	Large	X Large	XX Large
Chest	36 - 39"	40 - 43"	44 - 48"	49 - 52"	53 - 56"
Waist	28 - 29"	30 - 34"	35 - 39"	40 - 44"	45 - 49"
Inseam	27 - 29"	30 - 31"	31 - 32"	31 - 32"	32 - 34"
Sleeve	30 - 32"	31 - 32"	32 - 33"	33 - 34"	33 - 34"
Height	5'6" - 5'9"	5'9" - 6'0"	5'9" - 6'1"	5'11" - 6'2"	6'0" - 6'3"

YOUTH DRIVING SUIT SIZING CHART

Size	Shirt Size	Chest	Waist	Shoulders	Trunk	Sleeve	Inseam	Height	Weight
SM	6-8	32	22-25	15	20	22-26	18-21	4'0"-4'6"	40-50
MD	8-10	35	24-28	16	22½	24-28	20-24	4'4"-4'8"	45-60
L	10-12	37	26-30	16½	25½	26-30	23-26	4'6"-5'0"	60-75
XL	12-14	39	28-31	18½	26½	28-31	24-27	4'11"-5'4"	75-95
XXL	14-16	41	30-34	27½	29-32	29-32	24-27		

PYROTECT JUNIOR DX1 SUITS SFI-1 ONE PIECE SUIT

Suitable For JR Dragster And Go Karting
Lightweight, Stylish, Comfortable
and loaded with features, the Pyrotect Sports Deluxe, Single Layer, SFI 3.2A/1, one Piece Drivers Suit. Manufactured using an FR material with; Knit Lined Neck Brace.

Features:

- 360° Vented Arm Attachment
- Epaulets
- Vented Waist expansion Panel
- Hidden Slash Pockets
- Hidden Boot Cuffs

Available Color Choices:

Black/White Piping, red/White Piping, Blue/White Piping

Available sizes: Small (6-8), Medium (8-10), Large (10-12) and X Large (12-14)



JDX1 Junior Pants 1 Layer, SFI-1

Description	Size	Part No.
BLACK	Small	PYJPD1111
RED	Small	PYJPD1112
BLUE	Small	PYJPD1113
BLACK	Medium	PYJPD1201
RED	Medium	PYJPD1202
BLUE	Medium	PYJPD1203
BLACK	Large	PYJPD1401
RED	Large	PYJPD1402
BLUE	Large	PYJPD1403
BLACK	X-Large	PYJPD1501
RED	X-Large	PYJPD1502
BLUE	X-L	PYJPD1503



JSDX1, Junior 1 Piece, 1 Layer Suit, SFI-1

Description	Size	Part No.
BLACK	Small	PYJSDX1111
RED	Small	PYJSDX1112
BLUE	Small	PYJSDX1113
BLACK	Medium	PYJSDX1201
RED	Medium	PYJSDX1202
BLUE	Medium	PYJSDX1203
BLACK	Large	PYJSDX1401
RED	Large	PYJSDX1402
BLUE	Large	PYJSDX1403
BLACK	X-Large	PYJSDX1501
RED	X-Large	PYJSDX1502
BLUE	X-Large	PYJSDX1503
BLACK	XX-Large	PYJSDX1601



STANDARD FIRE SUITS

Manufactured at our facility in Oklahoma, these high quality suits are SFI approved and designed with great attention to detail.

With the Stroud Safety Standard Fire Suit, nothing is just standard.

Stroud Safety has a variety of suits for the racer, from the single layer SFI approved 32A-1 to the multi layer 32A-20. All Stroud suits feature Nomex cuffs and are sewn with Nomex thread for increased protection and reinforced with nylon thread for strength and durability. These suits come in black, red or blue, with white arm stripes and white leg stripes. Available in all standard sizes (see sizing chart).



ULTRA FIRE SUITS

Ultra Fire Suits are available in the SFI 32A5, 15, & 20 models. These suits are made with carbonex & filament knit Nomex for more comfort, freedom of movement, and improved safety. All Ultra Fire Suits are custom made, please call for details.

CUSTOM FIRE SUITS

Every racer wants their image to be the sharpest and most professional among their fellow competitors. Stroud Safety fire suits are designed by racers, for racers with every detail given the highest quality and safety available on the market today. Stroud Custom Fire Suits start with your ideas. Almost any design can be turned into the suit you want. Custom monogramming is also available on all fire suits. (Each custom monogram is individually priced.)

Single Layer SFI 3.2A/1 Driving Jacket

Part No.	Size	Color	Description
SS800J-1-S	S	Black	Single Layer Jacket
SS800J-2-S	S	Red	Single Layer Jacket
SS800J-3-S	S	Blue	Single Layer Jacket
SS800J-1-M	M	Black	Single Layer Jacket
SS800J-2-M	M	Red	Single Layer Jacket
SS800J-3-M	M	Blue	Single Layer Jacket
SS800J-1-L	L	Black	Single Layer Jacket
SS800J-2-L	L	Red	Single Layer Jacket
SS800J-3-L	L	Blue	Single Layer Jacket
SS800J-1-XL	XL	Black	Single Layer Jacket
SS800J-2-XL	XL	Red	Single Layer Jacket
SS800J-3-XL	XL	Blue	Single Layer Jacket
SS800J-1-XXL	XXL	Black	Single Layer Jacket
SS800J-2-XXL	XXL	Red	Single Layer Jacket
SS800J-3-XXL	XXL	Blue	Single Layer Jacket



STROUD 2-Layer SFI 3.2A/5 Driving Jacket

Part No.	Size	Color	Description
SS801J-1-S	S	Black	Multi Layer Jacket
SS801J-2-S	S	Red	Multi Layer Jacket
SS801J-3-S	S	Blue	Multi Layer Jacket
SS801J-1-M	M	Black	Multi Layer Jacket
SS801J-2-M	M	Red	Multi Layer Jacket
SS801J-3-M	M	Blue	Multi Layer Jacket
SS801J-1-L	L	Black	Multi Layer Jacket
SS801J-2-L	L	Red	Multi Layer Jacket
SS801J-3-L	L	Blue	Multi Layer Jacket
SS801J-1-XL	XL	Black	Multi Layer Jacket
SS801J-2-XL	XL	Red	Multi Layer Jacket
SS801J-3-XL	XL	Blue	Multi Layer Jacket
SS801J-1-XXL	XXL	Black	Multi Layer Jacket
SS801J-2-XXL	XXL	Red	Multi Layer Jacket
SS801J-3-XXL	XXL	Blue	Multi Layer Jacket

STROUD 4-Layer SFI 3.2A/15 Driving Jacket

Part No.	Size	Color	Description
SS802J-1-S	S	Black	Multi Layer Jacket
SS802J-2-S	S	Red	Multi Layer Jacket
SS802J-3-S	S	Blue	Multi Layer Jacket
SS802J-1-M	M	Black	Multi Layer Jacket
SS802J-2-M	M	Red	Multi Layer Jacket
SS802J-3-M	M	Blue	Multi Layer Jacket
SS802J-1-L	L	Black	Multi Layer Jacket
SS802J-2-L	L	Red	Multi Layer Jacket
SS802J-3-L	L	Blue	Multi Layer Jacket
SS802J-1-XL	XL	Black	Multi Layer Jacket
SS802J-2-XL	XL	Red	Multi Layer Jacket
SS802J-3-XL	XL	Blue	Multi Layer Jacket
SS802J-1-XXL	XXL	Black	Multi Layer Jacket
SS802J-2-XXL	XXL	Red	Multi Layer Jacket
SS802J-3-XXL	XXL	Blue	Multi Layer Jacket

STROUD 1-Layer SFI 3.2A/1 Driving Pants

Part No.	Size	Color	Description
SS800P-1-S	S	Black	Single Layer Pants
SS800P-2-S	S	Red	Single Layer Pants
SS800P-3-S	S	Blue	Single Layer Pants
SS800P-1-M	M	Black	Single Layer Pants
SS800P-2-M	M	Red	Single Layer Pants
SS800P-3-M	M	Blue	Single Layer Pants
SS800P-1-L	L	Black	Single Layer Pants
SS800P-2-L	L	Red	Single Layer Pants
SS800P-3-L	L	Blue	Single Layer Pants
SS800P-1-XL	XL	Black	Single Layer Pants
SS800P-2-XL	XL	Red	Single Layer Pants
SS800P-3-XL	XL	Blue	Single Layer Pants
SS800P-1-XXL	XXL	Black	Single Layer Pants
SS800P-2-XXL	XXL	Red	Single Layer Pants
SS800P-3-XXL	XXL	Blue	Single Layer Pants

STROUD 2-Layer SFI 3.2A/5 Driving Pants

Part No.	Size	Color	Description
SS801P-1-S	S	Black	Multi Layer Pants
SS801P-2-S	S	Red	Multi Layer Pants
SS801P-3-S	S	Blue	Multi Layer Pants
SS801P-1-M	M	Black	Multi Layer Pants
SS801P-2-M	M	Red	Multi Layer Pants
SS801P-3-M	M	Blue	Multi Layer Pants
SS801P-1-L	L	Black	Multi Layer Pants
SS801P-2-L	L	Red	Multi Layer Pants
SS801P-3-L	L	Blue	Multi Layer Pants
SS801P-1-XL	XL	Black	Multi Layer Pants
SS801P-2-XL	XL	Red	Multi Layer Pants
SS801P-3-XL	XL	Blue	Multi Layer Pants
SS801P-1-XXL	XXL	Black	Multi Layer Pants
SS801P-2-XXL	XXL	Red	Multi Layer Pants
SS801P-3-XXL	XXL	Blue	Multi Layer Pants

STROUD 4-Layer SFI 3.2A/15 Driving Pants

Part No.	Size	Color	Description
SS802P-1-S	S	Black	Multi Layer Pants
SS802P-2-S	S	Red	Multi Layer Pants
SS802P-3-S	S	Blue	Multi Layer Pants
SS802P-1-M	M	Black	Multi Layer Pants
SS802P-2-M	M	Red	Multi Layer Pants
SS802P-3-M	M	Blue	Multi Layer Pants
SS802P-1-L	L	Black	Multi Layer Pants
SS802P-2-L	L	Red	Multi Layer Pants
SS802P-3-L	L	Blue	Multi Layer Pants
SS802P-1-XL	XL	Black	Multi Layer Pants
SS802P-2-XL	XL	Red	Multi Layer Pants
SS802P-3-XL	XL	Blue	Multi Layer Pants
SS802P-1-XXL	XXL	Black	Multi Layer Pants
SS802P-2-XXL	XXL	Red	Multi Layer Pants
SS802P-3-XXL	XXL	Blue	Multi Layer Pants

STROUD CUSTOM FIRE SUITS

Every racer wants their image to be the sharpest and most professional among their fellow competitors. Stroud Safety fire suits are designed by racers, for racers with every detail given the highest quality and safety available on the market today. Stroud Custom Fire Suits start with your ideas. Almost any design can be turned into the suit you want. Custom monogramming is also available on all fire suits. (Each custom monogram is individually priced.) Call Rocket for pricing & sizing must be completed for purchase.

Description	Part No.
5-Layer SFI 3.2A/20 Driving Jacket Black	SS803J
Driving Pants Black	SS803P
(Specify Size & Color)	



SIMPSON

SIMPSON Racing Suits

Simpson racing suits are used worldwide in all forms of motorsport where no safety compromise is acceptable. Simpson fire suits are available in 1, 2 or 3 layers as well as a variety of fabrics such as filament woven Nomex, Gabardine or Sateen and Carbon X. The SFI 5 suits listed below are available "off the shelf" but Simpson's higher spec suits are made to order. We can arrange a custom suit in any colour with many custom options to meet any current SFI or FIA specification.



SIZE CHART - Simpson Race Suits

Size	Chest	Waist	Height	Weight
S	30-34"	26-30"	5'5" - 5'7"	52-59 kg
M	34-38"	30-34"	5'7" - 5'10"	63-75 kg
L	38-42"	34-38"	5'10" - 6'2"	79-91 kg
XL	42-46"	38-42"	5'11" & over	95-102 kg
XXL	46-50"	42-46"	5'11" & over	106-114 kg

STD.19 2-Layer Driving Suits

- SFI .5 Rated
- Garbadine Nomex III
- Matte Finish Woven Fabric
- Box Quilted
- Zippered Breast Pocket



2-Layer 1 Piece Suits

Size	Black	Red	Blue
S	SI0402111	SI0403111	SI0404111
M	SI0402211	SI0403211	SI0404211
L	SI0402311	SI0403311	SI0404311
XL	SI0402411	SI0403411	SI0404411
XXL	SI0402511	SI0403511	SI0404511

2-Layer Jackets

Size	Black	Red	Blue
S	SI0402112	SI0403112	SI0404112
M	SI0402212	SI0403212	SI0404212
L	SI0402312	SI0403312	SI0404312
XL	SI0402412	SI0403412	SI0404412
XXL	SI0402512	SI0403512	SI0404512

2-Layer Jackets with Arm Restraints

Size	Black	Red	Blue
S	SI0402114	SI0403114	SI0404114
M	SI0402214	SI0403214	SI0404214
L	SI0402314	SI0403314	SI0404314
XL	SI0402414	SI0403414	SI0404414
XXL	SI0402514	SI0403514	SI0404514

2-Layer Pants

Size	Black	Red	Blue
S	SI0402113	SI0403113	SI0404113
M	SI0402213	SI0403213	SI0404213
L	SI0402313	SI0403313	SI0404313
XL	SI0402413	SI0403413	SI0404413
XXL	SI0402513	SI0403513	SI0404513

SIMPSON SFI-20

Jackets / Pants / Suit

Simpson has the answer for racers that are in classes with SFI-20 rating requirements. Simpson's material is a light-weight fabric with excellent breathability and a subtle shine. With stylish white piping and your choice of red, blue, or black Simpson SFI-20 suits will keep you looking good and minimize the potential for burn injuries in the event of a fire.

2 PIECE SUIT

SFI-20 Medium 2 Piece Suite
SFI-20 Large 2 Piece Suite
SFI-20 X-Large 1 Piece Suite



SIMD50KN2-MED
SIMD50KN2-L
SIMD50KN2-XL

SHOES



SIMPSON

SIMPSON REDLINE SHOE

The Redline shoe is SFI approved for racing and features a performance enhancing, streamline design that is comfortable and pliable.

- Manufactured of top grain leather and fire retardant Nomex®
- SFI approved 3.3/5
- Hidden laces
- Textured bumper panels
- Single large Velcro ankle strap

Description

	Black	Grey
Redline Shoe - Size 8	SI8RL800K	SI8RL800W
Redline Shoe - Size 9	SI9RL900K	SI9RL900W
Redline Shoe - Size 10	SI10RL100K	SI10RL100W
Redline Shoe - Size 11	SI11RL110K	SI11RL110W
Redline Shoe - Size 12	SI12RL120K	SI12RL120W
Redline Shoe - Size 13	SI13RL130K	SI13RL130W
Redline Shoe - Size 14	SI14RL140K	SI14RL140W

The Hightop Shoe

- SFI 3.3/5 certified and includes SFI Tag
- Single speedfit closure
- Low cut Achilles support for maximum flexibility
- Fleece Nomex lining
- Satin Suede toe, heel and lace guard reinforcements
- Triple layer anterior toe area for added wear protection
- Non-slip, super sensitive PU sole with post-grip traction

Description

	Black	Blue	Red
Hightop Shoe - Size 6	SI28600BK	SI28600BL	SI28600R
Hightop Shoe - Size 7	SI28700BK	SI28700BL	SI28700R
Hightop Shoe - Size 8	SI28800BK	SI28800BL	SI28800R
Hightop Shoe - Size 9	SI28900BK	SI28900BL	SI28900R
Hightop Shoe - Size 10	SI28100BK	SI28100BL	SI28100R
Hightop Shoe - Size 11	SI28110BK	SI28110BL	SI28110R
Hightop Shoe - Size 12	SI28120BK	SI28120BL	SI28120R
Hightop Shoe - Size 13	SI28130BK	SI28130BL	SI28130R



The Stealth Sprint Shoe

A new take on our ever-popular Sprint shoe, The Stealth sports the Simpson S-Logo and a modified lace guard for those who prefer a futuristic look.

- Meets SFI and includes SFI tag.
- New and improved softer leather
- High-top design with Simpson's easy to clean leather upper
- Simpson's exclusive EnviroGuard lace cover hinges at the tongue base with full length speedfit closures on each side
- Fleece Nomex lined with flat seams and athletic insert
- Super smooth leather toe, lace, and heel guard reinforcements
- Type R polyurethane sole with post-grip pattern
- Seven hole lace-up with dual speedfit closure and lace guard
- Adjustable wrap-around ankle support
- Sloping Achilles heel design

Description

	Part No.
Stealth Sprint Shoe, Black - Size 7	SISP700BK
Stealth Sprint Shoe, Black - Size 8	SISP800BK
Stealth Sprint Shoe, Black - Size 9	SISP900BK
Stealth Sprint Shoe, Black - Size 10	SISP100BK
Stealth Sprint Shoe, Black - Size 11	SISP110BK
Stealth Sprint Shoe, Black - Size 12	SISP120BK
Stealth Sprint Shoe, Black - Size 13	SISP130BK
Stealth Sprint Shoe, Black - Size 14	SISP140BK



The Circuit Driving Shoe

Designed with a soft touch for incredible flexibility and pedal feel, the Circuit shoe is packed with stylish racing design while maintaining the highest level of racing safety.

- SFI 3.3/5 certified and includes SFI Tag
- Single Speedfit closure
- Low cut Achilles support for maximum flexibility
- Fleece Nomex lining
- Satin suede toe, heel and lace guard reinforcements
- Triple layer anterior toe area for added wear protection
- Non-slip super-sensitive U sole with post-grip traction
- Colour: Black only with white stitching

Description

	Part No.
Circuit Driving Shoe, Black - Size 8	SICP080BK
Circuit Driving Shoe, Black - Size 9	SICP090BK
Circuit Driving Shoe, Black - Size 10	SICP100BK
Circuit Driving Shoe, Black - Size 11	SICP110BK
Circuit Driving Shoe, Black - Size 12	SICP120BK
Circuit Driving Shoe, Black - Size 13	SICP130BK



SIMPSON HOLESHOT DRAG BOOT, SFI.20

Simpson Drag Boots are intended primarily for use with their MTO.SS Super Suit, but could be worn with other driving suits as an added safeguard. They're knee-high, made completely from Nomex (including the sole areas), and have side zippers for easy-on/easy-off use. Because you wear them over your shoes, they are available in six loose fitting sizes, ranging from small to extra-large.

They're SFI 20-approved, come in black only, and feature the Simpson logo on the front.

Description

Holeshot Drag Boot SFI-20 Black Large	SI37021L
Holeshot Drag Boot SFI-20 Black Medium	SI37021M
Holeshot Drag Boot SFI-20 Black Medium/Large	SI37021ML
Holeshot Drag Boot SFI-20 Black Small	SI37021S
Holeshot Drag Boot SFI-20 Black X-Large	SI37021XL



SIMPSON

Fire Retardant Shoe Laces

Fire retardant shoe laces for Simpson driving shoes. 48" long.

Fire Retardant Shoe Laces

SIFRLACES



PYROTECT

PYROTECT SHOE SIZING CHART

US Sizes	Euro Sizes	UK Sizes	Inches	CM
6	39	5.5	9.25	23.5
6.5	39	6	9.5	24.1
7	40	6.5	9.625	24.4
7.5	40 - 41	7	9.75	24.8
8	41	7.5	9.9375	25.4
8.5	41 - 42	8	10.125	25.7
9	42	8.5	10.25	26
9.5	42 - 43	9	10.4375	26.7
10	43	9.5	10.5625	27
10.5	43 - 44	10	10.75	27.3
11	44	10.5	10.9375	27.9
11.5	44 - 45	11	11.125	28.3
12	45	11.5	11.25	28.6
13	46	12.5	11.5625	29.4
14	47	13.5	11.875	30.2
15	48	14.5	12.1875	31
16	49	15.5	12.5	31.8

PYROTECT ANKLE TOP RACING SHOES

Our racing Shoes feature a rubber flexible outer sole, an exterior constructed of Fire retardant suede leather and the interior is made of fleeced lined Nomex for added comfort. Styled with an adjustable wrap-around padded ankle support. Meets SFI 3.3/5 specs.

Racing Shoes, Ankle Top, SFI-5

Size	Colour	Part No.
6	RED	PYX44060
7	RED	PYX44070
8	RED	PYX44080
9	RED	PYX44090
10	RED	PYX44100
11	RED	PYX44110
12	RED	PYX44120
13	RED	PYX44130
6	BLUE	PYX45060
7	BLUE	PYX45070
8	BLUE	PYX45080
9	BLUE	PYX45090
10	BLUE	PYX45100
11	BLUE	PYX45110
12	BLUE	PYX45120
13	BLUE	PYX45130
5	BLACK	PYX48050
6	BLACK	PYX48060
7	BLACK	PYX48070
8	BLACK	PYX48080
9	BLACK	PYX48090
10	BLACK	PYX48100
11	BLACK	PYX48110
12	BLACK	PYX48120
13	BLACK	PYX48130
14	BLACK	PYX48140
15	BLACK	PYX48150
16	BLACK	PYX48160





STROUD

DRIVING SHOES

Stroud Safety Driving Shoes are designed for drivers by drivers. SFI approved, they are both comfortable and long lasting – Black Only.

Description

Stroud Hightop Driving Shoe Size 7
Stroud Hightop Driving Shoe Size 8
Stroud Hightop Driving Shoe Size 9
Stroud Hightop Driving Shoe Size 10
Stroud Hightop Driving Shoe Size 11
Stroud Hightop Driving Shoe Size 12
Stroud Hightop Driving Shoe Size 13

Part No.

SS1200-7
SS1200-8
SS1200-9
SS1200-10
SS1200-11
SS1200-12
SS1200-13

SIMPSON GARAGE CREW SHOE

Simpson's Everyday Crew shoe resists abrasion and provides traction and stability in an everyday work environment. Not fire resistant. It is all in a day's work when you wear Simpson Crew.

Our Everyday Crew shoe is made for superior service with an upper that features suede and abrasion-resistant canvas. A durable cushioned interior wicks away moisture, while non-marking, slip-resistant outsoles provide reliable traction.

- Lace Up tops with padded collar and tongue
- Canvas and suede upper
- Simpson branding
- Round soft toe and cushioned soles
- Nonmarking, slip-resistant outer sole

Description

Garage Crew Shoe, Black – Size 8
Garage Crew Shoe, Black – Size 9
Garage Crew Shoe, Black – Size 10
Garage Crew Shoe, Black – Size 11
Garage Crew Shoe, Black – Size 12
Garage Crew Shoe, Black – Size 13

Part No.

SI57800BK
SI57900BK
SI57100BK
SI57110BK
SI57120BK
SI57130BK

TRACK & GEAR BAGS

Firesuit Tote Bag

- 15" L x 18" W x 4.5" D
- Essential for protecting and transporting your
- Simpson firesuit
- 600d poly/pvc construction
- Black w/White printed logo

Part No: SI23710



PIT PACK BACKPACK

The Pit Pack backpack with plenty of Simpson style is designed to hold everything you need to keep you organized for a day at the track.

- Dual main compartments
- A laptop pocket with external access
- Mesh drink holder
- Multiple accessory pockets and an organizer front pocket
- Padded back panel and shoulder straps
- Size: 18" L x 13" W x 10" D

SI23507



SIMPSON SPEEDWAY BAG

The Speedway Bag can hold your helmet, a head and neck restraint, suit, shoes, gloves and more.

Dimensions 27" L x 13" W x 15" H

- Padded, lined and ventilated main compartment
- Interior mesh organizer compartment
- Wet/Dry side compartments
- ID window, padded grab handles and removable shoulder straps
- Race inspired checker graphics, iconic Simpson harness patch and logo accent zippers complete the look

SI23501

Simpson Deluxe Trackside Gear Bags

Simpson Deluxe Trackside gear bags are packed full of features to carry everything you need for race day—with room to spare! These deluxe gear bags are constructed with compression straps and multiple grab handles that make grabbing and stowing a breeze. Plus, their retractable handle and high-density wheels make traveling from the parking lot to the pits or navigating the airport concourse effortless. The Trackside gear bags' fully lined, large main compartment has multiple adjustable divider panels and a specific helmet storage area, along with multiple accessory pockets and even a separate top compartment that makes packing and storing easy, while keeping everything right where you put it.

SI23503



PYROTECT GEAR BAGS

Pyrotec durable fleece lined nylon helmet bag, protects your helmet by keeping it clean and safe when not in use. roomy nylon gear bag, with 4 separate compartments. Comes with hand and shoulder straps. Black only.

Description

9 Compartment Gear Bag
Fleece Lined Helmet Bag

Part No.

PYB0000050
PYB21000011



PYROTECT GEAR BAG

Pyrotec's innovative mid-size six-compartment equipment bags are comprised of high-quality tenacious Nylon material that provides tear, puncture, and moderate water-resistance. The large center compartment has the capability to hold one full set of Pyrotec's safety equipment and one full face helmet; additionally, the inclusion of a unique "Hygienic-Style" concealed pocket on one end utilizes space in the large center pocket and is specifically designed to keep odors from socks, underwear or shoes after a race completely isolated. Furthermore, we increased holding capacity another 50% with the addition of a large pocket on one side to accommodate clothing, while the other side features a multi-size pocket configuration, one pocket with the capacity to hold a set of clean underwear, and the other pocket to hold a backup set of socks or gloves. Additionally, the bags are equipped with two convenient options for various carrying styles, which includes the standard dual strap handle that can be combined with a velcro wrap for improved single-hand grip and an over-the-shoulder carrying strap for ease of transporting further distances.

- Innovative and tenacious nylon construction
- Increased capacity from compartment design and positioning
- 6 strategically designed compartments & pockets
- Unique Hygienic-Style compartment to isolate odors
- Specifically designed to accommodate a full set of Pyrotec safety equipment
- Dual-Strap handle, shoulder strap
- Bag Dimensions are: 21" L x 16" W x 13" H

Description

6 Compartment Gear Bag

Part No.

PYB0050

HARNESSES & RESTRAINTS



4 Point Street Belts - 2" Wide

Latch Type - Red RC19450B
Latch Type - Blue RC19450C
Latch Type - Black RC19450D



Snap In Kit

Quick release mounting kit for RCI and other brands of harness. Contains 2 snap in mounts.

Snap in Kit

RC19250A



RCI Driver Restraints

All belt sets include high quality mounting hardware for roll bar, floor mount, bolt-in and wraparound attachments. Complete belt sets meet SFI 16.1 approval with latch & link or aircraft style quick release cam lock systems.

5 Point Complete Sets - 3" Wide

Description

Latch Type - Pull Up
Latch Type - Pull Down
Cam Lock - Pull Up
Cam Lock - Pull Down

Black

RC19510D
RC19210D
RC19510CD
RC19210CD

Blue

RC19510C
RC19210C
RC19510CC
RC19210CC

Red

RC19510B
RC19210B
RC19510CB
RC19210CB

Junior 5 Point Complete Sets - 2" Wide

Description

Latch Type - Pull Up
Cam Lock - Pull Up

Black

RC19410D
RC19410CD



Platinum Series 4 Year Restraint Systems

SFI 16.1 Approved

- 3" Polyester Webbing Provides Less Elongation Under Load.
- High Strength Alloy Steel Hardware
- Universal 5-6 Point System
- Fully Adjustable Straps For Occupant Fit

Platinum 5 Point Complete Sets - 3" Wide

Cam Lock - Pull Down

RC19210CPL

STROUD HARNESSSES

Stroud Safety Restraints are made in the USA and are SFI approved. We re-certify all our restraints regardless of age. This saves you money by not replacing your belts every 2 years. Our restraints are designed by engineers and are constantly improved to make them safer and easier to use. Available in Black, Blue, Red, 5, 6, 7, and 9 point styles.

DRAGSTER/FUNNY

CAR STYLE RESTRAINT

Dragster style loop around roll bar with Kam Lock.

Description

Black
Red
Blue

Part No.

SS2002-1
SS2002-2
SS2002-3



INDIVIDUAL STYLE RESTRAINT

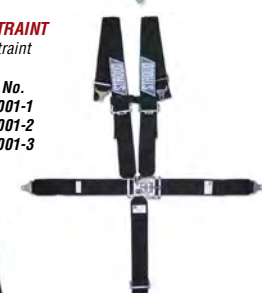
Individual style Bolt-in restraint with Latch & Link.

Description

Black
Red
Blue

Part No.

SS1001-1
SS1001-2
SS1001-3



V STYLE RESTRAINT

V Style bolt-in restraint with Kam Lock.

Description

Black
Red
Blue

Part No.

SS2003-1
SS2003-2
SS2003-3

INDIVIDUAL STYLE RESTRAINT

Individual style bolt-in restraint with Kam Lock.

Description	Part No.
Black	SS2001-1
Red	SS2001-2
Blue	SS2001-3

**Simpson Harnesses**

Simpson harnesses are designed to protect drivers better by using 6-point restraints, improved webbing and proper mounting to load, restrain and control the driver earlier in the event of a crash. We create a delicate balance between strength and elongation of the webbing to provide better resistance to abrasion, moisture and chemical deterioration over time, making our restraints the top choice compared to the competition.

Camlock

The camlock buckle is fully CNC machined for precision quality from aircraft billet aluminium alloy. Hardened steel tumblers lock the stainless steel belt and harness tabs into the buckle with a quick snap.

Bolt In Pull Down Seat Belts

- 55" Bolt In Seat Belt Pull Down
- Individual Harness Bolt In
- Polyester Webbing

Description	Part No.
55" Bolt In Seat Belt, Pull Down - Black	SI29110BK
55" Bolt In Seat Belt, Pull Down - Blue	SI29110BL

**Bolt In Pull Up Seat Belts**

- 62" Bolt In Seat Belt Pull Up • Individual Harness Bolt In
- Polyester Webbing

62" Bolt In Seat Belt, Pull Up - Black

SI29104BK

Wrap Around Seat Belts

- 55" Wrap Around Seat Belt • Pull Down Restraint Bolt In.

55" Wrap Around Seat Belt, Pull Down - Black

SI29112BK

55" Wrap Around Seat Belt, Pull Down - Platinum

SI29112P

5 Point Camlock Drag Restraint

- Drag Racing 5-way Restraint • Nomex covered

Camlock Drag Restraint - Black

SI29116BK

Camlock Drag Restraint - Platinum

SI29116P

6 Point Rotary Camlock Restraint

- SFI 16.5 Approved • Ergonomic Rotary Camlock System

- Available in Black Only

Pull Down Bolt In 6 Point Restraint - Black

SI29118S0

7 Point Camlock Funny Car Restraint

- Bolt In Individual Shoulder Harness (18")
- Optional Lightweight Lock Down Adjusters on Shoulder
- Lap Belt Has Pull Up Adjustments on Right and Left Side Bolt In
- Formula Style Sub-belts with Additional Sub-belt to Make 7th Point
- Nomex Covered

7 Point Funny Car Restraint - Black

SI29518BK

7 Point Camlock Drag Restraint

- Bolt In Individual Shoulder Harness
- Lap Belt Can Be Bolt In or Wrap Around
- Lap Belt Has Pull Down Adjustments on Right and Left Side
- Lap Belt Is Short Sewn
- Formula Style Sub-belts with Additional Sub-belt to Make 7th Point
- Nomex Covered

7 Point Drag Restraint - Black

SI29115BK

7 Point Drag Restraint - Platinum

SI29115P

Camlock Lap Belt

- 62" Wrap Around Lap Belt
- Pull Up Adjustment

62" Wrap Around Lap Belt, Pull Up - Black

SI32002BK

Camlock Rollbar Mount Shoulder Harness

- 3" V-Type Shoulder Harness Attaches to Any Camlock Belt
- Adjustable Length of 24" to 33" from Mounting Bracket to Buckle
- HANS Compatible

Rollbar Mount Bolt In Shoulder Harness - Black

SI33005BK

Camlock Wrap Around Shoulder Harness

- 3" Wrap Around Shoulder Harness Attaches to Any Camlock Belt

48" Long, Adjusts Down to 24"

Wrap Around Shoulder Harness - Black

SI33002BK

Camlock Anti-Submarine Belt

- Semi Adjustable
- 27" Long

Camlock Bolt In Anti-Submarine Belt - Black

SI34012BK

Latch F/X

Simpson's exclusive Latch F/X design prevents inadvertent release and the compact integrated latch, link and adjuster reduces size and weight by 30%.

**Bolt In Seat Belts**

- 62" Bolt In Seat Belt Pull Down • Individual Harness Bolt In
- Polyester Webbing • Optional Sternum Protector Holds Shoulder Harness Together

62" Bolt In Seat Belt - Black

SI29073BK

Wrap Around Seat Belts

- 62" Wrap Around Seat Belt Pull Down
- Individual Harness Wrap Around
- Polyester webbing available in Platinum colour
- Optional Sternum Protector Holds Shoulder Harness Together

62" Wrap Around Seat Belt - Black

SI29072BK

62" Wrap Around Seat Belt - Red

SI29072R

w/ Sternum Protector - Platinum

SI29072P-STERN

**atch & Link**

impson's standard latch & link system features drop forged alloy steel hardware with cadmium plating.

Wrap Around Seat Belts

- 55" Wrap Around Seat Belt Pull Down
- Individual Harness Wrap Around • Polyester webbing

55" Wrap Around Seat Belt - Black

Part No.

SI29064BK

55" Wrap Around Seat Belt - Blue

SI29064BL

55" Wrap Around Seat Belt - Red

SI29064R

**Sprint Car Belts**

- Pull Down • No Right Side Adjuster
- Optional Sternum Protector Holds Shoulder Harness Together

Description

Sprint Car Belt - Black

Part No.

SI29066BK

Sprint Car Belt - Blue

SI29066BL

Sprint Car Belt - Red

SI29066R

Sprint Car Belt - Platinum

SI29066P

Sprint Car Belt w/ Sternum Protector - Black

SI29066BK-STERN

Sprint Car Belt w/ Sternum Protector - Red

SI29066R-STERN

Sprint Car Belt w/ Sternum Protector - Platinum

SI29066P-STERN

Floor Mounting Kit

Quick release snap in kit for floor mounting of harnesses. 2 per kit.

Floor Mounting Kit

SI31020

**Latch Anti-Submarine Belt**

- Semi Adjustable
- 27" Long

Latch Bolt In Anti-Submarine Belt - Black

SI34015BK

Arm Restraints

Arm restraints are a must for Sprint, Midget and off-road racing. They feature padded arm bands and steel hardware. Easy release allows quick entry and exit from driver's compartment.



Individual Straps - Black

SI36000BK

Individual Straps - Blue

SI36000BL

Individual Straps - Red

SI36000R

Y Straps - Black

SI36001BK

Y Straps - Blue

SI36001BL

Y Straps - Red

SI36001R

Replacement Y-Straps Black (arm restraints)

SI-YSTRAP

Ind Arm Restraint Strap-Black

*Suit 36000 Arm Restraints

SI54018BK

ARM RESTRAINTS

SFI approved with 2" wide arm bands with 1" wide adjustable restrainer straps. - Black Only.

Description

Arm Restraints SFI 3.3 Black

Part No.

SS600

Driver Arm Restraints (Pairs)**SFI 3.3 Approved**

Part No.	Color	Description
RCI 9462B	Red	Arm Restraints
RCI 9462C	Blue	Arm Restraints
RCI 9462D	Black	Arm Restraints
RCI 9460DJR	Black	JR Arm Restraints

**PYROTECT ARM RESTRAINTS**

These are our Professional Series Arm restraints and are Nomex covered HD foam with adjustable length nylon straps. Box stitched strapping may be attached to separate rings for individual use or to a common ring for "y" attachment to lap belt. Secure at the forearm, and adjust length so arm/hand cannot extend outside of protective cage or roll bar/side brace safety zone in formula cars.

Available in: Black, red or Blue

Description

- Adult Arm Restraints, BLACK, 1 Pair
- Adult Arm Restraints, RED, 1 Pair
- Adult Arm Restraints, BLUE, 1 Pair
- Junior Arm Restraints, BLACK, 1 Pair
- Junior Arm Restraints, RED, 1 Pair
- Junior Arm Restraints, BLUE, 1 Pair

Part No.

PYH700201

PYH700202

PYH700203

PYJ8510

PYJ8520

PYJ8530

**Window Nets**

Square or rectangular window nets for full bodied cars with 1" webbing. Meets 27.1

**Description**

18" x 24" Rectangle - Black

24" x 24" Square - Black

16"x 27" Trapezoid (Nascar) style - Black

Part No.

SI36002BK

SI36003BK

SI36004BK

**Sprintcar Window Nets**

Window net for Sprint cars. Features 1" webbing with quick release buckle.

Description

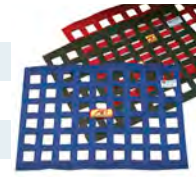
Sprintcar Window Net - Black

Part No.

SI36005BK

Window Nets SFI 27.1 Approved

Part No.	Size	Color
RCI 7600B	18x24	Red
RCI 7600C	18x24	Blue
RCI 7600D	18x24	Black
RCI 7601B	24x24	Red
RCI 7601C	24x24	Blue
RCI 7601D	24x24	Black
RCI 7651A	Window Net Install Kit (Nascar Type)	

**PYROTECT STOCK CAR****WINDOW NET**

A cut above the competition! Wide spaced 1" nylon box stitched strap for strength and visibility.

Standard 18x24inch size. track tested to provide extremely low air drag. Meets SFI 27.1 spec.

Available in: Black netting with black, red or blue webbing.

Description

Stock Car Window Net, Left/Right, BLACK

Stock Car Window Net, Left/Right, RED

Stock Car Window Net, Left/Right, BLUE

Part No.

PYNX50591

PYNX50592

PYNX50593

**PYROTECT SPRINT CAR NET**

Available left or right, 1" strapping and netting for visibility.

HD quick release connector and quick mount sliders.

Available in:

Black netting with black,

red or blue webbing.

Description

Sprint Car Net, Left, BLACK

Sprint Car Net, Right, BLACK

Sprint Car Net, Left, RED

Sprint Car Net, Right, RED

Sprint Car Net, Left, BLUE

Sprint Car Net, Right, BLUE

Part No.

PYNX50710

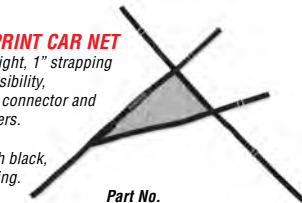
PYNX50711

PYNX50712

PYNX50713

PYNX50714

PYNX50715

**STROUD WINDOW NET MOUNTING KIT SS503**

ENGINE NAPPIES



ENGINE DIAPERS

Originally designed by Stroud Safety, the Engine Diaper comes in either the SFI 7.1 Kevlar style or the 7.2 ballistic nylon sportsman style. Use a Stroud Engine Diaper to keep parts and pieces away from places they don't belong! Available for all engine and oil pan combinations, for all type cars.

KEVLAR ENGINE DIAPER COMPLETE

Engine Diaper comes in the SFI 7.1 Kevlar style. **SS1020**

NYLON ENGINE DIAPER COMPLETE

Engine Diaper comes in the 7.2 ballistic nylon sportsman style. **SS1000**



RCI Engine Nappies

RCI engine nappies are SFI-7.2 approved and are available for V8 or Sport Compact engines. Prevents grenading engines from oiling down the track.

Description

Universal V8 Engine Nappy
Sport Compact Engine Nappy
Replacement Oil Pad for RC17809A
Replacement Oil Pad for RC17811A



Part No.
RC17809A
RC17811A
RC17809B
RC17811B

DRAG CHUTES & ACCESSORIES



Simpson Drag Chutes

A drag chute is required on all drag cars over 140mph and cars with two wheel brakes over 130mph. Simpson chutes are supplied complete with chute, pilot and chute pack.



10' Skyjacker Drag Chute

- Handmade crossform design delivers reliable and durable performance for all cars up to 200 mph
- Complete with nylon pack and pilot chute.

10' Drag Chute 200mph, Black with Black Pack **SI42020BK**
10' Drag Chute 200mph, Black with Silver Pack **SI42020BK/S**
10' Drag Chute 200mph, Blue with Silver Pack **SI42020BL**
10' Drag Chute 200mph, Red with Black Pack **SI42020R**
10' Drag Chute 200mph, Red with Silver Pack **SI42020R/S**

12' Crossform Drag Chute

- Designed for funny cars and dragsters
- Handmade crossform design for outstanding performance from 200 to 300+ mph
- Complete with aluminized pack and pilot chute

12' Drag Chute 300+ mph, Black with Silver Pack **SI42060BK**
12' Drag Chute 300+ mph, Blue with Silver Pack **SI42060BL**
12' Drag Chute 300+ mph, Black with Red Logo Silver Pack **SI42060KS**

Chute Accessories

Pilot Chute for all Models **SI42085**
Silver Pack for 12' Crossform **SI42087**
Silver Pack for 10' Sky Jacker **SI42083**
Black Nomex Pack for 12' Crossform **SI42088**
Black Pack for 10' Sky Jacker **SI42084**
Black Nylon Pack for 10' Sky Jacker **SI42086**

Air Boss Parachute

Simpson's Chute Assist features our innovative inside/out parachute pack and is designed to add that extra push for chute deployment when needed.

SI43083



Simpson Air

Boss Drag Chutes

In racing there is only one thing more important than going fast. Slowing down! Simpson has once again answered the call.

The new Air Boss parachute systems are smaller, lighter, and yet produce more stopping power. They feature four Kevlar lines for added protection. Canopies are available in 8' or 10'. Add confidence in getting stopped by a Simpson Air Boss Chute today



HOW TO ORDER CHUTE TO CAR APPLICATION

1. Select your car application

If you select numbers below as is, chute will be a standard pilot chute application.

Application	Chute Style.
Super Comp	#400
Super Gas	#410
Comp Eliminator	#420
Pro Stock	#430
Fuel/Alcohol Dragster	#450
Fuel/Alcohol Funny	#470

3. Select Your Colour

- 1 = Black
- 2 = Red
- 3 = Blue
- 4 = Yellow
- 5 = Pink
- 6 = Orange
- 7 = White

4. For Pro Stock / Pro Mod Chute Size For Over 200 MPH

- 1 = Size 24, 200-215 MPH (Dual Chute)
- 2 = Size 26, 250-270 MPH (Dual Chute)
- 3 = Size 28, 230-250 MPH (Dual Chute)
- 4 = Size 30, 215-230 MPH (Dual Chute)
- 5 = Size STD, 180-200 MPH (Single Chute)

2. Select Your Chute Launch Style

- 4803 = Spring Launcher
- 4804 = Air Launcher

EXAMPLES of Part Numbers put together from above lists

400 (car application) -1 (colour of chute) = Part No. SS400-1
Super Comp **Black** standard pilot chute

420 (car application) 4803 (Launcher Type) -1 (colour of chute)
Comp Eliminator **Spring Launcher** **Black**
Part No = SS4204803-1

450 (car application) 4804 (Launcher Type) -1 (colour of chute) =
Top Fuel/Alcohol **Air Launcher** **Black**
Part No = SS4504804-1

Pro stock / Pro Mod With Chute Size
430 (car application) -4 (colour of chute) -3 (Chute Size) =
Pro Stock/Mod **Yellow** **#28**
Part No = SS430-4-3 standard pilot chute

430 (car application) 4804 (Launcher Type) -3 (colour of chute)
Pro Stock/Mod **Air Launcher** **Blue**
-4 (Chute Size) = Part No. SS4304804-3-4
#30



STROUD

LAUNCHER SYSTEM - MECHANICAL & PNEUMATIC

Stroud parachute launchers are the most advanced parachute deployment system on the market. Available in either mechanical or pneumatic styles, the chute launcher completely does away with pilot chutes and their inherent problems. Patented by Stroud Safety, the chute launcher was over 8 years in development. The chute launcher can be used from the slowest bracket car to Top Fuel cars. It is especially effective on 1/8 mile courses, as it is not speed dependent like a pilot chute system.

The mechanical system is spring deployed using a regular pull handle. It is ideal for cars that do not have an onboard air system. For those cars that have onboard air, or wish to, then the Stroud pneumatic chute launcher is ideal! It is lighter and easier to use than the spring launcher. Both systems work equally well and the parachute does not know the difference.

If weight is a problem, then the new carbon fiber air launcher is for you. It weighs LESS than a standard Stroud chute with a pilot chute! All Stroud chute launchers come complete with all required mounting and operational equipment. The Stroud parachute launchers work ONLY with Stroud chutes. Using other type chutes is VERY dangerous! Call Stroud Safety for your specific needs.

Replacement Stroud Chutes are also available, specify type of chute system setup in your car i.e standard pilot chute, spring launcher small/large or air launcher small/large.

Stroud chutes come in various colors - Black, Red, Blue, yellow, Pink, Orange, White, Purple & Lime Green. Common colored chutes Black, Red & Blue Will be stocked, all other colors are special order.



STROUD DRAG CHUTES

Stroud Safety is the leader in the non-rigid aerodynamic decelerator field (i.e. drag chutes). These chutes were designed from the start to be user friendly. Stroud Safety has nearly 50 years experience in parachute design and manufacture. After much exhaustive testing and refinement, the Stroud system was developed.

The Stroud Drag Chute is designed to open very reliably and softly, pull straight, stop sooner and pack very easily by one person in 4 or 5 minutes. The Stroud system does not pull the car off the ground. It pulls low and straight back. With its special deployment system, this chute will open much softer and much more reliably, stopping your car in much less distance than conventional chutes. Stroud Safety has a chute for every need, with over 50 styles available.

Replacement Stroud Chutes are also available, specify type of chute system setup in your car i.e standard pilot chute, spring launcher small/large or air launcher small/large.

Stroud chutes come in various colors - Black, Red, Blue, yellow, Pink, Orange, White, Purple & Lime Green. Common colored chutes Black, Red & Blue Will be stocked, all other colors are special order.

STANDARD PILOT CHUTE SYSTEM

Super Comp Chutes

Suit Super Comp cars approximately 1000-1700 LBS up to 170 MPH & Super Gas cars approximately 1700-2900 LBS up to 170 MPH

Description	Part No.
Super Comp Chute Assembly Black	SS400-1
Super Comp Chute Assembly Red	SS400-2
Super Comp Chute Assembly Blue	SS400-3

Replacement Super Comp Chutes

Description	Part No.
Super Comp Chute Only Black	SS400R-1
Super Comp Chute Only Red	SS400R-2
Super Comp Chute Only Blue	SS400R-3

Super Gas Chutes

Description	Part No.
Super Gas Chute Assembly Black SS410-1	
Super Gas Chute Assembly Red	SS410-2
Super Gas Chute Assembly Blue	SS410-3

Comp Eliminator Chutes

Comp Eliminator cars approximately 2900-3400 LBS up to 180 MPH

Description	Part No.
Comp Eliminator Chute Assembly Black	SS420-1
Comp Eliminator Chute Assembly Red	SS420-2
Comp Eliminator Chute Assembly Blue	SS420-3
Comp Eliminator Chute Assembly Yellow	SS420-4

Replacement Comp Eliminator Chute

Description	Part No.
Comp Eliminator Chute Only Black Suit Launcher Bag	SS420R-1-2

Pro Stock / Pro Mod Chutes

Suit Pro Stock Over 200 MPH Dual Chutes Required

Description	Part No.
Pro Stock Chute Assembly Black, Size 24	SS430-1-1
Pro Stock Chute Assembly Black, Size 26	SS430-1-2
Pro Stock Chute Assembly Black, Size 28	SS430-1-3
Pro Stock Chute Assembly Black, Size 30	SS430-1-4
Pro Stock Chute Assembly Black, Size 32	SS430-1-5
Pro Stock Chute Assembly Blue, Size 32	SS430-3-5

Replacement Pro Stock / Pro Mod Chutes

Description	Part No.
Black, Size 24 Suit Deployment Bag	SS430R-1-1-1
Black, Size 24 Suit Launcher Bag	SS430R-1-1-2
Black, Size 26 Suit Deployment Bag	SS430R-1-2-1
Black, Size 28 Suit Deployment Bag	SS430R-1-3-1
Black, Size 28 Suit Launcher Bag	SS430R-1-3-2
Black, Size 30 Suit Deployment Bag	SS430R-1-4-1
Black, Size 30 Suit Launcher Bag	SS430R-1-4-2
Black, Size STD Suit Launcher Bag	SS430R-1-5-2
Black, Size 32 Suit Deployment Bag	SS430R-1-5-1

Top Fuel & Top Alcohol Dragster Chutes

Suit Top Fuel/Alcohol Dragster Over 270+ MPH Dual Chutes Required

Description	Part No.
Top Fuel/Alcohol Chute Assembly Black	SS450-1
Top Fuel/Alcohol Chute Assembly Red	SS450-2
Top Fuel/Alcohol Chute Assembly Blue	SS450-3

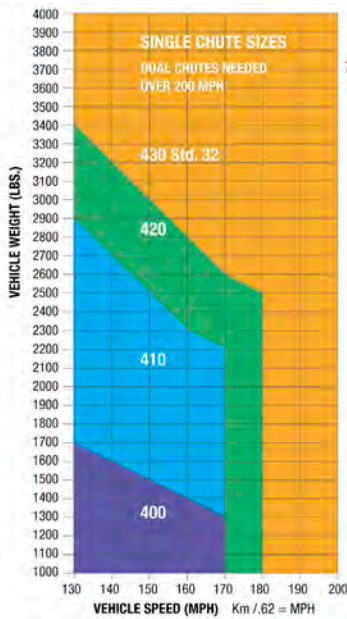
Fuel Funny Car & Top Alcohol Funny Car Chutes

Suit Fuel/Alcohol Funny Car Over 270+ MPH Dual Chutes Required

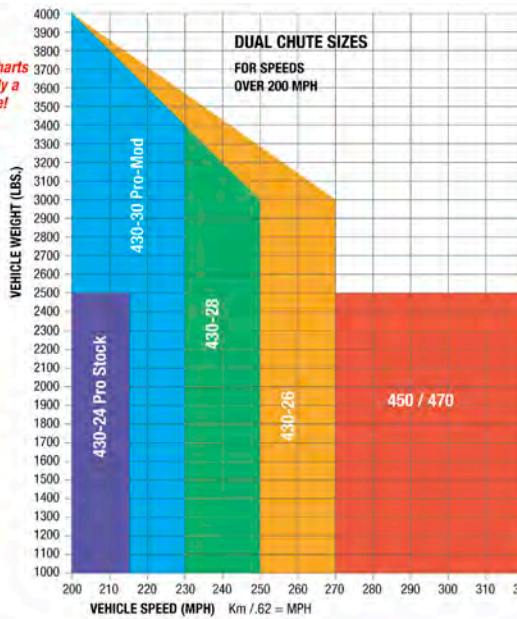
Description	Part No.
Fuel/Alcohol F/C Chute Assembly Black	SS470-1
Fuel/Alcohol F/C Chute Assembly Red	SS470-2
Fuel/Alcohol F/C Chute Assembly Blue	SS470-3

DRAG CHUTES**Chute To Car Application**

Stroud chutes are specifically designed based on vehicle weight and speed. Stroud recommends that customers consult a qualified technician to confirm the size required for their particular specifications. Use the following charts to help determine what your drag chute needs are going to be. See the sizing chart below:



These charts are only a guide!

**SPRING LAUNCHER****SYSTEM**
Super Comp Small Spring Launcher Chutes

Suit Super Comp cars approximately 1000-1700 LBS up to 170 MPH & Super Gas cars approximately 1700-2900 LBS up to 170 MPH

Description	Part No.
Super Comp Chute Assembly Black	SS4004801-1
Super Comp Chute Assembly Red	SS4004801-2
Super Comp Chute Assembly Blue	SS4004801-3

Super Gas Chutes Small Spring Launcher

Description	Part No.
Super Gas Chute Assembly Black	SS4104801-1
Super Gas Chute Assembly Red	SS4104801-2
Super Gas Chute Assembly Blue	SS4104801-3

Comp Eliminator Large Spring Launcher Chutes

Comp Eliminator cars approximately 2900-3400 LBS up to 180 MPH

Description	Part No.
Comp Eliminator Chute Assembly Black	SS4204803-1
Comp Eliminator Chute Assembly Red	SS4204803-2
Comp Eliminator Chute Assembly Blue	SS4204803-3

Pro Stock Large Spring Launcher Chutes

Suit Pro Stock Over 200 MPH Dual Chutes Required

Description	Part No.	Size
Pro Stock Chute Assembly Black	SS4304803-1-1	Size 24
Pro Stock Chute Assembly Black	SS4304803-1-2	Size 26
Pro Stock Chute Assembly Black	SS4304803-1-3	Size 28
Pro Stock Chute Assembly Black	SS4304803-1-4	Size 30
Pro Stock Chute Assembly Black	SS4304803-1-5	STD Size
Pro Stock Chute Assembly Blue	SS4304803-3-1	Size 24

(Refer to chart for correct chute size to MPH application)

Top Fuel & Top Alcohol Dragster Large Spring Launcher Chutes

Suit Top Fuel/Alcohol Dragster Over 270+ MPH Dual Chutes Required

Description	Part No.
Top Fuel/Alcohol Chute Assembly Black	SS4504803-1
Top Fuel/Alcohol Chute Assembly Red	SS4504803-2
Top Fuel/Alcohol Chute Assembly Blue	SS4504803-3

Fuel Funny Car & Top Alcohol Funny Car Large Spring Launcher Chutes

Suit Fuel/Alcohol Funny Car Over 270+ MPH Dual Chutes Required

Description	Part No.
Fuel/Alcohol F/C Chute Assembly Black	SS4704803-1
Fuel/Alcohol F/C Chute Assembly Red	SS4704803-2
Fuel/Alcohol F/C Chute Assembly Blue	SS4704803-3

Stroud Launcher Assembly Upgrade Kit

Description	Part No.
Small Spring Launcher Upgrade	SS4901
Small Air Launcher Upgrade	SS4902
Large Air Launcher Upgrade	SS4904

AIR LAUNCHER SYSTEM**Super Comp Small Air Launcher Chutes**

Suit Super Comp cars approximately 1000-1700 LBS up to 170 MPH & Super Gas cars approximately 1700-2900 LBS up to 170 MPH

Description	Part No.
Super Comp Chute Assembly Black	SS4004802-1
Super Comp Chute Assembly Red	SS4004802-2
Super Comp Chute Assembly Blue	SS4004802-3

Super Gas Chutes Small Air Launcher

Description	Part No.
Super Gas Chute Assembly Black	SS4104802-1
Super Gas Chute Assembly Red	SS4104802-2
Super Gas Chute Assembly Blue	SS4104802-3

Comp Eliminator Large Air Launcher Chutes

Comp Eliminator cars approximately 2900-3400 LBS up to 180 MPH

Description	Part No.
Comp Eliminator Chute Assembly Black	SS4204804-1
Comp Eliminator Chute Assembly Red	SS4204804-2
Comp Eliminator Chute Assembly Blue	SS4204804-3

Pro Stock Large Air Launcher Chutes

Suit Pro Stock Over 200 MPH Dual Chutes Required

Description	Part No.
Pro Stock Chute Assembly Black, Size 24	SS4304804-1-1
Pro Stock Chute Assembly Black, Size 26	SS4304804-1-2
Pro Stock Chute Assembly Black, Size 28	SS4304804-1-3
Pro Stock Chute Assembly Black, Size 30	SS4304804-1-4
Pro Stock Chute Assembly Black, Size 32	SS4304804-1-5

(Refer to chart for correct chute size to MPH application)

Top Fuel & Top Alcohol Dragster Large Air Launcher Chutes

Suit Top Fuel/Alcohol Dragster Over 270+ MPH Dual Chutes Required

Description	Part No.
Top Fuel/Alcohol Chute Assembly Black	SS4504804-1
Top Fuel/Alcohol Chute Assembly Red	SS4504804-2
Top Fuel/Alcohol Chute Assembly Blue	SS4504804-3

Fuel Funny Car & Top Alcohol Funny Car Large Air Launcher Chutes

Suit Fuel/Alcohol Funny Car Over 270+ MPH Dual Chutes Required

Description	Part No.
Fuel/Alcohol F/C Chute Assembly Black	SS4704804-1
Fuel/Alcohol F/C Chute Assembly Red	SS4704804-2
Fuel/Alcohol F/C Chute Assembly Blue	SS4704804-3

Drag Chutes - Pilot Chute System

These Stroud Drag Chutes use the standard pilot chute deployment system. They are also available below with the patented Stroud Launcher System in either mechanical or pneumatic styles.

Description	Part No.
Super Gas - Black	SS4101
Comp Eliminator - Black	SS4201
Pro Stock - Black	SS4301

Chute Bags & Packs

stroud offers all our parts for individual purchase to replace only parts on stroud equipment.

Description	Part No.
Small Chute Bag (#410 and Smaller)	SS4061
Large Chute Bag (#420 and Larger)	SS4063

Stroud Door Restraints

stroud door restraints are designed to keep doors from being slammed against their tops when the wind catches them. Easy to both attach and remove, these restraints are a small, but important, addition to each race car.

Door Restraints SS575

Remove Before Flight

MG6001 - Chute Release Warning Flag 2" X 16" "REMOVE BEFORE FLIGHT"

**AEROFLOW PARACHUTE SAFETY FLAG**

Part No	Description
AF98-2044	AeroFlow parachute safety flag

Remove Before Flight Tags

Remove Before Flight tags are available as red flags with pins for all safety needs.

Remove Before Flight Tag SS475

**PARACHUTE RELEASE CABLE KIT**

This kit streamlines installation of cable release system for a parachute. The kit includes a black 18" (5.48M) of Teflon lined Feisted cable, clip type cable with exposed .070" diameter wire on one end (may be cut to preferred length), Black anodised CNC machined lightweight aluminium lever/handle, rod end and cable mounting hardware. The unique feature in this kit is a billet cable end to eliminate cable from fraying and causing parachute bag damage.

Part No	Description
AF80-1000	Complete kit with Chrome handle & black accessories
AF80-1000BLK	Complete kit with Black handle & black accessories
AF64-4357	Universal Chrome lever/handle only
AF64-4357BLK	Universal Black lever/handle only
AF59-1000	Chute release cable only (blue in colour)
AF59-1000BLK	Chute release cable only (black in colour)
AF59-1001	Cable end terminator (black in colour)

Note: Handle can be used with other parachute release kits.



Chute Release Cable Kit

Includes standard 15' solid wire core, clip type cable with exposed .075" wire on one end, CNC machined aluminium lever, clevis end, cable mounting hardware and weld on tabs.

Chute Release Cable Kit
Chute Release Lever Only

PWC42-509
PWC42-510

Chute Release Kit

A complete cable kit for your car to activate your parachute system. Comes complete with a 17 foot heavy duty cable and all necessary fittings and instructions.

Single Cable Kit
Dual Cable Kit
Replacement Cable Only

SS541
SS544
SS542

Remote Chute Release System

Release your chute with the push of a button. Comes with all hardware except for the air bottle.

Remote Chute Release System
SS4805

Air Bottle & Clamps

Stroud offers a complete air bottle unit with regulator and gauge. We also offer mounts for either floor or roll bar mounting.

2.25 lb. Air Bottle & Regulator Mounting Clamp

SS4800-2
SS4800-4

ROLL BAR PADS



Moroso Offset Roll Bar Padding

Our popular Roll Bar Padding is now packaged in single 3-foot lengths for improved convenience and pricing. This special flame-retardant, 3" o.d. padding is extruded from high-density foam for maximum safety and protection. Inside diameter of 1-5/8" is offset by 7/16" to position extra cushioning towards the driver where it's needed the most.

Offset Roll Bar Padding, Black
Offset Roll Bar Padding, Blue
Offset Roll Bar Padding, Red
Offset Roll Bar Padding, Orange

MO80939
MO80940
MO80941
MO80942

Roll Bar Padding

SFI 45.1 Approved

- SFI 45.1 Specified approved padding, approval marked on padding
- Comes in 36" lengths; 7/8" thickness, fits 1-5/8"-2" bar diameter
- Padding backed with pressure-sensitive adhesive and can be cut to size to make installation easy
- Padding exceeds SFI 45.1 rating for dripping or melting in a fire, and is self-extinguishing
- SFI 45.1 approved Roll Bar Padding is more dense than traditional padding, and is designed to absorb the impact energy

SFI Roll Bar Padding, Black

MI080944

SFI ROLL CAGE PADDING

Comes in 3' sticks & fits 1-5/8" tubing.

Description
SFI Roll Cage Padding Black

Part No.
SS550



Kirkey Roll Bar Padding

- Available in 3 foot lengths
- Fire retardant High density padding
- Offset hole provides more protection towards driver
- Fits 1-3/8" to 1-3/4" tubing

Black **KI99001**
Red **KI99002**
Blue **KI99003**
Yellow **KI99004**

Kirkey High Density Roll Bar Padding

- The ultimate roll bar padding.
- Won't burn or drip molten bits on you.
- Half circle design protects you, saves weight and costs less.
- Mounts easily with self-adhesive backing
- SFI 45.1 Certified

Fits 1-1/2" to 1-7/8" Tube
Fits 7/8" to 1-3/8" Tube

Black **KI99011**
KI99021
Red **KI99012**
KI99022
Blue **KI99013**
KI99023

SFI Roll Bar Padding

- SFI 45.1 approved
- 3 foot length with Velcro adhesive
- 1/2" fits 1-1/2" to 1-3/4" diameter tubing
- 5/8" fits 1" to 1-1/4" diameter tubing

Description

5/8" Thick Rollbar Padding - Black
1/2" Thick Rollbar Padding - Black

Part No.
JAZ690-007-01
JAZ690-003-01

FIRE EXTINGUISHER SYSTEMS



Fire Suppression Systems

Stroud Fire Suppression Systems are the most dependable Halon 1301 and FE-36 systems available with a versatile range of fire suppression delivery systems for all motorsports applications. One pound of Halon 1301 & FE-36 discharged for every 50 cubic feet of enclosed volume will achieve a 5% concentration in the air. This is sufficient to extinguish most fires with a substantial margin of safety. Stroud Safety systems are designed to achieve the concentration within ten seconds, where upon combustion cannot occur. All systems include: Bottle, head, mount, clamps, 3 foot or 6 foot push cable, 2 x 3-port (or 180°) nozzles, 1 x 6-port (or 360°) nozzle, fittings, and 25 feet of tubing.

5lb FE-36 Fire Suppression System (3 ft. Cable) **SS9302**
10 lb FE-36 Fire Suppression System (6 ft. Cable) **SS9352**
Replacement 5lb FE-36 bottle **SS93062**
Replacement 10lb FE-36 bottle **SS93072**



Fire System Accessories

Accessories and replacement parts for Stroud fire suppression systems.

Description	Pat No.
3-Port (180°) Tubing Nozzle	SS937
6-Port (360°) Tubing Nozzle	SS938
Flared Tee -4AN	SS9321
Steel Tubing - 1/4" OD x 25ft Roll	SS9312
10lb Billet Bottle Clamp	SS93081
5lb Fabricated Aluminium Bottle Mount	SS93082
10lb Fabricated Aluminium Bottle Mount	SS93083
5lb Billet Bottle Clamp	SS93084
Fire Bottle Valve Head	SSFB10005
Tubing Nut -4AN	SSFB4NT9030
Tubing Ferrell -4AN	SSFB4TS9035
Head & Pull Cable Assembly, 8' cable (Suit 5lb & 10lb Bottles)	SS9322
Replacement 8ft cable	SSFBCAB9045
Fire Bottle Safety Pin	SSFBCSP9150

FIRE SUPPRESSION

INJECTOR HEAD

Fire Suppression Injector Head (suits Stroud Bottles AF64-6000) AeroFlow's Billet Fire Suppression Injector Head are machined from 6061 T6 aluminium and suits bottles that use 1"-14 thread. These are a direct fit to Stroud and similar bottles. This injector head features a stainless steel injector nozzle for longevity and precise accuracy. Has 1/8" NPT ports for ease of plumbing and can be used with a cable or lever activation system. Anodized black and perfect for use with the AF66-5000 line kits.

AF64-6000 Fire system line kit. Black anodised finish



FIRE SUPPRESSION LINE KIT

AeroFlow's Fire System line kit features 25 foot (7.5m) of hard line, 6 x 180° Spray Pattern Injector Nozzles, 5 x T-pieces, 21 x Tube Nuts, 21 x Tube Sleeves and 2 x 1/8" to -4AN adapters. This whole kit is anodized black for that stealth look working seamlessly with the AF64-6000 Billet Fire Suppression Injector Nozzle Head.

AF66-5000 Fire system line kit. Black anodised finish
AF66-5001 Fire system NOZZELS ONLY (2 Pack)

RACE SEATS

RCI Poly Seats

RCI poly seats are strong with lightweight double wall construction. Fixed mounts are supplied installed on all poly seats and optional sliding mounts bolt to the fixed mounts. High back seats are 20" wide and 33" tall, low back seats are 20" wide and 27" tall.



Poly Seats
High Back Poly Seat - Black
RCI8000S

Low Back Poly Seat - Black
RCI8020S



High Back Seat Covers

Black Cover **RCI8001S**
Red & Black Cover **RCI8001B**
Blue & Black Cover **RCI8001C**
Yellow & Black Cover **RCI8001F**

Low Back Seat Covers

Black Cover **RCI8021S**
Red & Black Cover **RCI8021B**
Blue & Black Cover **RCI8021C**
Yellow & Black Cover **RCI8021F**

Poly Seat Mounts

Fixed Mounts **RCI7450A**
Sliding Mounts **RCI7451A**



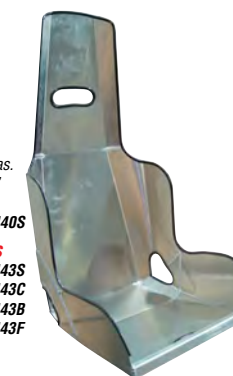
RCI Aluminium Seats

RCI Aluminium seats are constructed from .100" thick TIG welded 5051 Aluminium, double wall in high stress areas. These high back seats are 17" wide and 34" tall.

Alum. High Back Seat **RCI8440S**

Aluminium Seat Covers

Black Cover **RCI8443S**
Blue Cover **RCI8443C**
Red Cover **RCI8443B**
Yellow Cover **RCI8443F**





NOTE:
SEAT COVERS
ARE NOT
INCLUDED
& ARE SOLD
SEPERATELY

Economy Drag Seat

Our most inexpensive drag seat has the same KIRKEY quality as our most expensive. You can be sure that regardless of price and features, we never scrimp on safety or materials.

- Constructed from MIG welded .125" thick 5052 grade aluminium.
- Seat sides are lowered for lap belts.
- Water resistant nylon cover, black only.
- Seat cover clips eliminate snaps.
- Rubber molding around perimeter of seat.
- Upholstery is double stitched around belt openings and all stress points.
- Headrest reinforced with an offset aluminium extrusion.
- Shoulder and Submarine belt opening is standard.
- Seat bottom is contoured to support lower back and hips.
- Extra thick, high density foam padding on bottom to support thighs.

Seats

Economy Drag Seat, 15.5" Hip Width	KI16400
Economy Drag Seat, 17.5" Hip Width	KI16800

Covers

15.5 Economy Drag Seat Cover Black Nylon	KI16401
17.5 Economy Drag Seat Cover Black Nylon	KI16801

Intermediate 10° to 20° Layback Seats

Our Standard Layback seat is uniquely designed to be mounted in multiple layback angles. Designed for street stocks, IMCA Modifieds, limited late models, mini Modifieds, dwarf cars, legends or any entry level division. The Standard seat is a great value for the amateur racer who demands the best in safety and comfort at this level.

- TIG welded .125" thick 5052 grade aluminium.
- MIG welded inside for added strength.
- Offset aluminium extrusion around perimeter of seat adds extra strength and safety.
- Progressive rib bead adds extra strength.
- Multi-position, lap belt openings for easy mounting.
- Submarine belt opening is standard. Machined edges eliminate rubber moulding.
- Upholstery is double stitched around belt openings and all stress point areas.
- Contoured high density foam bottom provides complete leg and inner thigh support.
- Extra thick, high density foam on rib supports for comfort and safety.

Seats

Standard 10° to 20° Layback 14" Hip Width	KI38140
Standard 10° to 20° Layback 15" Hip Width	KI38150
Standard 10° to 20° Layback 16" Hip Width	KI38160
Standard 10° to 20° Layback 17" Hip Width	KI38170
Standard 10° to 20° Layback 18.5" Hip Width	KI38185
Standard 10° to 20° Layback 20" Hip Width	KI38200

Covers

Standard 10° to 20° Layback 14" Black Cloth	KI3814011
Standard 10° to 20° Layback 15" Black Cloth	KI3815011
Standard 10° to 20° Layback 16" Black Cloth	KI3816011
Standard 10° to 20° Layback 17" Black Cloth	KI3817011
Standard 10° to 20° Layback 18.5" Black Cloth	KI3818511
Standard 10° to 20° Layback 20" Black Cloth	KI3820011

65 SERIES

Road Race Containment Seat

Our new Intermediate Road Race Layback seat is designed especially for entry level road course cars. This seat is very comfortable making it ideal for endurance events.

- A true road race design with built in shoulder support.
- Machined aluminium panels for maximum durability, strength and weight reduction.
- Aluminium extrusion around perimeter for strength and safety.
- Extended front and bottom for additional comfort and support.
- Contoured high density foam bottom for maximum leg and thigh support.
- Contoured head rest is designed to cup helmet.
- The entire seat cover is fully padded for extra comfort and safety.

SEATS INCLUDE BLACK CLOTH COVER

Deluxe Road Race Seat, 15" Hip Width	KI65150KIT
Deluxe Road Race Seat, 16" Hip Width	KI65160KIT
Deluxe Road Race Seat, 17" Hip Width	KI65170KIT
Deluxe Road Race Seat, 18.5" Hip Width	KI65185KIT



Seat Brackets

- Mounts seat to existing roll bar tubes
- Specially designed for our new road race seat, but can also be used with any seat.

Upper Bracket (use one)	KI99202
Lower Brackets (pair)	KI99204

Turbo Pro

- Designed for road racing & off-road racing
- Wrap-around lateral support in shoulder and thigh area for high speed cornering
- Molded-in 5/16" - 18 threaded inserts
- Compatible with 5 point harnesses
- Total weight with cover only 12 lbs.

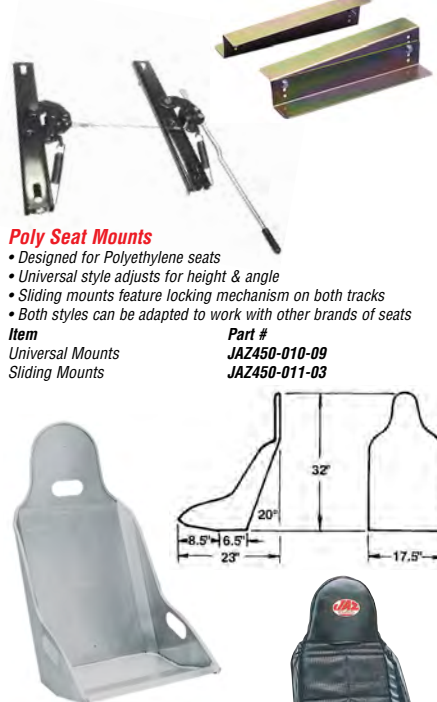
Item	Part #
Seat Only	JAZ100-150-01
Black Vinyl Cover	JAZ150-151-01



Pro Stock

- Excellent back & lumbar support
- Integral headrest allows 325 degrees of vision
- Molded-in 5/16" - 18 threaded inserts
- Compatible with 5 point harnesses
- Total weight with cover only 13 lbs.

Item	Part #
Pro Stock Seat Only	JAZ100-100-01
Black Vinyl Seat Cover	JAZ150-101-01
Black Vinyl Seat Cover w/ Velour Insert	JAZ150-102-01
Black Velour Seat Cover	JAZ150-104-01
Grey Velour Seat Cover	JAZ150-104-02



Poly Seat Mounts

- Designed for Polyethylene seats
- Universal style adjusts for height & angle
- Sliding mounts feature locking mechanism on both tracks
- Both styles can be adapted to work with other brands of seats

Item	Part #
Universal Mounts	JAZ450-010-09
Sliding Mounts	JAZ450-011-03



Aluminium Seats

- Aluminium extrusion welded to perimeter
- Extra wide shoulder harness slot
- Fully TIG welded inside and out
- .100" 5052 grade aluminium
- Proper kick up in seat bottom

ITEM	PART #
Seat Only	JAZ120-300-03
Black Vinyl Cover	JAZ150-301-01



Pro-Street Drag Seat

A professional racing seat is just as important in a drag car as it is in an oval track car or road racer. The increased feel for the car through the seat will help you with chassis set-up and give you more consistent times. You will be able to concentrate on the lights better if you are comfortable and relaxed.

- Constructed from MIG welded .100" thick 5052 grade aluminium.
- MIG welded on the inside for added strength.
- Offset aluminium extrusion around perimeter of seat for added strength and safety.
- Contoured high density foam bottom provides complete leg and inner thigh support.
- Upholstery is double stitched around belt openings and all stress points.
- Extra thick, high density foam on rib support for added comfort and safety.

Seats

Pro Street Drag Seat, 15" Hip Width	KI55150
Pro Street Drag Seat, 16" Hip Width	KI55160
Pro Street Drag Seat, 17" Hip Width	KI55170
Pro Street Drag Seat, 18.5" Hip Width	KI55185
Pro Street Drag Seat, 20" Hip Width	KI55200

Covers

15" Pro Drag Seat Cover Black Cloth	KI5515011
16" Pro Drag Seat Cover Black Cloth	KI5516011
17" Pro Drag Seat Cover Black Cloth	KI5517011
17" Pro Drag Seat Cover Black Vinyl	KI5518511
18" Pro Drag Seat Cover Black Cloth	KI5520011



WHEELS

15" Aluma Star Front 2 Piece

- New FORGED Aluminium Centre, Lighter- Stronger
- Cold Drawn Rim Shell Halves
- Fully Polished Centre and Inner and Outer Halves • Double Rolled Outer Rim Lips for Stronger, Straighter, Better Screw Retention - No Stripped Threads

Part Number	Size	Bolt Circle	Rear Spg
WE788-504200	15x3.5	5x4.5	1.25
WE788-504202	15x4	5x4.5	1.75
WE788-504270	15x3.5	5 5x4.75	1.25
WE788-504272	15x4	5x4.75	1.75
WE788-506206	15x6.25	5x4.5	3.00
WE788-506276	15x6.25	5x4.75	3.00



Aluma Star 1-Piece

- Forged Alloy Construction
- Fully Polished or Black Finish
- Spindle Mount Includes Centre Cap
- Stud Mount Does Not Include Centre Cap
- FOR DRAG RACING ONLY (Not For Street Use)

1 Piece Front Runners – Spindle Mount

Part Number	Wheel Size	Spindle Type	Back Space	Finish
WE88-15000	15x3.5	Anglia	1.75	Polished
WE88B-15000	15x3.5	Anglia	1.75	Black
WE88-15001	15x3.5	Strange	1.75	Polished
WE88B-15001	15x3.5	Strange	1.75	Black
WE88-17000	17x2.25	Anglia	1.13	Polished
WE88B-17000	17x2.25	Anglia	1.13	Black
WE788B-17001	17x3.5	Strange	1.75	Black

1 Piece Front Runners – Stud Mount

Part Number	Wheel Size	Bolt Circle	Back Space	Finish
WE88-15202	15x3.5	5x4.5	2.25	Polished
WE88B-15202	15x3.5	5x4.5	2.25	Black
WE88-15204	15x3.5	5x4.5	1.75	Polished
WE88B-15204	15x3.5	5x4.5	1.75	Black
WE88-15272	15x3.5	5x4.75	2.25	Polished
WE88B-15272	15x3.5	5x4.75	2.25	Black
WE88-15274	15x3.5	5x4.75	1.75	Polished
WE88B-15274	15x3.5	5x4.75	1.75	Black
WE88-1704204	17x4.5	5x4.5	2.25	Polished
WE88-1704274	17x4.5	5x4.75	2.25	Polished
WE605-5073	Centre Cap for Stud Mount Wheels		Polished	
WE605B-5073	Centre Cap for Stud Mount Wheels		Black	

Aluma Star 2.0

- Forged Aluminium Centre
- Cold Drawn Aluminium Rim Shells
- Fully Polished Centre and Inner and Outer Halves
- Double Rolled Lips for Ultimate Strength
- Forged 18-Bolt Aero Design Bead-Loc
- Centre Caps Not Included

FOR DRAG RACING ONLY (Not For Street Use)



Aluma Star - Non Bead-Loc

Part Number	Wheel Size	Bolt Circle	Back Space
WE88-504200	15x3.5	5x4.5	1.25
WE88-504270	15x3.5	5x4.75	1.25
WE88-504202	15x4	5x4.5	1.75
WE88-504272	15x4	5x4.75	1.75
WE88-508206	15x8	5x4.5	3.00
WE88-508208	15x8	5x4.5	4.00
WE88-508210	15x8.25	5x4.5	5.00
WE88-508276	15x8	5x4.75	3.00
WE88-508278	15x8	5x4.75	4.00
WE88-508280	15x8.25	5x4.75	5.00
WE88-509206	15x9	5x4.5	3.00
WE88-509208	15x9	5x4.5	4.00
WE88-509210	15x9	5x4.5	5.00
WE88-509212	15x9.25	5x4.5	6.00
WE88-1709212	17x9.25	5x4.5	6.00
WE88-509276	15x9	5x4.75	3.00
WE88-509278	15x9	5x4.75	4.00
WE88-509280	15x9	5x4.75	5.00
WE88-509282	15x9.25	5x4.75	6.00
WE88-510206	15x10	5x4.5	3.00
WE88-510208	15x10	5x4.5	4.00
WE88-510210	15x10	5x4.5	5.00
WE88-510212	15x10	5x4.5	6.00
WE88-510276	15x10	5x4.75	3.00
WE88-510278	15x10	5x4.75	4.00
WE88-510280	15x10	5x4.75	5.00
WE88-510282	15x10	5x4.75	6.00
WE88-510416	15x10	5x5	3.00
WE88-510418	15x10	5x5	4.00
WE88-510420	15x10	5x5	5.00
WE88-510422	15x10	5x5	6.00
WE88-512206	15x12	5x4.5	3.00
WE88-512208	15x12	5x4.5	4.00
WE88-512210	15x12	5x4.5	5.00
WE88-512212	15x12	5x4.5	6.00
WE88-512214	15x12	5x4.5	7.00
WE88-512276	15x12	5x4.75	3.00
WE88-512278	15x12	5x4.75	4.00
WE88-512280	15x12	5x4.75	5.00
WE88-512282	15x12	5x4.75	6.00
WE88-512284	15x12	5x4.75	7.00
WE88-512416	15x12	5x5	3.00
WE88-512418	15x12	5x5	4.00
WE88-512420	15x12	5x5	5.00
WE88-512422	15x12	5x5	6.00
WE88-512424	15x12	5x5	7.00
WE88-514206	15x14	5x4.5	3.00
WE88-514208	15x14	5x4.5	4.00
WE88-514210	15x14	5x4.5	5.00
WE88-514212	15x14	5x4.5	6.00
WE88-514214	15x14	5x4.5	7.00
WE88-514276	15x14	5x4.75	3.00
WE88-514278	15x14	5x4.75	4.00
WE88-514280	15x14	5x4.75	5.00
WE88-514282	15x14	5x4.75	6.00
WE88-514284	15x14	5x4.75	7.00
WE88-514416	15x14	5x5	3.00
WE88-514418	15x14	5x5	4.00
WE88-514420	15x14	5x5	5.00
WE88-514422	15x14	5x5	6.00
WE88-514424	15x14	5x5	7.00
WE88-515206	15x15	5x4.5	3.00
WE88-515208	15x15	5x4.5	4.00
WE88-515210	15x15	5x4.5	5.00
WE88-515212	15x15	5x4.5	6.00
WE88-515214	15x15	5x4.5	7.00
WE88-515276	15x15	5x4.75	3.00
WE88-515278	15x15	5x4.75	4.00
WE88-515280	15x15	5x4.75	5.00
WE88-515282	15x15	5x4.75	6.00
WE88-515284	15x15	5x4.75	7.00
WE88-515416	15x15	5x5	3.00
WE88-515418	15x15	5x5	4.00
WE88-515420	15x15	5x5	5.00
WE88-515422	15x15	5x5	6.00
WE88-515424	15x15	5x5	7.00
WE88-516278	15x16	5x4.75	4.00
WE88-516280	15x16	5x4.75	5.00
WE88-516282	15x16	5x4.75	6.00
WE88-516418	15x16	5x5	4.00
WE88-516420	15x16	5x5	5.00
WE88-516422	15x16	5x5	6.00
WE88-515208	16x15	5x4.5	4.00
WE88-515210	16x15	5x4.5	5.00
WE88-515212	16x15	5x4.5	6.00
WE88-515278	16x15	5x4.75	4.00
WE88-515280	16x15	5x4.75	5.00
WE88-515282	16x15	5x4.75	6.00
WE88-515418	16x15	5x5	4.00
WE88-515420	16x15	5x5	5.00
WE88-515422	16x15	5x5	6.00
WE88-516558	16x16	5x5.5	4.00
WE88-516560	16x16	5x5.5	5.00
WE88-516562	16x16	5x5.5	6.00

Alumastar 2.0 Series Bead-Loc Rims

This five-spoke wheel is the most recognized racing wheel by which the industry sets its standards. The AlumaStar 2.0 version is arguably the most popular wheel in drag racing due to its style, strength, and lightweight status. The wheels are constructed with polished aluminium rim shells and forged 6061-T6 centres.

- Exceeds SFI 15.1 specifications • Drag Strip Use Only
- 15" and 16" Double Bead-loc applications available with polished, gold anodized, or black anodized bead-loc rings. Ultra Lite bead-loc configuration is available on 16" diameter wheels
- Centres are available in polished or black anodized finishes
- Designed for use with a 5/8" drive stud or short shank mag style lug

Call Rocket for Sizes & Pricing

NOTE: If You Are Running M/T Bead-Loc Tyres, Advise Salesmen For Correct Application.

Rims Available

Diameter: 15" & 16"
Rim Width: 10" To 16"
Bolt Circle: 5X4.5", 5X4.75", 5X5.00" & 5X5.500"
Back Space: From 3" To 6"
(Backspace Varies From Rim Size)

Centre Finish: Black or Polished

Bead-Loc Available:

- Gold Standard 20-Bolt DBL
- Black Standard 20-Bolt DBL
- Gold Mickey Thompson 20-Bolt DBL
- Black Mickey Thompson 20-Bolt DBL
- Polished Mickey Thompson 20-Bolt DBL
- Polished Standard 20-Bolt DBL



WE88XB-616560K

WE88XB-616562DB-BLACK-LITE



WE88X-616562DB-BLACK-LITE

Alumastar Pro Series Bead-Loc & Liner App. - Knurled Rims

The AlumaStar PRO Series is the next evolution in the AlumaStar 2.0 product line. The AlumaStar PRO is designed to give the Pro Modified racer a wheel that has the Magnum PRO strength without the added weight while still exceeding the SFI 15.3 standards.

This wheel is constructed with a polished aluminium rim shell and forged 6061-T6 centre. It is available with the black anodized or gold anodized Ultra Lite bead-loc system or in a non-bead-loc configuration to be used with a "liner" tyre.

- Exceeds SFI 15.3 specifications for Pro Modified, Top Dragster, and Top Sportsman
- 16" Ultra Lite Double Bead-loc applications are available in black or gold anodized finishes
- Liner applications also available
- Centres are available in polished or black anodized finishes
- Designed for use with a 5/8" drive stud or short shank mag style lug
- Drag Strip Use Only

Rims Available

Diameter: 16" Only
Rim Width: 15" To 16"
Bolt Circle: 5X5.00" & 5X5.500"
Back Space: From 4" To 6"
Centre Finish: Black or Polished

Bead-Loc Available:

- Black 18-Bolt Ultra-Lite DBL
- Gold Ultra-Lite DBL
- Polish 18-Bolt Ultra-Lite DBL
- Liner App. - Knurle

V Series

- Forged Alloy Construction • Front Runners in Fully Polished or Black Finish • Rear Wheels in Black Only • Spindle Mount Includes Centre Cap • Stud Mount Does Not Include Centre Cap

1 Piece Front Runners - Spindle Mount

Part Number	Wheel Size	Spindle Type	Back Space	Finish
WE84-15000	15x3.5	Anglia	1.75	Polished
WE84B-15000	15x3.5	Anglia	1.75	Black
WE84-15001	15x3.5	Strange	1.75	Polished
WE84B-15001	15x3.5	Strange	1.75	Black
WE84-17000	17x2.25	Anglia	1.06	Polished
WE84B-17000	17x2.25	Anglia	1.06	Black
WE84B-17001	17x3.5	Strange	1.75	Black

1 Piece Front Runners - Stud Mount

WE84-15202	15x3.5	5x4.5	2.25	Polished
WE84B-15202	15x3.5	5x4.5	2.25	Black
WE84-15204	15x3.5	5x4.5	1.75	Polished
WE84B-15204	15x3.5	5x4.5	1.75	Black
WE84-15272	15x3.5	5x4.75	2.25	Polished
WE84B-15272	15x3.5	5x4.75	2.25	Black
WE84-15274	15x3.5	5x4.75	1.75	Polished
WE84B-15274	15x3.5	5x4.75	1.75	Black
WE84-1704204	17x4.5	5x4.5	2.25	Polished
WE84-1704274	17x4.5	5x4.75	2.25	Polished

V Series - Non Bead-Loc

WE84B-508206	15x8	5x4.5	3.00	Black
WE84B-508208	15x8	5x4.5	4.00	Black
WE84B-508210	15x8.25	5x4.5	5.00	Black
WE84B-508276	15x8	5x4.75	3.00	Black
WE84B-508278	15x8	5x4.75	4.00	Black
WE84B-508280	15x8.25	5x4.75	5.00	Black
WE84B-509206	15x9	5x4.5	3.00	Black
WE84B-509208	15x9	5x4.5	4.00	Black
WE84B-509210	15x9	5x4.5	5.00	Black
WE84B-509212	15x9.25	5x4.5	6.00	Black
WE84B-509276	15x9	5x4.75	3.00	Black
WE84B-509278	15x9	5x4.75	4.00	Black
WE84B-509210	15x9	5x4.75	5.00	Black
WE84B-509212	15x9.25	5x4.75	6.00	Black
WE84B-510206	15x10	5x4.5	3.00	Black
WE84B-510208	15x10	5x4.5	4.00	Black
WE84B-510210	15x10	5x4.5	5.00	Black
WE84B-510212	15x10	5x4.5	6.00	Black
WE84B-510214	15x10	5x4.5	7.00	Black
WE84B-510216	15x10	5x4.5	8.00	Black
WE84B-510276	15x10	5x4.75	3.00	Black
WE84B-510278	15x10	5x4.75	4.00	Black
WE84B-510280	15x10	5x4.75	5.00	Black
WE84B-510282	15x10	5x4.75	6.00	Black
WE84B-510284	15x10	5x4.75	7.00	Black
WE84B-512206	15x12	5x4.5	3.00	Black
WE84B-512208	15x12	5x4.5	4.00	Black
WE84B-512210	15x12	5x4.5	5.00	Black
WE84B-512212	15x12	5x4.5	6.00	Black
WE84B-512214	15x12	5x4.5	7.00	Black
WE84B-512276	15x12	5x4.75	3.00	Black
WE84B-512278	15x12	5x4.75	4.00	Black
WE84B-512280	15x12	5x4.75	5.00	Black
WE84B-512282	15x12	5x4.75	6.00	Black
WE84B-512284	15x12	5x4.75	7.00	Black
WE84B-515206	15x15	5x4.5	3.00	Black
WE84B-515208	15x15	5x4.5	4.00	Black
WE84B-515210	15x15	5x4.5	5.00	Black
WE84B-515212	15x15	5x4.5	6.00	Black
WE84B-515214	15x15	5x4.5	7.00	Black
WE84B-515276	15x15	5x4.75	3.00	Black
WE84B-515278	15x15	5x4.75	4.00	Black
WE84B-515280	15x15	5x4.75	5.00	Black
WE84B-515282	15x15	5x4.75	6.00	Black
WE84B-515284	15x15	5x4.75	7.00	Black
WE84B-516208	15x16	5x4.5	4.00	Black
WE84B-516210	15x16	5x4.5	5.00	Black
WE84B-516212	15x16	5x4.5	6.00	Black
WE84B-516214	15x16	5x4.5	7.00	Black
WE84B-516278	15x16	5x4.75	4.00	Black
WE84B-516280	15x16	5x4.75	5.00	Black
WE84B-516282	15x16	5x4.75	6.00	Black
WE84B-516284	15x16	5x4.75	7.00	Black
WE84B-516278	16x15	5x4.75	4.00	Black
WE84B-516280	16x15	5x4.75	5.00	Black
WE84B-516282	16x15	5x4.75	6.00	Black
WE84B-516278	16x16	5x4.75	4.00	Black
WE84B-516280	16x16	5x4.75	5.00	Black
WE84B-516282	16x16	5x4.75	6.00	Black



WE84B-516422DB-BLACK



WE84B-616562DB-BLACK-LITE



WE84P-516420DB-BLACK



WE84P-616562DB-POLISH-LITE



WE84P-61656



WE84B-61656

V-Series Bead-Loc & Non Bead-Loc Rims

Following in the race-winning heritage of the Weld Magnum 2.0 and Weld AlumaStar 2.0, the V-Series is Weld Racing's newest drag wheel creation. The V-Series wheel provides the cutting edge design that you have been craving, while utilizing the legendary Weld forged construction that provides a lighter, more durable wheel and meets all applicable SFI specifications. Remember, the V stands for Victory.

- Exceeds SFI 15.1 specifications • Drag Strip Use Only
- 15" and 16" Double Bead-loc applications available with polished, gold anodized, or black anodized bead-loc rings. Ultra Lite bead-loc configuration is available on 16" diameter wheels
- Centres are available in black anodized and polished finishes
- Designed for use with a 5/8" drive stud or short shank mag style lug
- Made in Kansas City, USA

Rims Available

Diameter: 15 & 16" **Rim Width:** 10" To 16"
Bolt Circle: 5x4.500" & 5x5.500" **Back Space:** From 3" To 6"
Centre Finish: Black & Polished

15" X 10" to 15" X 16"

- No Bead-Loc • Gold Standard 20-Bolt DBL
- Black Standard 20-Bolt DBL • Polished Standard 20-Bolt DBL
- Gold Mickey Thompson 20-Bolt DBL
- Black Mickey Thompson 20-Bolt DBL
- Polished Mickey Thompson 20-Bolt DBL

16" X 15" to 16" X 16"

- No Bead-Loc • Gold Standard 18-Bolt DBL
- Black Standard 18-Bolt DBL • Black 18-Bolt Ultra-Lite DBL
- Gold 18-Bolt Ultra-Lite DBL • Polished Standard 18-Bolt DBL
- Polish 18-Bolt Ultra-Lite DBL



Full Throttle Drag Frontrunner

The Full Throttle is WELD's modern take on the classic Torq Thrust Style

- Design available in frontrunner only
- 15" and 17" Diameter available
- Lug Mount and Spindle Mount Available

BLACK

PART NUMBER	DESCRIPTION
WE82B-15000	15X3.5 BLK 1PC ANGLIA SP MT
WE82B-15000NB	15X3.5 BLK 1PC ANGLIA SP MT-NO BEARINGS
WE82B-15001	15X3.5 BLK 1PC STRANGE SP MT
WE82B-15001NB	15X3.5 BLK 1PC STRANGE SP MT-NO BEARINGS
WE82B-15202	15X3.5 BLK 1PC 5x4.5 2.25BS
WE82B-15204	15X3.5 BLK 1PC 5x4.5 1.75BS
WE82B-15272	15X3.5 BLK 1PC 5x4.75 2.25BS
WE82B-15274	15X3.5 BLK 1PC 5x4.75 2.25BS
WE82B-17000	17X2.25 BLK 1PC ANGLIA SP MT
WE82B-1704204	17x4.5 BLK 1PC 5x4.5 2.25BS
WE82B-1704274	17x4.5 BLK 1PC 5x4.75 2.25BS

POLISHED

PART NUMBER	DESCRIPTION
WE82P-15000	15X3.5 POL 1PC ANGLIA SP MT
WE82P-15000NB	15X3.5 POL 1PC ANGLIA SP MT-NO BEARINGS
WE82P-15001	15X3.5 POL 1PC STRANGE SP MT
WE82P-15001NB	15X3.5 POL 1PC STRANGE SP MT-NO BEARINGS
WE82P-15202	15X3.5 POL 1PC 5x4.5 2.25BS
WE82P-15204	15X3.5 POL 1PC 5x4.5 1.75BS
WE82P-15272	15X3.5 POL 1PC 5x4.75 2.25BS
WE82P-15274	15X3.5 POL 1PC 5x4.75 2.25BS
WE82P-17000	17X2.25 POL 1PC ANGLIA SP MT
WE82P-1704204	17x4.5 BLK 1PC 5x4.5 2.25BS
WE82P-1704274	17x4.5 BLK 1PC 5x4.75 2.25BS



Magnum 1 Piece Front Runners - Spindle Mount

Part Number	Wheel Size	Spindle Type	Back Space	Finish
WE86-15000	15x3.5	Anglia	1.75	Gold
WE86P-15000	15x3.5	Anglia	1.75	Polished
WE86B-15000	15x3.5	Anglia	1.75	Black
WE86-15001	15x3.5	Strange	1.75	Gold
WE86P-15001	15x3.5	Strange	1.75	Polished
WE86B-15001	15x3.5	Strange	1.75	Black
WE86-17000	17x2.25	Anglia	1.06	Gold
WE86P-17000	17x2.25	Anglia	1.06	Polished
WE86B-17000	17x2.25	Anglia	1.06	Black



Magnum Pro 1-Piece

- Used by the World's Top Drag Teams • Forged Alloy Construction
 - Fully Polished, Gold or Black Finish • Spindle Mount Includes Centre Cap • Stud Mount Does Not Include Centre Cap
- FOR DRAG RACING ONLY (Not For Street Use)

Magnum 1 Piece Front Runners - Stud Mount

Part Number	Wheel Size	Bolt Circle	Back Space	Finish
WE86-15202	15x3.5	5x4.5	2.25	Gold
WE86P-15202	15x3.5	5x4.5	2.25	Polished
WE86B-15202	15x3.5	5x4.5	2.25	Black
WE86-15204	15x3.5	5x4.5	1.75	Gold
WE86P-15204	15x3.5	5x4.5	1.75	Polished
WE86B-15204	15x3.5	5x4.5	1.75	Black
WE86-15272	15x3.5	5x4.75	2.25	Gold
WE86P-15272	15x3.5	5x4.75	2.25	Polished
WE86B-15272	15x3.5	5x4.75	2.25	Black
WE86-15274	15x3.5	5x4.75	1.75	Gold
WE86P-15274	15x3.5	5x4.75	1.75	Polished
WE86B-15274	15x3.5	5x4.75	1.75	Black
WE86-1704204	17x4.5	5x4.5	2.25	Gold
WE86P-1704204	17x4.5	5x4.5	2.25	Polished
WE86B-1704204	17x4.5	5x4.5	2.25	Black

Magnum Drag

- Used by the World's Top Drag Teams
 - Forged Aluminium
 - Gold Anodized Centre
 - Cold Drawn Aluminium
 - Polished Rim Shells
 - Double Rolled Lips for Ultimate Strength
 - Forged 18-Bolt Aero Design Bead-Loc
 - Centre Caps Not Included
- FOR DRAG RACING ONLY (Not For Street Use)

Magnum Drag - Non Bead-Loc

Part Number	Wheel Size	Bolt Circle	Back Space
WE86-504200	15x3.5	5x4.5	1.25
WE86-504270	15x3.5	5x4.75	1.25
WE86-504202	15x4	5x4.5	1.75
WE86-504272	15x4	5x4.75	1.75
WE86-508206	15x8	5x4.5	3.00
WE86-508208	15x8	5x4.5	4.00
WE86-508210	15x8.25	5x4.5	5.00
WE86-508276	15x8	5x4.75	3.00
WE86-508278	15x8	5x4.75	4.00
WE86-508280	15x8.25	5x4.75	5.00
WE86-509206	15x9	5x4.5	3.00
WE86-509208	15x9	5x4.5	4.00
WE86-509210	15x9	5x4.5	5.00
WE86-509212	15x9.25	5x4.5	6.00
WE86-509276	15x9	5x4.75	3.00
WE86-509278	15x9	5x4.75	4.00
WE86-509280	15x9	5x4.75	5.00
WE86-509282	15x9.25	5x4.75	6.00
WE86-1709212	17x9.25	5x4.5	6.00
WE86-510206	15x10	5x4.5	3.00
WE86-510208	15x10	5x4.5	4.00
WE86-510210	15x10	5x4.5	5.00
WE86-510212	15x10	5x4.5	6.00
WE86-510276	15x10	5x4.75	3.00
WE86-510278	15x10	5x4.75	4.00
WE86-510280	15x10	5x4.75	5.00
WE86-510282	15x10	5x4.75	6.00
WE86-510416	15x10	5x5	3.00
WE86-510418	15x10	5x5	4.00
WE86-510420	15x10	5x5	5.00
WE86-510422	15x10	5x5	6.00
WE86-512206	15x12	5x4.5	3.00



WE86-512208	15x12	5x4.5	4.00
WE86-512210	15x12	5x4.5	5.00
WE86-512212	15x12	5x4.5	6.00
WE86-512214	15x12	5x4.5	7.00
WE86-512276	15x12	5x4.75	3.00
WE86-512278	15x12	5x4.75	4.00
WE86-512280	15x12	5x4.75	5.00
WE86-512282	15x12	5x4.75	6.00
WE86-512284	15x12	5x4.75	7.00
WE86-512416	15x12	5x5	3.00
WE86-512418	15x12	5x5	4.00
WE86-514206	15x14	5x4.5	3.00
WE86-514208	15x14	5x4.5	4.00
WE86-514210	15x14	5x4.5	5.00
WE86-514212	15x14	5x4.5	6.00
WE86-514214	15x14	5x4.5	7.00
WE86-514276	15x14	5x4.75	3.00
WE86-514278	15x14	5x4.75	4.00
WE86-514280	15x14	5x4.75	5.00
WE86-514282	15x14	5x4.75	6.00
WE86-514284	15x14	5x4.75	7.00
WE86-514416	15x14	5x5	3.00
WE86-514418	15x14	5x5	4.00
WE86-514420	15x14	5x5	5.00
WE86-515206	15x15	5x4.5	3.00
WE86-515208	15x15	5x4.5	4.00
WE86-515210	15x15	5x4.5	5.00
WE86-515212	15x15	5x4.5	6.00
WE86-515214	15x15	5x4.5	7.00
WE86-515276	15x15	5x4.75	3.00
WE86-515278	15x15	5x4.75	4.00
WE86-515280	15x15	5x4.75	5.00
WE86-515282	15x15	5x4.75	6.00
WE86-516418	15x16	5x5	4.00
WE86-516420	15x16	5x5	5.00
WE86-516422	15x16	5x5	6.00
WE86-515422	15x15	5x5	6.00
WE86-515424	15x15	5x5	7.00
WE86-516278	15x16	5x4.75	4.00
WE86-516280	15x16	5x4.75	5.00
WE86-516282	15x16	5x4.75	6.00
WE86-516418	15x16	5x5	4.00
WE86-516420	15x16	5x5	5.00
WE86-516422	15x16	5x5	6.00

Magnum Drag - Double Bead-Loc

Part Number	Wheel Size	Bolt Circle	Back Space
WE86-615278DBL	16x15	5x4.75	4.00
WE86-615280DBL	16x15	5x4.75	5.00
WE86-615282DBL	16x15	5x4.75	6.00
WE86-615418DBL	16x15	5x5	4.00
WE86-615420DBL	16x15	5x5	5.00
WE86-615422DBL	16x15	5x5	6.00
WE86-616278DBL	16x16	5x4.75	4.00
WE86-616280DBL	16x16	5x4.75	5.00
WE86-616282DBL	16x16	5x4.75	6.00
WE86-616418DBL	16x16	5x5	4.00
WE86-616420DBL	16x16	5x5	5.00
WE86-616422DBL	16x16	5x5	6.00

MAGNUM IMPORT

DRAG BEADLOC

WELD Racing's Import Drag Wheels just got even better with 13" beadlocks now available. The Magnum Import Drag wheel picks up where the domestic drag race applications leave off. The Magnum Import Drag wheel is designed for front-wheel drive drag race applications in 4x100mm and 5x100mm bolt patterns in a durable yet lightweight design. It carries the same features as the other WELD Racing Pro Drag wheels which include forged aluminum rim shells combined with 6061-T6 forged wheel centers. The lip of the rim is double rolled for added strength. Size Range: 13" x 7" - 13" x 10" Bolt Circle: 4 x 100 - 5 x 100 Style Finish: Polished Rim With Black Center & Beadloc



Magnum Import Drag

- Forged Aluminium Gold Anodized Centre
- Cold Drawn Aluminium Polished Rim Shells
- Double Rolled Lips for Ultimate Strength
- 767 Series - 5 Stud, Tapered Nuts
- 768 Series - Dual 4 Stud, Tapered or Flat Nuts
- Centre Caps Not Included
- FOR DRAG RACING ONLY (Not For Street Use)

• For special order only.

Part Number	Wheel Size	Bolt Circle	Back Space
WE67-50412	15x3.5	5x100	1.75
WE67-50613	15x6.25	5x100	3.00
WE67-50713	15x7	5x100	3.00
WE67-50813	15x8	5x100	3.00
WE67-50814	15x8	5x100	4.00
WE67-50815	15x8.25	5x100	5.00
WE68-50412	15x3.5	4x100	1.75
WE68-50613	15x6.25	4x100	3.00
WE68-50713	15x7	4x100	3.00
WE68-50813	15x8	4x100	3.00
WE68-50814	15x8	4x100	4.00
WE68-50815	15x8	4x100	5.00

Delta-1 Forged 1 Piece Bead-Loc Rim

This newly released production line provides four purpose-driven models for SFI 15.4 Top Fuel/Funny Car (TFI), SFI 15.3 for TAD/TAFC (TA1), SFI 15.3 Pro Modified (PM1), and SFI 15.1 for Pro Stock (PS1). Each model is the lightest, stiffest, and offers the lowest rotational inertia of a 16x16 double bead-loc rim, wheel built anywhere, yet does not sacrifice safety for speed!

- 100% CNC machined one-piece forged
- Twice as stiff to resist bending load from axle
- Tyre bead seats are 50% stronger to stay more round under extreme loading
- True to less than 0.005" total indicated run out at the tyre bead seat
- Rotational moment of inertia is 9.82 lb-ft² versus 18.47 lb-ft² for competitive SFI 15.4 wheels (47% reduction!)
- Accurate torque distribution and uniform tyre bead clamping assured by spherical ball seat design (patent pending) utilizing
- Titanium spherical washers and titanium bead-loc studs.
- Bead-loc fasteners are closer to the tyre bead maximizing tyre bead clamping force and uniform clamping
- Made in Kansas City, USA

Rims Available

Diameter: 16" Only
Rim Width: 16" Only
Bolt Circle: 5X4.75" & 5X5.500"
Back Space: From 4" To 5" (Check Application)
Wheel Finish: Black & Polished

Bead-Loc Available:

- TF/FC Polished & Black 24-Bolt DBL
- Pro Stock, TAD/TAFC, & Pro Mod Polished & Black 18-Bolt

(Call Rocket For Pricing)



WE86XB-616562DB-BLACK

WE86XP-616562K

Magnum Pro Series

Bead-Loc & Liner App. – Knurle Rims

Top Fuel and Funny Car contenders have relied on the Magnum PRO wheel for many years. This wheel has been so successful and durable in the Nitro classes that the world's first SFI 15.3 wheel has become a fundamental requirement in Pro Modified competition. Magnum PRO features an exclusive 18-bolt aero-design Bead-Loc™ system for superior clamping force over other designs. A non-bead-loc alternative of the Magnum PRO is also available exclusively for use with a "liner" tyre. The "Fuel" centres are forged 6061-T6 to handle the stress and sheer awesomeness of the 8,000 horsepower machines. The wheels are available in 16-inch diameters, various widths, and offer a no-compromise approach to drag racing wheels.

- Exceeds SFI 15.3 specifications
- 16" Double Bead-loc applications available with polished, gold anodized, or black anodized bead-loc rings. Ultra Lite bead-loc configuration is available for ProMod applications.
- Centres are available in polished, gold anodized, or black anodized finishes
- Designed for use with a 5/8" drive stud
- Drag Strip Use Only
- Made in Kansas City, USA
- For Pro Mod, Alcohol, & Nitro Class

Rims Available

Diameter: 16" Only
Rim Width: 15" To 16"
Bolt Circle: 5X5.00" & 5X5.500"
Back Space: From 4" To 6"

Centre Finish:

Black, Polished & Gold

Bead-Loc Available:

- Black 18-Bolt DBL
- Black 18-Bolt Ultra-Lite DBL
- Gold 18-Bolt Ultra-Lite DBL
- Polished 18-Bolt DBL
- Polish 18-Bolt Ultra-Lite DBL
- Liner App. – Knurle



WELD RT-S SERIES

Weld Racing brings its application flexible racing technology to the street with a budget friendly 3-pc modular wheel using a unique welded assembly process. Continuing the success of the S71, utilizing a forged billet center and cold forged rim shells, Weld Racing expands the RT-S product line with 3 new styles for 2014. This unique product line offers 3 mounting pad heights to clear specific drum and multi-piston opposed calipers.

Target applications for this wheel include cars from the 1950's through today's challenging modern applications such as the 4th generation Camaro/Firebird, C6 Z06 Corvette, 2010+ Camaro (and ZL1), and the Cobra Mustang.

- SAE J2530 Aftermarket Wheel (Street) Standards
- Centre is available in black anodized
- Wheel widths from 4.5" to 18" with a wide variety of back spacings
- Load rating of 1580 lbs per wheel (3160 lbs per axle)
- Requires conical lugs. Will NOT accept 5/8" drive studs
- Center cap and valve stem included >Made in Kansas City, USA
- NOTE: ALL RT-S RIMS ARE SPECIAL ORDER & MADE TO ORDER

15" S75-S76-S77

Size Range: 15 X 3.5" – 15 X 18.3"

Bolt Circle: 5 X 4.5", 5 X 4.75", 5 X 5", 5 X 115mm & 5 X 120mm

Style Finish: Polished Rim With Black Center

17" S75-S76-S77

Size Range: 17 X 4.5" – 17 X 18"

Bolt Circle: 5 X 4.5", 5 X 4.75", 5 X 115mm & 5 X 120mm

Style Finish: Polished Rim With Black Center

17" S71B Beadlock

Size Range: 17 X 9" – 17 X 12"

Bolt Circle: 5 X 4.5", 5 X 4.75", 5 X 115mm & 5 X 120mm

Style Finish: Polished Rim With Black Center & Bedloc

18" S75-S76-S77

Size Range: 18 X 4.5" – 18 X 18"

Bolt Circle: 5 X 4.5", 5 X 4.75", 5 X 115mm & 5 X 120mm

Style Finish: Polished Rim With Black Center

20" S75-S76-S77

Size Range: 20 X 4.5" – 20 X 17.5"

Bolt Circle: 5 X 4.5", 5 X 4.75", 5 X 115mm & 5 X 120mm

Style Finish: Polished Rim With Black Center

CALL ROCKET FOR PRICING



S-71 RT-Series

WELD S-71 & S-74 Series Rims

Weld Racing brings its application flexible racing technology to the street with a budget friendly 3-pc modular wheel using a unique welded assembly process. This wheel has the classic Weld Racing 5-spoke star look and continues the Weld Racing tradition utilizing a forged billet centre and cold forged rim shells. This unique wheel offers 3 mounting pad heights to clear specific drum and multi-piston opposed calipers. Target applications for this wheel include cars from the 1950's through today's challenging modern applications such as the 4th generation Camaro/Firebird, C4 to C6 Corvette, 2010 Camaro, and the Cobra Mustang.

- Surpasses SFI 15.1 Drag Race Drive Wheel Specifications (15" diameter only) & SAE J2530 Aftermarket Wheel (Street) Standards
- Centre is available in polished or black anodized
- Wheel widths from 4" to 18" with a wide variety of back spacing's
- Load rating of 1580 lbs per wheel (3160 lbs per axle)
- 15" diameter bolt patterns: 5x4.5(114.3mm), 5x4.75(120.65mm), 5x5(127mm), & limited 5x120mm
- 15" diameter wheel is designed for a 5/8" drive stud or a short shank mag style lug (except 5x5 bolt pattern)
- Centre cap and valve stem included
- Made in Kansas City, USA
- Special Order

S-71 RT-Series

- Muscular 5 Spoke Style
- 4" to 18" Widths
- 100% Forged Alloy
- Polished or Black Anodized Centre
- 15" Exceeds SFI 15.1 Requirements
- Made in USA
- Special Order
- 15", 17", 18" & 20" Diameters
- 3 Brake Clearance Heights
- Welded Modular Construction
- Traditional and Metric Bolt Circles

Rims Available

Diameters: 15", 17", 18 & 20"
Rim Width: 4.0" To 18"
Bolt Circle: 5X4.5 (114.3mm), 5X4.75 (120.65mm), 5X5 (127mm), & Limited 5X120mm

Back Space:

From 0.63" To 8.5"
 (Backspace Varies From Rim Size & Pad Height)

Centre Finish:

Black Or Polished

Pad Height:

Low, Medium Or High

S-74 RT-Series

- Exotic Multi-Spoke Style
- 18" Diameters
- 5" to 18" Widths
- 3 Brake Clearance Heights
- 100% Forged Alloy
- Welded Modular Construction
- Polished or Black Anodized Centre
- Traditional and Metric Bolt Circles
- Requires Conical Lug Nuts
- Made in USA
- Special Order

Rims Available

Diameters: 18 & 20"
Rim Width: 4.5" To 18"
Bolt Circle: 5X4.5 (114.3mm), 5X4.75 (120.65mm), 5X5 (127mm), & Limited 5X120mm

Back Space:

From 1.6" To 8.7"(Backspace Varies From Rim Size & Pad Height)

Centre Finish:

Black Or Polished

Pad Height:

Low, Medium Or High



WELDSTAR - RT Series

Polished Part #	Black Anodized Part #	Size	Bolt Circle	Back Space
WE791P-54202	WE791B-54202	15 x 4	5 x 4.5	1.50
WE791P-54272	WE791B-54272	15 x 4	5 x 4.75	1.50
WE791P-55204	WE791B-55204	15x5	5 x 4.5	2.50
WE791P-55274	WE791B-55274	15x5	5 x 4.75	2.50
WE791P-56206	WE791B-56206	15 x 6	5 x 4.5	3.50
WE791P-56276	WE791B-56276	15 x 6	5 x 4.75	3.50
WE791P-57206	WE791B-57206	15 x 7	5 x 4.5	3.50
WE791P-57208	WE791B-57208	15 x 7	5 x 4.5	4.50
WE791P-57276	WE791B-57276	15 x 7	5 x 4.75	3.50
WE791P-57278	WE791B-57278	15 x 7	5 x 4.75	4.50
WE791P-58206	WE791B-58206	15 x 8	5 x 4.5	3.50
WE791P-58208	WE791B-58208	15 x 8	5 x 4.5	4.50
WE791P-58210	WE791B-58210	15 x 8	5 x 4.5	5.50
WE791P-58276	WE791B-58276	15 x 8	5 x 4.75	3.50
WE791P-58278	WE791B-58278	15 x 8	5 x 4.75	4.50
WE791P-58280	WE791B-58280	15 x 8	5 x 4.75	5.50
WE791P-58210	WE791B-58210	15 x 9	5 x 4.5	5.50
WE791P-510206	WE791B-510206	15 x 10	5 x 4.5	3.50
WE791P-510208	WE791B-510208	15 x 10	5 x 4.5	4.50
WE791P-510210	WE791B-510210	15 x 10	5 x 4.5	5.50
WE791P-510212	WE791B-510212	15 x 10	5 x 4.5	6.50
WE791P-510214	WE791B-510214	15X10	5X4.5	7.50
WE791P-510276	WE791B-510276	15 x 10	5 x 4.75	3.50
WE791P-510278	WE791B-510278	15 x 10	5 x 4.75	4.50
WE791P-510280	WE791B-510280	15 x 10	5 x 4.75	5.50
WE791P-510282	WE791B-510282	15 x 10	5 x 4.75	6.50
WE791P-510284	WE791B-510284	15 x 10	5 x 4.75	7.50
WE791P-512206	WE791B-512206	15 x 12	5 x 4.5	3.50
WE791P-512208	WE791B-512208	15 x 12	5 x 4.5	4.50
WE791P-512210	WE791B-512210	15 x 12	5 x 4.5	5.50
WE791P-512212	WE791B-512212	15 x 12	5 x 4.5	6.50
WE791P-512214	WE791B-512214	15 x 12	5 x 4.5	7.50
WE791P-512276	WE791B-512276	15 x 12	5 x 4.75	3.50
WE791P-512278	WE791B-512278	15 x 12	5 x 4.75	4.50
WE791P-512280	WE791B-512280	15 x 12	5 x 4.75	5.50
WE791P-512282	WE791B-512282	15 x 12	5 x 4.75	6.50
WE791P-512284	WE791B-512284	15 x 12	5 x 4.75	7.50
WE791P-514206	WE791B-514206	15 x 14	5 x 4.5	3.50
WE791P-514208	WE791B-514208	15 x 14	5 x 4.5	4.50
WE791P-514210	WE791B-514210	15 x 14	5 x 4.5	5.50
WE791P-514212	WE791B-514212	15 x 14	5 x 4.5	6.50
WE791P-514214	WE791B-514214	15 x 14	5 x 4.5	7.50
WE791P-514276	WE791B-514276	15 x 14	5 x 4.75	3.50
WE791P-514278	WE791B-514278	15 x 14	5 x 4.75	4.50
WE791P-514280	WE791B-514280	15 x 14	5 x 4.75	5.50
WE791P-514282	WE791B-514282	15 x 14	5 x 4.75	6.50
WE791P-514284	WE791B-514284	15 x 14	5 x 4.75	7.50
WE791P-515208	WE791B-515208	15 x 15	5 x 4.5	4.50
WE791P-515210	WE791B-515210	15 x 15	5 x 4.5	5.50
WE791P-515212	WE791B-515212	15 x 15	5 x 4.5	6.50
WE791P-515214	WE791B-515214	15 x 15	5 x 4.5	7.50
WE791P-515278	WE791B-515278	15 x 15	5 x 4.75	4.50
WE791P-515280	WE791B-515280	15 x 15	5 x 4.75	5.50
WE791P-515282	WE791B-515282	15 x 15	5 x 4.75	6.50
WE791P-515284	WE791B-515284	15 x 15	5 x 4.75	7.50
WE791P-516208	WE791B-516208	15 x 16	5 x 4.5	4.50
WE791P-516210	WE791B-516210	15 x 16	5 x 4.5	5.50
WE791P-516212	WE791B-516212	15 x 16	5 x 4.5	6.50
WE791P-516214	WE791B-516214	15 x 16	5 x 4.5	7.50
WE791P-516278	WE791B-516278	15 x 16	5 x 4.75	4.50
WE791P-516280	WE791B-516280	15 x 16	5 x 4.75	5.50
WE791P-516282	WE791B-516282	15 x 16	5 x 4.75	6.50
WE791P-516284	WE791B-516284	15 x 16	5 x 4.75	7.50



VEKTOR - RT Series

Polished Part #	Black Anodized Part #	Size	Bolt Circle	Back Space
WE796P-54202	WE796B-54202	15 x 4	5 x 4.5	1.50
WE796P-54272	WE796B-54272	15 x 4	5 x 4.75	1.50
WE796P-55204	WE796B-55204	15x5	5 x 4.5	2.50
WE796P-55274	WE796B-55274	15x5	5 x 4.75	2.50
WE796P-56206	WE796B-56206	15 x 6	5 x 4.5	3.50
WE796P-56276	WE796B-56276	15 x 6	5 x 4.75	3.50
WE796P-57206	WE796B-57206	15 x 7	5 x 4.5	3.50
WE796P-57208	WE796B-57208	15 x 7	5 x 4.5	4.50
WE796P-57276	WE796B-57276	15 x 7	5 x 4.75	3.50
WE796P-57278	WE796B-57278	15 x 7	5 x 4.75	4.50
WE796P-58206	WE796B-58206	15 x 8	5 x 4.5	3.50
WE796P-58208	WE796B-58208	15 x 8	5 x 4.5	4.50
WE796P-58210	WE796B-58210	15 x 8	5 x 4.5	5.50
WE796P-58276	WE796B-58276	15 x 8	5 x 4.75	3.50
WE796P-58278	WE796B-58278	15 x 8	5 x 4.75	4.50
WE796P-58280	WE796B-58280	15 x 8	5 x 4.75	5.50
WE796P-59210	WE796B-59210	15 x 9	5 x 4.5	5.50
WE796P-510206	WE796B-510206	15 x 10	5 x 4.5	3.50
WE796P-510208	WE796B-510208	15 x 10	5 x 4.5	4.50
WE796P-510210	WE796B-510210	15 x 10	5 x 4.5	5.50
WE796P-510212	WE796B-510212	15 x 10	5 x 4.5	6.50
WE796P-510214	WE796B-510214	15 x 10	5 x 4.5	7.50
WE796P-510276	WE796B-510276	15 x 10	5 x 4.75	3.50
WE796P-510278	WE796B-510278	15 x 10	5 x 4.75	4.50
WE796P-510280	WE796B-510280	15 x 10	5 x 4.75	5.50
WE796P-510282	WE796B-510282	15 x 10	5 x 4.75	6.50
WE796P-510284	WE796B-510284	15 x 10	5 x 4.75	7.50
WE796P-512206	WE796B-512206	15 x 12	5 x 4.5	3.50
WE796P-512208	WE796B-512208	15 x 12	5 x 4.5	4.50
WE796P-512210	WE796B-512210	15 x 12	5 x 4.5	5.50
WE796P-512212	WE796B-512212	15 x 12	5 x 4.5	6.50
WE796P-512214	WE796B-512214	15 x 12	5 x 4.5	7.50
WE796P-512276	WE796B-512276	15 x 12	5 x 4.75	3.50
WE796P-512278	WE796B-512278	15 x 12	5 x 4.75	4.50
WE796P-512280	WE796B-512280	15 x 12	5 x 4.75	5.50
WE796P-512282	WE796B-512282	15 x 12	5 x 4.75	6.50
WE796P-512284	WE796B-512284	15 x 12	5 x 4.75	7.50
WE796P-514206	WE796B-514206	15 x 14	5 x 4.5	3.50
WE796P-514208	WE796B-514208	15 x 14	5 x 4.5	4.50
WE796P-514210	WE796B-514210	15 x 14	5 x 4.5	5.50
WE796P-514212	WE796B-514212	15 x 14	5 x 4.5	6.50
WE796P-514214	WE796B-514214	15 x 14	5 x 4.5	7.50
WE796P-514276	WE796B-514276	15 x 14	5 x 4.75	3.50
WE796P-514278	WE796B-514278	15 x 14	5 x 4.75	4.50
WE796P-514280	WE796B-514280	15 x 14	5 x 4.75	5.50
WE796P-514282	WE796B-514282	15 x 14	5 x 4.75	6.50
WE796P-514284	WE796B-514284	15 x 14	5 x 4.75	7.50
WE796P-515208	WE796B-515208	15 x 15	5 x 4.5	4.50
WE796P-515210	WE796B-515210	15 x 15	5 x 4.5	5.50
WE796P-515212	WE796B-515212	15 x 15	5 x 4.5	6.50
WE796P-515214	WE796B-515214	15 x 15	5 x 4.5	7.50
WE796P-515278	WE796B-515278	15 x 15	5 x 4.75	4.50
WE796P-515280	WE796B-515280	15 x 15	5 x 4.75	5.50
WE796P-515282	WE796B-515282	15 x 15	5 x 4.75	6.50
WE796P-515284	WE796B-515284	15 x 15	5 x 4.75	7.50
WE796P-516208	WE796B-516208	15 x 16	5 x 4.5	4.50
WE796P-516210	WE796B-516210	15 x 16	5 x 4.5	5.50
WE796P-516212	WE796B-516212	15 x 16	5 x 4.5	6.50
WE796P-516214	WE796B-516214	15 x 16	5 x 4.5	7.50
WE796P-516278	WE796B-516278	15 x 16	5 x 4.75	4.50
WE796P-516280	WE796B-516280	15 x 16	5 x 4.75	5.50
WE796P-516282	WE796B-516282	15 x 16	5 x 4.75	6.50
WE796P-516284	WE796B-516284	15 x 16	5 x 4.75	7.50



Weld Black Draglite for Street and Strip

The new Draglite wheels are available in a black finish with a polished edge to complement more aggressive styling. The WELD Street & Strip Black Draglite wheel is available in 15-inch diameters and in widths from 3.5" to 15". Engineered to offer the best strength to weight ratio, the Black Draglite is classic styling coupled with maximum performance. All WELD wheels are engineered, produced, and tested at WELD's facilities in Kansas City using only aircraft grade aluminum alloys and state-of-the-art manufacturing. Part Numbers and sizes are same as Polished Draglites with a "B" after the prefix number.

Example WE90-58040 is polished

WE90B-58040 is the black wheel

Draglite

- Forged Alloy Construction
- Fully Polished Finish
- Push In Centre Cap Included
- Optional Centre Caps Available

Part Number	Wheel Size	Bolt Circle	Back Space
WE90-54030	15x3.5	4x4.25/4.5	1.75
WE90-54080	15x3.5	4x130	1.75
WE90-54340	15x3.5	5x4.5/4.75	1.75
WE90-54082	15x4	4x130	2.25
WE90-54032	15x4	4x4.25/4.5	2.25
WE90-54342	15x4	5x4.5/4.75	2.25
WE90-55036	15x5	4x4.25/4.5	3.5
WE90-55346	15x5	5x4.5/4.75	3.5
WE90-55416	15x5	5x5	3.5
WE90-56036	15x6	4x4.25/4.5	3.5
WE90-56086	15x6	4x130	3.5
WE90-56346	15x6	5x4.5/4.75	3.5
WE90-56416	15x6	5x5	3.5
WE90-57036	15x7	4x4.25/4.5	3.5
WE90-57038	15x7	4x4.25/4.5	4.5
WE90-57346	15x7	5x4.5/4.75	3.5
WE90-57348	15x7	5x4.5/4.75	4.5
WE90-57350	15x7	5x4.5/4.75	5.5
WE90-58036	15x8	4x4.25/4.5	3.5
WE90-58038	15x8	4x4.25/4.5	4.5
WE90-58040	15x8	4x4.25/4.5	5.5
WE90-58086	15x8	4x130	3.5
WE90-58346	15x8	5x4.5/4.75	3.5
WE90-58348	15x8	5x4.5/4.75	4.5
WE90-58350	15x8	5x4.5/4.75	5.5
WE90-59350	15x9	5x4.5/4.75	5.5
WE90-510040	15x10	4x4.25/4.5	5.5
WE90-510042	15x10	4x4.25/4.5	6.5
WE90-510346	15x10	5x4.5/4.75	3.5
WE90-510348	15x10	5x4.5/4.75	4.5
WE90-510350	15x10	5x4.5/4.75	5.5
WE90-510352	15x10	5x4.5/4.75	6.5
WE90-510354	15x10	5x4.5/4.75	7.5
WE90-512346	15x12	5x4.5/4.75	3.5
WE90-512348	15x12	5x4.5/4.75	4.5
WE90-512350	15x12	5x4.5/4.75	5.5
WE90-512352	15x12	5x4.5/4.75	6.5
WE90-512354	15x12	5x4.5/4.75	7.5
WE90-512416	15x12	5x5	3.5
WE90-512418	15x12	5x5	4.5
WE90-512420	15x12	5x5	5.5
WE90-512422	15x12	5x5	6.5
WE90-512424	15x12	5x5	7.5
WE90-514346	15x14	5x4.5/4.75	3.5
WE90-514348	15x14	5x4.5/4.75	4.5
WE90-514350	15x14	5x4.5/4.75	5.5
WE90-514352	15x14	5x4.5/4.75	6.5
WE90-514354	15x14	5x4.5/4.75	7.5
WE90-514416	15x14	5x5	3.5
WE90-514418	15x14	5x5	4.5
WE90-514420	15x14	5x5	5.5
WE90-514422	15x14	5x5	6.5
WE90-514424	15x14	5x5	7.5
WE90-515348	15x15	5x4.5/4.75	4.5
WE90-515350	15x15	5x4.5/4.75	5.5
WE90-515352	15x15	5x4.5/4.75	6.5
WE90-515354	15x15	5x4.5/4.75	7.5
WE90-515418	15x15	5x5	4.5
WE90-515420	15x15	5x5	5.5

Rodlite

- Forged Alloy Construction
- Fully Polished Finish
- Push In Centre Cap Included
- Optional Centre Caps Available

Part Number	Wheel Size	Bolt Circle	Back Space
WE93-54032	15x4	4x4.25/4.5	2.25
WE93-54342	15x4	5x4.5/4.75	2.25
WE93-55036	15x5	4x4.25/4.5	3.5
WE93-55346	15x5	5x4.5/4.75	3.5
WE93-56036	15x6	4x4.25/4.5	3.5
WE93-56346	15x6	5x4.5/4.75	3.5
WE93-56416	15x6	5x5	3.5
WE93-57036	15x7	4x4.25/4.5	3.5
WE93-57038	15x7	4x4.25/4.5	4.5
WE93-57346	15x7	5x4.5/4.75	3.5
WE93-57348	15x7	5x4.5/4.75	4.5
WE93-58038	15x8	4x4.25/4.5	4.5
WE93-58040	15x8	4x4.25/4.5	5.5
WE93-58346	15x8	5x4.5/4.75	3.5
WE93-58348	15x8	5x4.5/4.75	4.5
WE93-58350	15x8	5x4.5/4.75	5.5
WE93-510346	15x10	5x4.5/4.75	3.5
WE93-510348	15x10	5x4.5/4.75	4.5
WE93-510350	15x10	5x4.5/4.75	5.5
WE93-512346	15x12	5x4.5/4.75	3.5
WE93-512348	15x12	5x4.5/4.75	4.5
WE93-512350	15x12	5x4.5/4.75	5.5
WE93-512352	15x12	5x4.5/4.75	6.5
WE93-512354	15x12	5x4.5/4.75	7.5
WE93-514346	15x14	4x4.25/4.5	3.5
WE93-514348	15x14	4x4.25/4.5	4.5
WE93-514350	15x14	5x4.5/4.75	5.5
WE93-514352	15x14	5x4.5/4.75	6.5
WE93-514354	15x14	5x4.5/4.75	7.5
WE93-514418	15x14	5x5	4.5
WE93-514420	15x14	5x5	5.5
WE93-515348	15x15	5x4.5/4.75	4.5
WE93-515350	15x15	5x4.5/4.75	5.5



Pro Star

- Forged Alloy Construction
- Fully Polished Finish
- Push In Centre Cap Included
- Race Car Styling

Part Number	Size	Bolt Circle	Back Space
WE96-54200	15x3.5	5x4.5	1.75
WE96-54270	15x3.5	5x4.75	1.75
WE96-54202	15x4	5x4.5	1.75
WE96-54272	15x4	5x4.75	2.25
WE96-55206	15x5	5x4.5	3.50
WE96-55276	15x5	5x4.75	3.50
WE96-56206	15x6	5x4.5	3.50
WE96-56276	15x6	5x4.75	3.50
WE96-57206	15x7	5x4.5	3.50
WE96-57208	15x7	5x4.5	4.50
WE96-57276	15x7	5x4.75	3.50
WE96-57278	15x7	5x4.75	4.50
WE96-57280	15x7	5x4.75	5.50
WE96-58206	15x8	5x4.5	3.50
WE96-58208	15x8	5x4.5	4.50
WE96-58210	15x8	5x4.5	5.50
WE96-58276	15x8	5x4.75	3.50
WE96-58278	15x8	5x4.75	4.50
WE96-58280	15x8	5x4.75	5.50
WE96-510206	15x10	5x4.5	3.50
WE96-510208	15x10	5x4.5	4.50
WE96-510210	15x10	5x4.5	5.50
WE96-510212	15x10	5x4.5	6.50
WE96-510214	15x10	5x4.5	7.50
WE96-510276	15x10	5x4.75	3.50
WE96-510278	15x10	5x4.75	4.50
WE96-510280	15x10	5x4.75	5.50
WE96-510282	15x10	5x4.75	6.50
WE96-510284	15x10	5x4.75	7.50
WE96-512206	15x12	5x4.5	3.50
WE96-512208	15x12	5x4.5	4.50
WE96-512210	15x12	5x4.5	5.50
WE96-512212	15x12	5x4.5	6.50
WE96-512214	15x12	5x4.5	7.50
WE96-512276	15x12	5x4.75	3.50
WE96-512278	15x12	5x4.75	4.50
WE96-512280	15x12	5x4.75	5.50
WE96-512282	15x12	5x4.75	6.50
WE96-512284	15x12	5x4.75	7.50
WE96-512416	15x12	5x5	3.50
WE96-512418	15x12	5x5	4.50
WE96-512420	15x12	5x5	5.50
WE96-512422	15x12	5x5	6.50
WE96-512424	15x12	5x5	7.50

Chrome Hole Plugs

Designed to cover the unused holes on wheels with dual bolt circles, these plastic plugs simply snap into the extra lug nut holes. Supplied in packs of 5.

Chrome Plugs, 11/16" Diameter**WE604-5100****Chrome Wheel Plugs**

Made to cover the unused bolt holes in dual bolt pattern wheels, these chrome plated plastic plugs snap into the standard 11/16" lug nut opening. Sold in sets of 5.

Chrome Wheel Plugs**MG5104****Wheel Nuts**

Genuine Weld chrome plated wheel nuts for Weld wheels and other brands. Open end nuts are required for most race cars, closed end nuts are for neater appearance on the street. All are supplied with washers.

Pro-Star, Draglite & Rodlite

Part No.	Thread Size	End Type	Shank Length	Shank Diam.	Pack Qty
WE601-1412	12x1.5	Closed	1.310"	.687"	4
WE601-1422	12x1.5	Open	1.310"	.687"	4
WE601-1414	7/16"	Closed	1.310"	.687"	4
WE601-1424	7/16"	Open	1.310"	.687"	4
WE601-1416	1/2"	Closed	1.310"	.687"	4
WE601-1426	1/2"	Open	1.310"	.687"	4

Aluma-Star, Magnum

Part No.	Thread Size	End Type	Shank Length	Shank Diam.	Pack Qty
WE601-1464	7/16"	Closed	.550"	.687"	5
WE601-1454	7/16"	Open	.550"	.687"	5
WE601-1466	1/2"	Closed	.550"	.687"	5
WE601-1456	1/2"	Open	.550"	.687"	5
WE601-1452	12x1.5	Open	.550"	.687"	5

CENTRE CAPS**Replacement Centre Cap for Sports Forged Wheels**

Description	Part No.
Aluminium Cap 3.175" x 3.25" Tall, Polished	WE605-5083
Aluminium Cap 3.175" x 3.25" Tall, Black	WEP605-5083B
Replacement Centre Cap for RT/S71 Wheels	
Billet Alloy Cap 3.16" x 2.20" Tall, Polished	WEP605-5173
Billet Alloy Cap 3.16" x 2.20" Tall, Black	WEP605-5173B
Replacement Centre Cap for Lug Mount Wheels	
Billet Alloy Cap 17" x 4.5" Lug Mount, Polished	WEP613-5157
Billet Alloy Cap 17" x 4.5" Lug Mount, Black	WEP613-5157B

Wheel Nuts & Replacement Parts

Wheel nuts and replacement parts for American Racing Trakstar and Torq-Thrust Pro wheels. Wheel nuts are sold in sets of 4 and include washers.

Part Number	Description
TLC4002-4	Wheel Nuts - 7/16" Closed (set of 4)
TLC4004-4	Wheel Nuts - 1/2" Closed (set of 4)
TLC4007-4	Wheel Nuts - 12mm x 1.5 Closed (set of 4)
TLC4002-0-4	Wheel Nuts - 7/16" Open (set of 4)
TLC4004-0-4	Wheel Nuts - 1/2" Open (set of 4)
TLC4007-0-4	Wheel Nuts - 12mm x 1.5 Open (set of 4)
ARWPS95	Centre Cap, Stud Mount 3.180" CB
ARW12001030133	Centre Cap, Strange Spindle Mt - Polished
ARW12001030133BC	Centre Cap, Strange Spindle Mt - Black
ARW12011030133	Centre Cap, Anglia Spindle Mt - Polished
ARW12011030133BC	Centre Cap, Anglia Spindle Mt - Black
WEP613-0242	Bearing & Oil Seal Kit, Anglia Spindle Mount
WEP613-0243	Bearing & Oil Seal Kit, Strange Spindle Mount
WEP613-0245	Valve Stem for all Spindle Mount Wheels

Miramar**Riverside****Speed-10****GT-S WHEELS**

The All new forged GT-S max performance aftermarket wheels. Specifically designed for pro-touring and ultra high performance modern muscle sports cars.

New 2-PC construction allows precise fit and uncompromising style. Highest quality spun 6000 series rims and extremely strong forged centers create ultimate strength and looks.

These wheels are Special Order and you will need to specify sizes and offsets.

Call Rocket for Sizes, fitments and pricing.

**BILLET SPECIALTIES WHEELS**

Billet Specialties alloy wheels are available as a special order from the USA. Delivery time will vary depending on your selection as less popular sizes are custom made to order. **Specially ordered wheels are not returnable so please measure carefully to ensure you get a wheel that fits correctly.**

For assistance please contact Rocket sales on (02) 8825-1900 or email sales@rocketind.com.

COMP SERIES**Comp 5 - 1pc. Spindle Mount**

- 1-piece forged design
- Available in BLACK or Polished
- Includes bearings and seals
- Includes screw-on centre cap
- Allows for direct mounting of brake rotor
- SFI 15.2 certified - Drag Race Front Wheels

Polished Finish

Size	Backspace	Spindle	Part No
15 x 3.5	1.75	Strange Ultra	BSCSF03535ST17
15 x 3.5	1.75	Strange GT/Santhuff	BSCSF03535SS17
15 x 3.5	1.75	Anglia / Lamb	BSCSF03535AN17
17 x 2.125	1.06	Anglia Spindle	BSCSF03721AN

Black Anodised Finish

Size	Backspace	Spindle	Part No
15 x 3.5	1.75	Strange Ultra	BSCSF03535ST17
15 x 3.5	1.75	Strange GT/Santhuff	BSCSF03535SS17
15 x 3.5	1.75	Anglia / Lamb	BSCSF03535AN17
17 x 2.125	1.06	Anglia Spindle	BSCSF03721AN

Comp 5 - 1pc. Bolt-On

- Rotary forged & machined: 6061-T6 aluminium
- Available in BLACK or Polished • Superior lateral & radial run out
- For use with mag shank lug nuts • 5x4.5 & 5x4.75 bolt patterns only
- SFI 15.2 certified - Drag Race Front Wheels

Polished Finish

Size	Backspace	B/Circle	Part No
15 x 3.5	1.75	5 x 4.5	BSCSF035356517
15 x 3.5	2.25	5 x 4.5	BSCSF035356522
15 x 3.5	1.75	5 x 4.75	BSCSF035356117
15 x 3.5	2.25	5 x 4.75	BSCSF035356122

Black Anodised Finish

Size	Backspace	B/Circle	Part No
15 x 3.5	1.75	5 x 4.5	BSCSF035356517
15 x 3.5	2.25	5 x 4.5	BSCSF035356522
15 x 3.5	1.75	5 x 4.75	BSCSF035356117
15 x 3.5	2.25	5 x 4.75	BSCSF035356122

Comp 5 - 2pc. Fronts

- For use with mag shank lugs
- Spun aluminium rim
- Superior lateral & radial run out
- 6061-T6 forged aluminium centres
- Grade 8 hardware
- 5x4.5 & 5x4.75 bolt patterns only
- SFI 15.2 certified - Drag Race Front Wheels

Size	Backspace	B/Circle	Part No
15 x 3.5	1.25	5 x 4.5	BSCS035356512
15 x 3.5	1.25	5 x 4.75	BSCS035356112

Comp 5 - 2pc. Rears

- For use with mag shank lugs & 5/8" race studs
- Spun aluminium rim halves
- Superior lateral & radial run out
- Grade 8 hardware
- 6061-T6 forged aluminium centres
- 5x4.5, 5x4.75 & 5x5 bolt patterns only
- SFI 15.1 certified - Drag Race Drive Wheels

Size	Backspace	B/Circle	Part No
15 x 8	3	5 x 4.5	BSCS035806530
15 x 8	4	5 x 4.5	BSCS035806540
15 x 10	3	5 x 4.5	BSCS035106530
15 x 10	4	5 x 4.5	BSCS035106540

Comp 5 - 2pc. Rears Continued

Size	Backspace	B/Circle	Part No
15 x 10	5	5 x 4.5	BSCS035106550
15 x 10	6	5 x 4.5	BSCS035106560
15 x 12	3	5 x 4.5	BSCS035126530
15 x 12	4	5 x 4.5	BSCS035126540
15 x 12	5	5 x 4.5	BSCS035126550
15 x 12	6	5 x 4.5	BSCS035126560
15 x 12	7	5 x 4.5	BSCS035126570
15 x 14	3	5 x 4.5	BSCS035146530
15 x 14	4	5 x 4.5	BSCS035146540
15 x 14	5	5 x 4.5	BSCS035146550
15 x 14	6	5 x 4.5	BSCS035146560
15 x 14	7	5 x 4.5	BSCS035146570
15 x 15	3	5 x 4.5	BSCS035156530
15 x 15	4	5 x 4.5	BSCS035156540
15 x 15	5	5 x 4.5	BSCS035156550
15 x 15	6	5 x 4.5	BSCS035156560
15 x 15	7	5 x 4.5	BSCS035156570
15 x 8	3	5 x 4.75	BSCS035806130
15 x 8	4	5 x 4.75	BSCS035806140
15 x 10	3	5 x 4.75	BSCS035106130
15 x 10	4	5 x 4.75	BSCS035106140
15 x 10	5	5 x 4.75	BSCS035106150
15 x 10	6	5 x 4.75	BSCS035106160
15 x 12	3	5 x 4.75	BSCS035126130
15 x 12	4	5 x 4.75	BSCS035126140
15 x 12	5	5 x 4.75	BSCS035126150
15 x 12	6	5 x 4.75	BSCS035126160
15 x 12	7	5 x 4.75	BSCS035126170
15 x 14	3	5 x 4.75	BSCS035146130
15 x 14	4	5 x 4.75	BSCS035146140
15 x 14	5	5 x 4.75	BSCS035146150
15 x 14	6	5 x 4.75	BSCS035146160
15 x 14	7	5 x 4.75	BSCS035146170
15 x 15	3	5 x 4.75	BSCS035156130
15 x 15	4	5 x 4.75	BSCS035156140
15 x 15	5	5 x 4.75	BSCS035156150
15 x 15	6	5 x 4.75	BSCS035156160
15 x 15	7	5 x 4.75	BSCS035156170
15 x 16	4	5 x 4.5	BSCS036166540
16 x 16	5	5 x 4.5	BSCS036166550
16 x 16	6	5 x 4.5	BSCS036166560
16 x 16	4	5 x 4.75	BSCS036166140
16 x 16	5	5 x 4.75	BSCS036166150
16 x 16	6	5 x 4.75	BSCS036166160
16 x 16	4	5 x 5	BSCS036167340
16 x 16	5	5 x 5	BSCS036167350
16 x 16	6	5 x 5	BSCS036167360

Comp 5 - Double Beadlock

Comp 5 Double Beadlock wheels are all SPECIAL ORDER items, please call our ROCKET for availability & delivery time.

- For use with mag shank lugs & 5/8" race studs
- Spun aluminium rim halves
- Superior lateral & radial run out
- 6061-T6 forged aluminium centres
- Grade 8 hardware
- 5x4.5, 5x4.75 & 5x5 bolt patterns only
- Billet aluminium beadlocks
- Includes 1 polished & 1 black ring per wheel
- SFI 15.1 certified - Drag Race Drive Wheels

Size	Backspace	B/Circle	Part No
15 x 10	3	5 x 4.5	BSCDB035106530
15 x 10	4	5 x 4.5	BSCDB035106540
15 x 12	3	5 x 4.5	BSCDB035126530
15 x 12	4	5 x 4.5	BSCDB035126540
15 x 12	5	5 x 4.5	BSCDB035126550
15 x 14	3	5 x 4.5	BSCDB035146530
15 x 14	4	5 x 4.5	BSCDB035146540
15 x 14	5	5 x 4.5	BSCDB035146550
15 x 15	3	5 x 4.5	BSCDB035156530
15 x 15	4	5 x 4.5	BSCDB035156540
15 x 15	5	5 x 4.5	BSCDB035156550
15 x 10	3	5 x 4.75	BSCDB035106130
15 x 10	4	5 x 4.75	BSCDB035106140
15 x 12	3	5 x 4.75	BSCDB035126130
15 x 12	4	5 x 4.75	BSCDB035126140
15 x 12	5	5 x 4.75	BSCDB035126150
15 x 14	3	5 x 4.75	BSCDB035146130
15 x 14	4	5 x 4.75	BSCDB035146140
15 x 14	5	5 x 4.75	BSCDB035146150
15 x 15	3	5 x 4.75	BSCDB035156130
15 x 15	4	5 x 4.75	BSCDB035156140
15 x 15	5	5 x 4.75	BSCDB035156150
15 x 14	3	5 x 5.0	BSCDB035147330
15 x 14	4	5 x 5.0	BSCDB035147340
15 x 14	5	5 x 5.0	BSCDB035147350
15 x 15	3	5 x 5.0	BSCDB035157330
15 x 15	4	5 x 5.0	BSCDB035157340
15 x 15	5	5 x 5.0	BSCDB035157350
16 x 16	4	5 x 4.5	BSCDB036166540
16 x 16	5	5 x 4.5	BSCDB036166550
16 x 16	4	5 x 4.75	BSCDB036166140
16 x 16	5	5 x 4.75	BSCDB036166150
16 x 16	4	5 x 5.0	BSCDB036167340
16 x 16	5	5 x 5.0	BSCDB036167350





Designed for the street or strip the new Street Lite wheel is SFI 15-1 approved, light weight, and features an outstanding strength-to-weight ratio.

Street Lite Wheels:

- Accept mag shank lug nuts
- Combine polished & machined finishes for an aggressive look
- Use bolt-on centre caps w/ counter sunk allen screws
- Feature rotary forged aluminium centres
- Feature a 360° welded 2-piece construction
- Are super light weight (15x4 = 10.5 lbs.)
- Use spun aluminium rims for high strength & superior run-out

Centre Caps Sold Separately, Use Part No. BSR99098

15" Street Lite Wheels

Size	Back Space	Bolt Pattern	Part No
15x3.5	1.75	5 x 4.5	BSRS035356517N
15x4	1.625	5 x 4.5	BSRS035406516N
15x4	2.25	5 x 4.5	BSRS035406522N
15x6	3.50	5 x 4.5	BSRS035606535N
15x7	3.50	5 x 4.5	BSRS035706535N
15x7	4.50	5 x 4.5	BSRS035706545N
15x8	3.50	5 x 4.5	BSRS035806535N
15x8	4.50	5 x 4.5	BSRS035806545N
15x8	5.50	5 x 4.5	BSRS035806555N
15x10	3.50	5 x 4.5	BSRS035106535N
15x10	4.50	5 x 4.5	BSRS035106545N
15x10	5.50	5 x 4.5	BSRS035106555N
15x10	6.50	5 x 4.5	BSRS035106565N
15x10	7.50	5 x 4.5	BSRS035106575N
15x12	3.50	5 x 4.5	BSRS035126535N
15x12	4.50	5 x 4.5	BSRS035126545N
15x12	5.50	5 x 4.5	BSRS035126555N
15x12	6.50	5 x 4.5	BSRS035126565N
15x12	7.50	5 x 4.5	BSRS035126575N
15x14	3.50	5 x 4.5	BSRS035146535N
15x14	4.50	5 x 4.5	BSRS035146545N
15x14	5.50	5 x 4.5	BSRS035146555N
15x14	6.50	5 x 4.5	BSRS035146565N
15x14	7.50	5 x 4.5	BSRS035146575N
15x15	3.50	5 x 4.5	BSRS035156535N
15x15	4.50	5 x 4.5	BSRS035156545N
15x15	5.50	5 x 4.5	BSRS035156555N
15x15	6.50	5 x 4.5	BSRS035156565N
15x15	7.50	5 x 4.5	BSRS035156575N
15x3.5	1.75	5 x 4.75	BSRS035356117N
15x4	1.625	5 x 4.75	BSRS035406116N
15x4	2.25	5 x 4.75	BSRS035406122N
15x6	3.50	5 x 4.75	BSRS035606135N
15x7	3.50	5 x 4.75	BSRS035706135N
15x7	4.50	5 x 4.75	BSRS035706145N
15x8	3.50	5 x 4.75	BSRS035806135N
15x8	4.50	5 x 4.75	BSRS035806145N
15x8	5.50	5 x 4.75	BSRS035806155N
15x10	3.50	5 x 4.75	BSRS035106135N
15x10	4.50	5 x 4.75	BSRS035106145N
15x10	5.50	5 x 4.75	BSRS035106155N
15x10	6.50	5 x 4.75	BSRS035106165N
15x10	7.50	5 x 4.75	BSRS035106175N
15x12	3.50	5 x 4.75	BSRS035126135N
15x12	4.50	5 x 4.75	BSRS035126145N
15x12	5.50	5 x 4.75	BSRS035126155N
15x12	6.50	5 x 4.75	BSRS035126165N
15x12	7.50	5 x 4.75	BSRS035126175N
15x14	3.50	5 x 4.75	BSRS035146135N
15x14	4.50	5 x 4.75	BSRS035146145N
15x14	5.50	5 x 4.75	BSRS035146155N
15x14	6.50	5 x 4.75	BSRS035146165N
15x14	7.50	5 x 4.75	BSRS035146175N
15x15	3.50	5 x 4.75	BSRS035156135N
15x15	4.50	5 x 4.75	BSRS035156145N
15x15	5.50	5 x 4.75	BSRS035156155N
15x15	6.50	5 x 4.75	BSRS035156165N
15x15	7.50	5 x 4.75	BSRS035156175N
15x14	3.50	5 x 5.0	BSRS035147335N
15x14	4.50	5 x 5.0	BSRS035147345N
15x14	5.50	5 x 5.0	BSRS035147355N
15x14	6.50	5 x 5.0	BSRS035147365N
15x14	7.50	5 x 5.0	BSRS035147375N
15x15	3.50	5 x 5.0	BSRS035157335N
15x15	4.50	5 x 5.0	BSRS035157345N
15x15	5.50	5 x 5.0	BSRS035157355N
15x15	6.50	5 x 5.0	BSRS035157365N
15x15	7.50	5 x 5.0	BSRS035157375N

16" & 17" Street Lite Wheels

Available in 5x4.50, 5x4.75 & (5x5.00 in 17" only)

Code: RS03 Cap: 999098

Size	Back Space Min	Max
16x7	3.50	4.50
16x8	3.50	5.50
17x7	3.50	4.50
17x8	3.50	5.50
17x9.5	3.50	7.25
17x11	3.50	8.50



17" x 4.5" Street Lite Wheels

1 Piece forged front wheel for modern muscle cars
Available in 5 x 4.50, 5 x 4.75, 5 x 115mm & 5 x 120mm

Polished

Part No	Bolt Pattern
RSF037456120N	5 x 4.75
RSF037456520N	5 x 4.5
RSF037451220N	5 x 120

Black Anodised

Part No	Bolt Pattern
RSFB37456120N	5 x 4.75
RSFB37456520N	5 x 4.5
RSFB37451220N	5 x 120



Street Lite BLACK

Designed for the street or strip the Street Lite wheel is SFI 15-1 approved, light weight, and features an outstanding strength-to-weight ratio. Street Lite Wheels Product Features:

- Accept mag shank lug nuts • Can be used with 5/8in. racing studs
- Combine black hard coat anodizing & machined finishes
- Use bolt-on centre caps w/ counter sunk allen screws
- Feature rotary forged aluminium centres
- Feature a 360° welded 2-piece construction
- Are super light weight (15x3.5 = 9 lbs.)
- Use spun aluminium rims for high strength & superior run-out

Sizes	Back Space Min	Max
15X3.5	1.75 Only	
15X4	1.625	2.25
15X6	3.5 Only	
15X7	3.50	4.50
15X8	3.50	5.50
15X10	3.50	7.50
15X12	3.50	7.50
15X14	3.50	7.50
15X15	3.50	7.50

Street Lite

Double Beadlock

Street Lite - Street / Strip Wheels

Products Features:

- Light weight design
- Forged billet centre
- Spun aluminium rim
- Superior run-out ratings
- Accepts 5/8" race studs
- A truly affordable price
- 1 polished & 1 black beadlock ring
- Grade 8 hardware
- Uses mag shank lug nuts
- SFI 15.1 Certified
- Centre cap included
- Made in the USA

Street Lite Double Beadlock wheels are all **SPECIAL ORDER**

Street Lite: 15in. Double Beadlock

Size	Back Space	Bolt Pattern	Part Number
15x10	4.50	5 x 4.5	BSRDB35106545N
15x10	5.50	5 x 4.5	BSRDB35106555N
15x10	6.50	5 x 4.5	BSRDB35106565N
15x12	4.50	5 x 4.5	BSRDB35126545N
15x12	5.50	5 x 4.5	BSRDB35126555N
15x12	6.50	5 x 4.5	BSRDB35126565N
15x14	4.50	5 x 4.5	BSRDB35146545N
15x14	5.50	5 x 4.5	BSRDB35146555N
15x14	6.50	5 x 4.5	BSRDB35146565N
15x15	4.50	5 x 4.5	BSRDB35156545N
15x15	5.50	5 x 4.5	BSRDB35156555N
15x15	6.50	5 x 4.5	BSRDB35156565N
15x10	4.50	5 x 4.75	BSRDB35106145N
15x10	5.50	5 x 4.75	BSRDB35106155N
15x10	6.50	5 x 4.75	BSRDB35106165N
15x12	4.50	5 x 4.75	BSRDB35126145N
15x12	5.50	5 x 4.75	BSRDB35126155N
15x12	6.50	5 x 4.75	BSRDB35126165N
15x14	4.50	5 x 4.75	BSRDB35146145N
15x14	5.50	5 x 4.75	BSRDB35146155N
15x14	6.50	5 x 4.75	BSRDB35146165N
15x15	4.50	5 x 4.75	BSRDB35156145N
15x15	5.50	5 x 4.75	BSRDB35156155N
15x15	6.50	5 x 4.75	BSRDB35156165N
15x14	4.50	5 x 5.0	BSRDB35147345N
15x14	5.50	5 x 5.0	BSRDB35147355N
15x14	6.50	5 x 5.0	BSRDB35147365N
15x15	4.50	5 x 5.0	BSRDB35157345N
15x15	5.50	5 x 5.0	BSRDB35157355N
15x15	6.50	5 x 5.0	BSRDB35157365N
15x15	7.50	5 x 5.0	BSRDB35157375N

Legends Series.

Each of the Legends Series wheels feature a precision cast aluminium centre that is highly polished or powder coated and 360° welded inside one of our spun aluminium rims.
Available in 17, 18, 20"



Dagger

Dagger-G



MAG

MAG-G



RIVAL

RIVAL-G

SLC Series

Featuring soft lip outer rims, our SLC Series takes exposed lug design to a new level with both exclusive styling and styles from our Cruise Line. Whether it's a street rod, muscle car, pro-touring, sport truck or SUV, the SLC Series defines top caliber design.

Available in 17, 18, 20, 22 & 24"



Fury

GTO



Turbine

Impact



SLC75

SLC62



SLC77

SLC85



SLC64

SLC65

Street Smart Line

Our new Street Smart Line is designed to deliver big style and quality at a small price. These wheels feature true 2-piece welded construction, forged billet aluminium centres and caps with spun aluminium outer rims. Available in 15, 17, 18 & 20"



Fastlane



Qualifier



Street Star



Challenger



Split Spoke



Anthem



Launch

Pro Touring Series

Multiple Finish Options, Endless Possibilities

From Classic to Modern Muscle, the Pro-Touring Series is bred for high performance. Maximum dish to high offset applications, 4-piston disc to monster 6-piston brakes – everything you've done to turn your car into a corner carving machine is welcome here. Choose from the industry's best polished finish or from the custom powder coat options available to achieve your own look. Pro Touring wheels are available by special order only and you need to fill out a measuring guide. The measuring guide ensures you get exactly that you need with the finish you want these are available on the Billet Specialties web site.

Sizes available:

18x7 19x8 20x8.5
18x8 19x10 20x10
18x9 19x12 20x12
18x10 20x15



G-Spec



Grand Prix



Daytona



Laguna



Gran Sport



Sebring



PROTOURING CONCEAVE

Cones, Corners or Car Shows, We've Got You Covered.....

Billet Specialties Concave Pro Touring Series of wheels are not only aggressively styled, they are incredibly light. Choose from six available styles and two concave center profiles in Concave Shallow and Concave Deep for the ultimate in stagger and stance. Our bolt pads feature relief cuts to shed weight from the wheel while providing ample caliper clearance up to 1.75". Even more weight savings! Without the penalty of fasteners or rim flanges our two-piece welded construction saves even more weight over a three piece wheel. 18X8 wheels weigh in as little as 18.5 lbs! Available in 18, 19 and 20" diameters and multiple bolt patterns get a set for you cone killing machine now!

Sizes available:

18x7 19x8 20x8.5
18x8 19x10 20x9
18x9 19x12 20x10
18x10 20x12
18x12 20x15

SHALLOW & DEEP CONCEAVE AVAILABLE



GTR



HYDRO



CAMBER



TOPLoader



WEDGE



RAZOR

Rally Series

Featuring a light weight forged billet centre and spun aluminium outer rim the Rally brings all the looks and flexibility of a custom wheel at a truly affordable price. The Rally is CNC machined for light weight performance and classic styling. With the included centre cap and conventional lip rim the Rally is a complete custom wheel ready for your hot rod or muscle car. Available in 15" & 17".



Profile Collection

Each wheel is the product of state-of-the-art multi-axis machining technology. Intricate machine code sculpts each spoke to perfect form and balance with thousands of tool paths. Each of these wheel styles spend approximately 4 to 5 times the amount of cycle time compared to typical billet wheels. Available in 17, 18 & 20"



Flare



Del Ray



Stiletto



Stiletto 6



Rat Tail



Rat Tail 6



Rail



Magnitude



Hiboy



Fuelie



Magnum



Velocity



Roulette B



Roulette A

VINTAGE SERIES

The latest additions to the Billet Specialties Vintage range. Available by special order made to your specs.

Vintage Series

Traditional styling meets flawless finish in the impressive collection of hot rod wheels. Each of these styles is precision 3D-machined and hand finished to the smooth, mirror-like finish you expect from a Billet Specialties wheel. Vintage Series wheels are the ultimate statement of quality, tradition, & style chosen by the nation's premier car builders. Available in 17, 18, 20 & 22



Sprint

Sprint C

Sprint S



Altered

Dragster



Sprint Deep

Sprint Deep C

Sprint Deep S



Legacy

Legacy-G



Crinder

Grinder C

Grinder S



Legacy 2

Legacy 2-G



Crinder Deep

Grinder Deep C

Grinder Deep S



Heritage

Heritage G



Crinder Extreme

Grinder Extreme C

Grinder Extreme S



Bonneville

Bonneville-G



Knuckle

Knuckle C

Knuckle S



Santa Fe

Outlaw-G



Knuckle Dish

Knuckle Dish S



Dyno SL

Dyno SL-G



Knuckle Extreme

Knuckle Extreme C

Knuckle Extreme S



Lobeck

Lobeck G

SLG Series

Looking for a little more out of your wheels? The SLG Series features select styles from the GTX Series and fuses them into a soft lip rim giving them the appearance of a larger wheel and the popular "rolled edge" outer rim. With oversized centres your 22s with look like 23s! Available for most rear wheel drive applications. Available in 17, 18, 20 & 22"

SLG02



SLG05

SLG04



SLG20

SLG45



SLG60

SLG23

GS Series

What happens when you cross a capped wheel with soft lip barrels? You have the new GS Series from Billet Specialties. We have taken two popular styles from our GTP Series and have mated them to soft lip barrels for the ultimate custom look. Available in 17" thru 22" diameters, the GS Series is a sure bet to get attention.



GS08

GS47



GS51

GS68



GS52

GS53



GS3D

Cruise Line

Geared for the great American pastime, hit the boulevard in style with these hits from the Cruise Line. The Cruise Line features exposed lug styling, precision machined centres, and a flawless finish. Available in 15, 16, 17, 18 & 20"



Hustler

Chicayne



Rebel

Classic

Vintec Series

Available in 15, 16, 17, 18, 20 & 22"



Vintec Dish

Vintec

Vintec SL

Vintec Knock-Off Caps

Knock-off style centre cap for Vintec, Vintec Dish, or Soft Lip Vintec Dish wheels.

Sold in Pairs

BS53815 Vintec Cap - Deep Knock-Off - 15" - 17"

BS53825 Vintec Cap - Deep Knock-Off - 18" - 22"

LEGACY / DRAGSTER MAG SHANK

WHEEL NUTS

1/2-20 Open End

BS999945 (10 Pack)

STREET LITE WHEEL NUTS

1/2" Closed End

.750" Shank

.685" Diameter

BS99994 (10 Pack)



Knock-Offs for Legacy Wheels

Knock-offs for Billet Specialties Legacy wheels. Available in 3 styles with logo on centre cap. Sold in pairs. Centre caps without logo are sold separately in sets of 4.

BS52325 Flat Knock-Offs with Logo (pair)

BS52425 Deep Knock-Offs with Logo (pair)

BS52325 Hex Knock-Offs with Logo (pair)

BS50020 Centre Caps without Logo (4)

BS52325G Legacy-G Knock-Offs Flat

BS52425G Legacy-G Knock-Offs Deep

Bolt-In Chrome Valve Stems

Bolt-in valve stems allow for a better seal and no leaks.

Chrome finish matches our wheels perfectly. Sold in packs of 4.

BS999900 Chrome Bolt In Valve Stems (4)



Bolt-On Spinner Cap

Dress up your Mag, Rival, Rally, Dyno or Street Lite wheels with these Bolt-On Spinner caps. 100% machined from 6061-T6 aluminium each spinner is a work of machined art and is sure to add some extra vintage style to your wheels. Sold individually.

BS999260 Bolt-On Spinner Cap - Flat

BS999265 Bolt-On Spinner Cap - Deep

TEAM III WHEELS



E-T Dragmaster

Designed for Willys, Anglias, High Boys, Pro Streets or any Rod that wants that nostalgic gasser look of yesteryear. It is made in spindle mount and direct mount, using your hub, for early ford spindle. It uses standard willwood brakes. But the really special part about this wheel is that it's also made as a bolt on! (You didn't notice the lug nuts did you?) That allows the E/T Dragmaster to be used with brakes and is easy to change. Bolt pattern is 5on 4-1/2" or 5on 4-3/4" and is designed to fit straight axle or independent front ends. Construction is all aluminum. Available with a machined rim and as cast center or full polished face. The wheel is also made as a 2 piece construction for sizes from 6" to 15" wide, in 15" diameter. **Call Rocket for more sizes and information**

Wheel Size	Back Space	Bolt Pattern	As Cast	Polished
15 x 5	2-1/2"	5 x 4.5	ET55DM45C	ET55DM45P
15 x 5	2-1/2"	5 x 4.75	ET55DM47C	ET55DM47P



ET Gasser

10 Spoke

Yesterday's Look For Tomorrow

Designed for T-Buckets, Willys, Anglias, Hi Boys, Pro Streets or any Rod that wants that nostalgia "wheels up" look of yesteryear. The really special part about this wheel is that it's a bolt on! (You didn't notice the lug nuts did you?) That allows the ET Gasser to be used with brakes. Bolt pattern is 5 to 4-1/2" or 5 to 4-3/4" and is designed to fit straight axle or independent front ends. Construction is all aluminium. Available with a polished rim and as cast center or full polished with the spokes polished on front and backside. Spokes are 3" apart at centre. Available Finishes: Full Polished, As Cast Centre

ET Gasser (10 Spoke)

Wheel Size	Back Space	Bolt Pattern	As Cast	Polished
15 x 4-1/2	2-1/4"	5 x 4.5	ET54X45	ET54XP45
15 x 4-1/2	2-1/4"	5 x 4.75	ET54X47	ET54XP47
15 x 6	3- 3/4"	5 x 4.5	ET56XCP45	EX56XPP45
15 x 6	3- 3/4"	5 x 4.75	ET56XCP47	EX56XPP47



ET Fueler

Street or strip this wheel has the appearance to do it all! Cast Finish spokes for that competition look or Fully polished for the modern street rod style. The highly curved spokes flow out to join the rim with no steps or corners. A reminder when these wheels had no drop center to prevent the tire from coming off at high speeds on Top Fuel Dragsters. The 40 year old design has the biggest windows you'll see, making it the most aggressive looking on the market. The 16" is ideal for highboys where the backside can be ordered to create the perfect tire-to-body gap. The spokes start a full 3 1/2 inches back from the front edge on the 16" models giving a very deep appearance. Note rear wheels are only made with bolts in the spoke, and the front 15x6 one piece wheel can be had with out the bolt in the spoke.

Available Finishes: As Cast, Full Polish

Knock Off kit (set of 4) also available.

Sizes from 14" x 4.5" up to 16" x 12"

Call Rocket for more sizes and information

ET Fueler Specs

Wheel/Size	Bolt Circle	Back Space	As Cast	Full Polish
16 x 10, 1 piece	5 x 4.5	3 to 3 1/2	ET60FFC45	ET60FFP45
16 x 11	5 x 4.5	4 to 4 1/2	ET61FFC45	ET61FFP45

ET Fueler Knock Off (Sold as each) Polished

ET Fueler Knock Off (Sold as each) As Cast

ETKOP

ETKOC



ET Five Window High Angle

The High Angle center is 3 1/2" deep through the windows (front to back). The wide thicker center curves much further out giving a deeper bowl appearance. Because of its width, it can only be made in 8" or wider widths. The wider the rim the more offset variation is available. High Angle wheels come full polished to an almost chrome like finish or with a cast center and machined rim.

As Cast

Wheel Size	Bolt Circle	Back Space	
15 x 10	5 x 4.5 - 4-3/4	3-3/4 to 4-1/2"	ET50HA45

Full Polished

Wheel Size	Bolt Circle	Back Space	
15 x 8 Deep	5 x 4.5	3-1/2 to 4"	ET58FFD45
15 x 8	5 x 4.5 - 4-3/4	3-1/2 to 4"	ET58HA45P
15 x 10	5 x 4.5 - 4-3/4	3-3/4 to 4-1/2"	ET50HAP45
15 x 12	5 x 4.5 - 4-3/4	3-1/2 to 7-1/2"	ET1512HAP45

Call Rocket for more sizes and information



10 Series Smoothie (Chrome)

- Full Chrome
- Reversed Chrome available for extra charge
- Stock Lug Nuts applicable

NOTE: CAP SOLD SEPERATELY



Part#	Rim Size	Bolt Circle	Rear Spacing
WV10- 451203	14 x 5	4/2, 4/4	3
WV10- 471204	14 x 7	4/2, 4/4	4
WV10- 481204	14 x 8	4/2, 4/4	4
WV10- 551203	15 x 5	4/2, 4/4	3
WV10- 5612358	15 x 6	4/2, 4/4	3-5/8
WV10- 5605358	15 x 6	5-5, 5/2	3-5/8
WV10- 571204	15 x 7	4/2, 4/4	4
WV10- 570504	15 x 7	5-5, 5/2	4
WV10- 581204	15 x 8	4/2, 4/4	4
WV10- 580504	15 x 8	5-5, 5/2	4
WV10- 5012042	15 x 10	4/2, 4/4	4/2
WV10- 5005042	15 x 10	5-5, 5/2	4/2
WV10- 51212044	15 x 12	4/2, 4/4	4/2
WV10- 51205044	15 x 12	5-5, 5/2	4/4
WV10- 51412044	15 x 14	4/2, 4/4	4/4
WV10- 51405044	15 x 14	5-5, 5-5/2	4/4
WV10- 661204*	16 x 6	4/2, 4/4	4
WV10- 671204*	16 x 7	4/2, 4/4	4
WV10- 660504*	16 x 6	5-5, 5-5/2	4
WV10- 670504*	16 x 7	5-5, 5-5/2	4
WV10- 681204*	16 x 8	4/2, 4/4	4
WV10- 6812042*	16 x 8	4/2, 4/4	4/2
WV10- 680504*	16 x 8	5-5, 5-5/2	4
WV10- 681205*	16 x 8	4/2, 4/4	4
WV10- 601205*	16 x 10	4/2, 4/4	5
WV10- 7712042	17 x 7	4/2, 4/4	4/2
WV10- 7812042*	17 x 8	4/2, 4/4	4/2

22 Series Solid (Chrome)

- Full Chrome
- Reversed Chrome available for extra charge
- Stock Lug Nuts applicable
- Multi-lug Bolt pattern
- 1940 thru 1948 O.E. Ford Pass.

Car Hubcaps applicable

• 1940 thru 1965 O.E. Ford Pick-up Hubcaps applicable

• Hubcaps not included • Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV22- 4512314	14 x 5	4/2, 4 3/4	3/4
WV22- 461204	14 x 6	4/2, 4 3/4	4
WV22- 471204	14 x 7	4/2, 4 3/4	4
WV22- 5512314	15 x 5	4/2, 4 3/4	3/4
WV22- 561204	15 x 6	4/2, 4 3/4	4
WV22- 5712044	15 x 7	4/2, 4 3/4	4/4
WV22- 5812042	15 x 8	4/2, 4 3/4	4/2
WV22- 501205	15 x 10	4/2, 4 3/4	5
WV22- 5121205	15 x 12	4/2, 4 3/4	5
WV22- 5141205	15 x 14	4/2, 4 3/4	5



12 Series Smoothie (Bare)

- Wheels come standard with gray Primer
- Available custom ordered in bare metal or powder coating color at extra cost. Call For colours
- Hubcaps & Trim Rings not included (see accessories)



Part#	Rim Size	Bolt Circle	Rear Spacing
WV12- 451203	14 x 5	4 1/2, 4 3/4	3
WV12- 461204	14 x 6	4 1/2, 4 3/4	4
WV12- 471204	14 x 7	4 1/2, 4 3/4	4
WV12- 481204	14 x 8	4 1/2, 4 3/4	4
WV12- 551203	15 x 5	4 1/2, 4 3/4	3
WV12- 5612358	15 x 6	4 1/2, 4 3/4	3-5/8
WV12- 5605358	15 x 6	5-5, 5 1/2	3-5/8
WV12- 571204	15 x 7	4 1/2, 4 3/4	4
WV12- 570504	15 x 7	5-5, 5 1/2	4
WV12- 581204	15 x 8	4 1/2, 4 3/4	4
WV12- 580504	15 x 8	5-5, 5 1/2	4
WV12- 5012042	15 x 10	4 1/2, 4 3/4	4 1/2
WV12- 5006042	15 x 10	6-5 1/2	4 1/2
WV12- 5005042	15 x 10	5-5, 5 1/2	4 1/2
WV12- 51212044	15 x 12	4 1/2, 4 3/4	4 1/4
WV12- 51205044	15 x 12	5-5, 5 1/2	4 1/4
WV12- 51412044	15 x 14	4 1/2, 4 3/4	4 1/4
WV12- 51405044	15 x 14	5-5, 5 1/2	4 1/4
WV12- 661204*	16 x 6	4 1/2, 4 3/4	4
WV12- 660504*	16 x 6	5-5, 5 1/2	4
WV12- 671204*	16 x 7	4 1/2, 4 3/4	4
WV12- 670504*	16 x 7	5-5, 5-5 1/2	4
WV12- 681204*	16 x 8	4 1/2, 4 3/4	4
WV12- 680504*	16 x 8	5-5, 5-5 1/2	4
WV12- 6812042*	16 x 8	5-4 1/2, 4 3/4	4 1/2
WV12- 6805042*	16 x 8	5-5, 5-5 1/2	4 1/2
WV12- 681205*	16 x 8	4 1/2, 4 3/4	5
WV12- 680505*	16 x 8	5-5, 5-5 1/2	5
WV12- 600505*	16 x 10	5-5, 5-5 1/2	5
WV12- 601205*	16 x 10	4 1/2, 4 3/4	5
WV12- 6120505*	16 x 12	5-5, 5-5 1/2	5
WV12- 6121205*	16 x 12	4 1/2, 4 3/4	5
WV12- 7712042	17 x 7	4 1/2, 4 3/4	4 1/2
WV12- 7812042*	17 x 8	4 1/2, 4 3/4	4 1/2
WV12- 7912054	17 x 9	4 1/2, 4 3/4	5 1/4

14 Series Gennie

- Wheels come standard with gray Primer
- Available custom ordered in Bare Metal or Powder Coating Color at extra cost.
- O.E. Lug Nuts applicable
- Factory 1940 thru 1948 Ford Passenger Car Hubcaps applicable
- Factory 1940 thru 1965 Ford Pick-up Hubcaps applicable
- Hubcaps & Trim rings not included
- Custom Offsets are special order only



Part#	Rim Size	Bolt Circle	Rear Spacing
WV14- 5455024	15 x 4	5-5 1/2	2 1/4
WV14- 5412024	15 x 4	4 1/2, 4 3/4	2 1/4
WV14- 5555234	15 x 5	5-5 1/2	2 3/4
WV14- 5512234	15 x 5	4 1/2, 4 3/4	2 3/4
WV14- 5655334	15 x 6	5-5 1/2	3 3/4
WV14- 5612334	15 x 6	4 1/2, 4 3/4	3 3/4
WV14- 5755334	15 x 7	5-5 1/2	3 3/4
WV14- 5712334	15 x 7	4 1/2, 4 3/4	3 3/4
WV14- 575504	15 x 7	5-5 1/2	4
WV14- 571204	15 x 7	4 1/2, 4 3/4	4
WV14- 5755042	15 x 7	5-5 1/2	4 1/2
WV14- 5712042	15 x 7	4 1/2, 4 3/4	4 1/2
WV14- 5855334	15 x 8	5-5 1/2	3 3/4
WV14- 5812334	15 x 8	4 1/2, 4 3/4	3 3/4
WV14- 585504	15 x 8	5-5 1/2	4
WV14- 581204	15 x 8	4 1/2, 4 3/4	4
WV14- 5855042	15 x 8	5-5 1/2	4 1/2
WV14- 5812042	15 x 8	4 1/2, 4 3/4	4 1/2
WV14- 505505	15 x 10	5-1/2	5
WV14- 501205	15 x 10	4 1/2, 4 3/4	5
WV14- 51255042	15 x 12	5-5 1/2	4 1/2
WV14- 51212042	15 x 12	4 1/2, 4 3/4	4 1/2
WV14- 51455042	15 x 14	5-5 1/2	4 1/2
WV14- 51412042	15 x 14	4 1/2, 4 3/4	4 1/2
WV14- 64212234	16 x 4 1/2	4 1/2, 4 3/4	2 3/4
WV14- 64255234	16 x 4 1/2	5-5 1/2	2 3/4
WV14- 6655334	16 x 6	5-5 1/2	3 3/4
WV14- 6612334	16 x 6	4 1/2, 4 3/4	3 3/4
WV14- 675504	16 x 7	5-5 1/2	4
WV14- 671204	16 x 7	4 1/2, 4 3/4	4
WV14- 685504	16 x 8	5-5 1/2	4
WV14- 681204	16 x 8	4 1/2, 4 3/4	4
WV14- 605505	16 x 10	5-5 1/2	5
WV14- 601205	16 x 10	4 1/2, 4 3/4	5
WV14- 7755458	17 x 7	5-5 1/2 4	5/8
WV14- 7712458	17 x 7	4 1/2, 4 3/4 4	5/8
WV14- 785542	17 x 8	5-5 1/2	4 1/2
WV14- 781242	17 x 8	4 1/2, 4 3/4	4 1/2
WV14- 795554	17 x 9	5-5 1/2	5 1/4
WV14- 791254	17 x 9	4 1/2, 4 3/4	5 1/4

16 Series Gennie (Chrome)

- Chrome Outer/Bare centre are special order only
- Reversed Chrome available for extra charge
- O.E. Lug Nuts applicable
- Factory 1940 thru 1948 Ford Passenger Car Hubcaps applicable
- Factory 1940 thru 1965 Ford Pick-up Hubcaps applicable
- Hubcaps not included



Part#	Rim Size	Bolt Circle	Rear Spacing
WV16- 5555234	15 x 5	5-5 1/2	2 3/4
WV16- 5512234	15 x 5	4 1/2, 4 3/4	2 3/4
WV16- 5655334	15 x 6	5-5 1/2	3 3/4
WV16- 5612334	15 x 6	4 1/2, 4 3/4	3 3/4
WV16- 5755334	15 x 7	5-5 1/2	3 3/4
WV16- 5712334	15 x 7	4 1/2, 4 3/4	3 3/4
WV16- 575504	15 x 7	5-5 1/2	4
WV16- 571204	15 x 7	4 1/2, 4 3/4	4
WV16- 5755042	15 x 7	5-5 1/2	4 1/2
WV16- 5712042	15 x 7	4 1/2, 4 3/4	4 1/2
WV16- 5855334	15 x 8	5-5 1/2	3 3/4
WV16- 5812334	15 x 8	4 1/2, 4 3/4	3 3/4
WV16- 585504	15 x 8	5-5 1/2	4
WV16- 581204	15 x 8	4 1/2, 4 3/4	4
WV16- 5855042	15 x 8	5-5 1/2	4 1/2
WV16- 5812042	15 x 8	4 1/2, 4 3/4	4 1/2
WV16- 505505	15 x 10	5-5 1/2	5
WV16- 501205	15 x 10	4 1/2, 4 3/4	5
WV16- 51255042	15 x 12	5-5 1/2	4 1/2
WV16- 51212042	15 x 12	4 1/2, 4 3/4	4 1/2
WV16- 51455042	15 x 14	5-5 1/2	4 1/2
WV16- 51412042	15 x 14	4 1/2, 4 3/4	4 1/2
WV16- 64212234	16 x 4 1/2	4 1/2, 4 3/4	2 3/4
WV16- 64255234	16 x 4 1/2	5-5 1/2	2 3/4
WV16- 6655334	16 x 6	5-5 1/2	3 3/4
WV16- 6612334	16 x 6	4 1/2, 4 3/4	3 3/4
WV16- 675504	16 x 7	5-5 1/2	4
WV16- 671204	16 x 7	4 1/2, 4 3/4	4
WV16- 685504	16 x 8	5-5 1/2	4
WV16- 681204	16 x 8	4 1/2, 4 3/4	4
WV16- 605505	16 x 10	5-5 1/2	5
WV16- 601205	16 x 10	4 1/2, 4 3/4	5
WV16- 7755458	17 x 7	5-5 1/2	4 5/8
WV16- 7712458	17 x 7	4 1/2, 4 3/4	4 5/8
WV16- 785542	17 x 8	5-5 1/2	4 1/2
WV16- 781242	17 x 8	5-4 1/2	4 1/2
WV16- 791254	17 x 9	5-5 1/2	5 1/4
WV16- 791254	17 x 9	4 1/2, 4 3/4	5 1/4

13 Series Smoothie (Chrome Outer/Bare)

- Chrome Outer Bare Centre
- Reversed Chrome available for extra charge
- Hubcaps not included



Part#	Rim Size	Bolt Circle	Rear Spacing
WV13- 451203	14 x 5	4 1/2, 4 3/4	3
WV13- 461204	14 x 6	4 1/2, 4 3/4	4
WV13- 471204	14 x 7	4 1/2, 4 3/4	4
WV13- 481204	14 x 8	4 1/2, 4 3/4	4
WV13- 551203	15 x 5	4 1/2, 4 3/4	3
WV13- 5612358	15 x 6	4 1/2, 4 3/4	3-5/8
WV13- 5605358	15 x 6	5-5, 5 1/2	3-5/8
WV13- 571204	15 x 7	4 1/2, 4 3/4	4
WV13- 570504	15 x 7	5-5, 5 1/2	4
WV13- 581204	15 x 8	4 1/2, 4 3/4	4
WV13- 580504	15 x 8	5-5, 5 1/2	4
WV13- 5012042	15 x 10	4 1/2, 4 3/4	4 1/2
WV13- 5005042	15 x 10	5-5, 5 1/2	4 1/2
WV13- 51212044	15 x 12	4 1/2, 4 3/4	4 1/4
WV13- 51205044	15 x 12	5-5, 5 1/2	4 1/4
WV13- 51412044	15 x 14	4 1/2, 4 3/4	4 1/4
WV13- 51405044	15 x 14	5-5, 5 1/2	4 1/4
WV13- 661204*	16 x 6	4 1/2, 4 3/4	4
WV13- 660504*	16 x 6	5-5, 5 1/2	4
WV13- 671204*	16 x 7	4 1/2, 4 3/4	4
WV13- 670504*	16 x 7	5-5, 5 1/2	4
WV13- 681204*	16 x 8	4 1/2, 4 3/4	4
WV13- 680504*	16 x 8	5-5, 5 1/2	4
WV13- 6812042*	16 x 8	4 1/2, 4 3/4	4 1/2
WV13- 6805042*	16 x 8	5-5, 5 1/2	4 1/2
WV13- 681205*	16 x 8	4 1/2, 4 3/4	5
WV13- 680505*	16 x 8	5-5, 5 1/2	5
WV13- 601205*	16 x 10	4 1/2, 4 3/4	5
WV13- 600505*	16 x 10	5-5, 5 1/2	5
WV13- 6121205*	16 x 12	4 1/2, 4 3/4	5
WV13- 6120505*	16 x 12	5-5, 5 1/2	5
WV13- 7712042	17 x 7	4 1/2, 4 3/4	4 1/2
WV13- 7705042	17 x 7	5-5 1/2	4 1/2
WV13- 7812042*	17 x 8	4 1/2, 4 3/4	4 1/2
WV13- 7805042*	17 x 8	5-5	4 1/2
WV13- 7912054	17 x 9	4 1/2, 4 3/4	5 1/4
WV13- 7905054	17 x 9	5-5	5 1/4

15 Series Gennie (Chrome Outer/Bare Centre)

- Chrome Outer/Bare Centre are special order only
- Reversed Chrome available for extra charge
- O.E. Lug Nuts applicable
- Factory 1940 thru 1948 Ford Passenger Car Hubcaps applicable
- Factory 1940 thru 1965 Ford Pick-up Hubcaps applicable
- Hubcaps not included



Part#	Rim Size	Bolt Circle	Rear Spacing
WV15- 5555234	15 x 5	5-5 1/2	2 3/4
WV15- 5512234	15 x 5	4 1/2, 4 3/4	2 3/4
WV15- 5655334	15 x 6	5-5 1/2	3 3/4
WV15- 5612334	15 x 6	4 1/2, 4 3/4	3 3/4
WV15- 5755334	15 x 7	5-5 1/2	3 3/4
WV15- 5712334	15 x 7	4 1/2, 4 3/4	3 3/4
WV15- 575504	15 x 7	5-5 1/2	4
WV15- 571204	15 x 7	4 1/2, 4 3/4	4
WV15- 5755042	15 x 7	5-5 1/2	4 1/2
WV15- 5712042	15 x 7	4 1/2, 4 3/4	4 1/2
WV15- 5855334	15 x 8	5-5 1/2	3 3/4
WV15- 5812334	15 x 8	4 1/2, 4 3/4	3 3/4
WV15- 585504	15 x 8	5-5 1/2	4
WV15- 581204	15 x 8	4 1/2, 4 3/4	4
WV15- 5855042	15 x 8	5-5 1/2	4 1/2
WV15- 5812042	15 x 8	4 1/2, 4 3/4	4 1/2
WV15- 505505	15 x 10	5-5 1/2	5
WV15- 501205	15 x 10	4 1/2, 4 3/4	5
WV15- 51255042	15 x 12	5-5 1/2	4 1/2
WV15- 51212042	15 x 12	4 1/2, 4 3/4	4 1/2
WV15- 51455042	15 x 14	5-5 1/2	4 1/2
WV15- 51412042	15 x 14	4 1/2, 4 3/4	4 1/2
WV15- 64212234	16 x 4 1/2	4 1/2, 4 3/4	2 3/4
WV15- 64255234	16 x 4 1/2	5-5 1/2	2 3/4
WV15- 6655334	16 x 6	5-5 1/2	3 3/4
WV15- 6612334	16 x 6	4 1/2, 4 3/4	3 3/4
WV15- 675504	16 x 7	5-5 1/2	4
WV15- 671204	16 x 7	4 1/2, 4 3/4	4
WV15- 685504	16 x 8	5-5 1/2	4
WV15- 681204	16 x 8	4 1/2, 4 3/4	4
WV15- 605505	16 x 10	5-5 1/2	5
WV15- 601205	16 x 10	4 1/2, 4 3/4	5
WV15- 7755458	17 x 7	5-5 1/2	4-5/8
WV15- 7712458	17 x 7	4 1/2, 4 3/4	4-5/8
WV15- 785542	17 x 8	5-5 1/2	4 1/2
WV15- 781242	17 x 8	5-4 1/2	4 1/2
WV15- 795554	17 x 9	5-5 1/2	5 1/4
WV15- 791254	17 x 9	4 1/2, 4 3/4	5 1/4

20 Series Solid

- Wheels come standard with gray Primer
- Available custom ordered in Bare Metal or Powder Coating color at extra cost.
- Multi-lug Bolt pattern
- 1940 thru 1948 O.E. Ford Pass. Car Hubcaps applicable
- 1940 thru 1965 O.E. Ford Pick-up Hubcaps applicable
- Hubcaps & Trim Rings not included
- Custom Offsets are special order only



Part#	Rim Size	Bolt Circle	Rear Spacing
WV20- 4512314	14 x 5	4 1/2, 4 3/4	3 1/4
WV20- 461204	14 x 6	4 1/2, 4 3/4	4
WV20- 471204	14 x 7	4 1/2, 4 3/4	4
WV20- 5512314	15 x 5	4 1/2, 4 3/4	3 1/4
WV20- 561204	15 x 6	4 1/2, 4 3/4	4
WV20- 5712044	15 x 7	4 1/2, 4 3/4	4 1/4
WV20- 5812042	15 x 8	4 1/2, 4 3/4	4 1/2
WV20- 501205	15 x 10	4 1/2, 4 3/4	5
WV20- 5121205	15 x 12	4 1/2, 4 3/4	5
WV20- 5141205	15 x 14	4 1/2, 4 3/4	5



Silver Hot Rod Rallye Wheel

Wheel Vintiques 15x7 Silver Hot Rod Rallye Wheel with a 5x4.5" & 5x4.75" Bolt Pattern and 4" Backspacing. Make your classic muscle car or street-rod stand out and get noticed with new wheels from Wheel Vintiques! This 38 series Hot Rod Rallye wheel is constructed from steel and features a silver finish. Sold each.

Don't forget to accessorize your new wheels with centre caps or trim rings (sold separately).

*Factory lug nuts applicable.

Part No	Rim Size	Bolt Circle	Rear Spacing
WV38- 571204	15 x 7	5X4.5-4.75	3"
WV38- 581204	15 x 8	5X4.5-4.75	4"



35 Series Pick-Up Rallye - Pre '71 (Silver)

- O.E. Lug Nuts applicable
- Hubcaps & Trim Rings not included
- Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV35- 5606334	15 x 6	6-5/2	3/4
WV35- 570604	15 x 7	6-5/2	4
WV35- 580604	15 x 8	6-5/2	4
WV35- 5006042	15 x 10	6-5/2	4 1/2
WV35- 500605	15 x 10	6-5/2	5
WV35- 51206042	15 x 12	6-5/2	4 1/2
WV35- 51406042	15 x 14	6-5/2	4 1/2



36 Series Camaro Style Rallye (Chrome)

- Full Chrome
- Single 4/4 Bolt pattern
- O.E. Lug Nuts applicable
- Factory GM Hubcaps applicable
- Reversed Chrome available for extra charge
- Hubcaps not included
- Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV36- 4534032	14 x 5**	4 3/4	3 1/2
WV36- 4634334	14 x 6	4 3/4	3/4
WV36- 473404	14 x 7	4 3/4	4
WV36- 483404	14 x 8**	4 3/4	4
WV36- 4834042	14 x 8**	4 3/4	4 1/2



50 Series SS 396 Style (Painted)

- Factory Lug Nuts applicable
- Factory Cap applicable
- Powder Coat finish (painted slots)
- Hubcap & Trim Rings not included
- Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV50- 4734438	14 x 7	5-4/4	4/8
WV50- 4834042	14 x 8	5-4/4	4 1/2
WV50- 563404	15 x 6	5-4/4	4/8
WV50- 5734438	15 x 7	5-4/4	4/8
WV50- 5834042	15 x 8	5-4/4	4 1/2
WV50- 583405	15 x 8	5-4/4	5
WV50- 503405	15 x 10	5-4/4	5
WV50- 5034052	15 x 10	5-4/4	5 1/2



54 Series Magnum 500

- Full Chrome (painted Slots)
- Reversed Chrome available for extra charge
- Standard 2 1/8" Centre Bore Hole
- Centre Caps & Lug Nuts not included

Part#	Rim Size	Bolt Circle	Rear Spacing
WV54- 4612334	14 x 6	5-4/2	3/4
WV54- 4712044	14 x 7	5-4/2	4/4
WV54- 4812042	14 x 8	5-4/2	4 1/2
WV54- 561204	15 x 6	5-4/2	NEW
WV54- 5712044	15 x 7	5-4/2	4/4
WV54- 5812042	15 x 8	5-4/2	4 1/2
WV54- 501205	15 x 10	5-4/2	5
WV54- 5012052	15 x 10	5-4/2	5 1/2



60 Series Pontiac Rallye II Style

- Accessories available: 3001-15, 3001-A, 3002, 5000, 5000-A
- Powder Coated finish (painted slots)
- Hubcaps & Trim Rings not included
- Factory Caps and Trim Rings applicable
- Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV60- 463404	14 x 6	5-4/4	4
WV60- 4734044	14 x 7	5-4/4	4 1/4
WV60- 570504	15 x 7	5-5	4
WV60- 573404	15 x 7	5-4/4	4
WV60- 580504	15 x 8	5-5	4
WV60- 5805042	15 x 8	5-5	4 1/2
WV60- 583404	15 x 8	5-4/4	4
WV60- 5834042	15 x 8	5-4/4	4 1/2
WV60- 500505	15 x 10	5-5	5
WV60- 503405	15 x 10	5-4/4	5
WV60- 673404	16 x 7	5-4/4	4
WV60- 6834042	16 x 8	5-4/4	4 1/2

60 - Chrome Series Pontiac Rallye II Style

Accessories Available:

- 5000, 5000-A
- Factory Caps applicable
- Full Chrome (painted slots)
- Custom Offsets are special order only
- Available in 5-5 Bolt pattern special order only
- Hubcaps not included

Part#	Rim Size	Bolt Circle	Rear Spacing
WV60- 463404-C	14 x 6	5-4/4	4
WV60- 4734044-C	14 x 7	5-4/4	4 1/4
WV60- 570504-C	15 x 7	5-5	4
WV60- 573404-C	15 x 7	5-4/4	4
WV60- 580504-C	15 x 8	5-5	4
WV60- 5805042-C	15 x 8	5-5	4 1/2
WV60- 583404-C	15 x 8	5-4/4	4
WV60- 5834042-C	15 x 8	5-4/4	4 1/2
WV60- 500505-C	15 x 10	5-5	5
WV60- 503405-C	15 x 10	5-4/4	5
WV60- 673404-C	16 x 7	5-4/4	4
WV60- 6834042-C	16 x 8	5-4/4	4 1/2



56 Series Chrysler Rallye

- Powder Coat Silver finish
- Factory Lug Nuts applicable
- Factory Hubcaps & Trim Rings applicable
- Hubcaps & Trim Rings not included
- Custom offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV56- 461204	14 x 6	5-4/2	4
WV56- 4712044	14 x 7	5-4/2	4 1/4
WV56- 4812042	14 x 8	5-4/2	4 1/2
WV56- 561204	15 x 6	5-4/2	NEW
WV56- 5712044	15 x 7	5-4/2	4 1/4
WV56- 5812042	15 x 8	5-4/2	4 1/2
WV56- 501205	15 x 10	5-4/2	5
WV56- 5012052	15 x 10	5-4/2	5 1/2



49 Series Chrysler Rallye (Chrome)

- Full Chrome
- Factory Lug nuts applicable
- Factory hubcaps applicable
- Hubcaps
- Custom offsets are special order only
- Reversed chrome available for extra charge

Part#	Rim Size	Bolt Circle	Rear Spacing
WV49- 461204	14 x 6	5-4/2	4
WV49- 4712044	14 x 7	5-4/2	4 1/4
WV49- 4812042	14 x 8	5-4/2	4 1/2
WV49- 561204	15 x 6	5-4/2	4
WV49- 5712044	15 x 7	5-4/2	4 1/4
WV49- 5812042	15 x 8	5-4/2	4 1/2
WV49- 501205	15 x 10	5-4/2	5
WV49- 5012052	15 x 10	5-4/2	5 1/2



64 Series O.E. Ford - Chevy Style (Chrome)

- Full Chrome (Reverse Chrome extra cost option)
- Hubcaps not included
- O.E. Lug Nuts applicable
- Factory Outside Knob Style Hubcaps applicable 1018"

Part#	Rim Size	Bolt Circle	Rear Spacing
WV64- 4512032	14 x 5	5- 4/2	3 1/2
WV64- 4534032	14 x 5	5- 4/4	3 1/2
WV64- 461204	14 x 6	5- 4/2	4
WV64- 463404	14 x 6	5- 4/4	4
WV64- 471204	14 x 7	5- 4/2	4
WV64- 4734044	14 x 7	5- 4/4	4 1/4
WV64- 551203	15 x 5	5- 4/2	3
WV64- 553403	15 x 5	5- 4/4	3
WV64- 561204	15 x 6	5- 4/2	4
WV64- 563404	15 x 6	5- 4/4	4
WV64- 5712044	15 x 7	5- 4/2	4 1/4
WV64- 5734044	15 x 7	5- 4/4	4 1/4
WV64- 575504	15 x 7	5- 5/2	4
WV64- 5812044	15 x 8	5- 4/2	4 1/4
WV64- 5834044	15 x 8	5- 4/4	4 1/4
WV64- 585504	15 x 8	5- 5/2	4
WV64- 5012042	15 x 10	5- 4/2	4 1/2
WV64- 5034042	15 x 10	5- 4/4	4 1/2
WV64- 5055042	15 x 10	5- 5/2	4 1/2
WV64- 7712458	17 x 7	5- 4/2	45/8
WV64- 7734458	17 x 7	5- 4/4	45/8
WV64- 7812044	17 x 8	5- 4/2	4 1/4
WV64- 7834044	17 x 8	5- 4/4	4 1/4
WV64- 7912518	17 x 9	5- 4/2	5 1/8
WV64- 7934518	17 x 9	5- 4/4	5 1/8

34 Series Camaro Style Rallye (Silver)

- Single 4/4 Bolt pattern
- O.E. Lug Nuts applicable
- Factory GM Hubcaps applicable
- Factory GM Trim Rings applicable
- Hubcaps & Trim Rings not included
- Custom Offsets are special order only

Part#	Rim Size	Bolt Circle	Rear Spacing
WV34- 4534032	14 x 5	4/4	3 1/2
WV34- 4634334	14 x 6	4/4	3/4
WV34- 463404	14 x 6	4/4	4
WV34- 473404	14 x 7	4/4	4
WV34- 4734044	14 x 7	4/4	4 1/4
WV34- 483404	14 x 8**	4/4	4
WV34- 4834042	14 x 8**	4/4	4 1/2





UPA7050
1932-33 4 Cyl
5-3/4" dia



UPA6035
1942 Ford Car
8-3/16" dia



UPA6027
1941 Ford Car
UPA6027N
1941 Ford Car New Style 8-3/16" dia



UPA6025
1947-48 Ford Car
8-3/16" dia



Street Rod Wire Cap
Part No: **WV2000-P** (Plain)
Fits: • Street Rod Wire
• '32-'35 Passenger Car & Pick-Up

T-Bird Wire Cap

Part No: **WV1038**

Fits:

- T-Bird wire wheel
- Red = #1038-A
- Blue = #1038-B
- Black = #1038-C



Street Rod Wire Cap

Part No: **WV2000**

- Fits: • Street Rod Wire
- '32 V8 Passenger Car & Pick-Up



Chrysler Rallye Cap

Part # **WV5001** (Dark Gray)

Part # **WV5001-A** (Lite Gray)

- Fits: • O.E. Chrysler Rallye wheel only
- Available for early or late model applications
- 4.5 bolt pattern only



Retainer

Part # **WV5003**

Fits:

- O.E. '69, '70 Chevelle Rallye wheel applications
- Chrysler Road wheel application
- Magnum 500 application w/2-1/8 centre bore



Bullet Cap Tall 51/2" Tall

Part # **WV5029**

Fits: • 14" & 15" Smoothie

Bullet Centre Caps - Set of 4

Upgrade your current centre caps for a set of billet cnc machined bullet shape caps.

Designed to work with Cruise Line and HP Series wheels.

BS999840



Chrome Bolt-on Bullet Caps

Caps are chrome plated on steel

Part #	Description
UPC8051	4-1/8" Dia x 1-1/2" High
UPC8052	4-3/4" Dia x 2" High



Chrome Bullet Caps

Caps are chrome plated zinc die cast

Part #	Description
UPC8054	3-1/2" Dia x 4-1/4" High
UPC8055	3" Dia x 2-3/4" High
UPC8059	2-1/2" Dia x 1-3/4" High



Spider Cap

Prt No	Fits
UPC8061	5" x 5"
UPC8062	5" x 5-1/2"
UPC8056	(Chevy) 5" x 4-3/4"
UPC8057	(Ford) 5" x 4-1/2"
• 3-3/4" Tall	



Magnum 500

Pony Cap

Part # **WV2016**

- Fits: • All Magnum 500 Rallye Wheels
- With 2 7/8" Centre Bore



Black Pony Cap

Part # **WV2017**

- Fits: • All '65, '66, '67 Style Steel Rallye Wheels



Blue Pony Cap

Part # **WV2019**

- Fits: • '67 Style Steel Wheels only



Red Pony Cap

Part # **WV2018**

- Fits: • All '65, '66 Style Steel Rallye Wheels



Holden GTS Centre Caps

Reproduction GTS centre caps for Holden HQ-HZ GTS wheels. Also suits Wheel Vintiques 60 series Pontiac Rallye II wheels. Two styles are available: Lion without tail for HQ or with tail for HJ-HZ.

HQ GTS Centre Cap - Without Tail

HJ-HZ GTS Centre Cap - With Tail

RPWC1006

RPWC1007

Holden GTS Wheel Nuts

Reproduction wheel nuts with black inserts for Holden HQ-HZ GTS wheels. Also suits Wheel Vintiques 60 series Pontiac Rallye II wheels. Supplied as a complete set of 20 nuts.

HQ-HZ GTS Wheel Nuts (20)



RP-T119

Bullet Push Thru Cap

Part # **WV5009**

Fits: • O.E. Style Wheels • 4 1/4" tall



Knock Off Centre Cap

Part # **WV5503**

Fits O1 Series Only



Knock Off Centre Cap

Part # **WV5506**

Fits: • 87, 88, 100-103 Series

* Has Wheel Vintiques "W" in Centre.

STAINLESS O.E.M STYLE TRIM RING

15x6 OEM Style Rounded Lip trim ring in stainless steel. Sold Individually. Use and abuse can take the shine out of your trim rings over time. Replace dinged and damaged trim rings for a quick and easy wheel makeover.

WV3000-15-1 (ea)



OEM Style Trim Rings

Part # **WV3001-A**

Part # **WV3002**

Fits:

- 15" x 7" Corvette Rallye Wheels (3001-A)
- 15" x 8" Corvette Rallye Wheels (3002)



Stainless Trim Rings

Highly polished stainless steel rims. Fits most wheels. Available in smooth, ribbed or contoured styles. Sold individually.

UPA6224-3	14" Smooth Style
UPA6224-1	15" Smooth Style
UPA6224-5	15" Ribbed Style
UPA6224-8	15" Contoured Style
UPA6224-6	16" Ribbed Style



Hot Rod Style Trim Ring

Part # **WV3005** (Smooth)

All O.E.M. steel wheels

5" or wider Available in stainless only

Fits:

- 14" Trim ring Part # **WV3005-14**
- 15" Trim ring Part # **WV3005-15**
- 16" Trim ring Part # **WV3005-16**
- 17" Trim ring Part # **WV3005-17**



Hot Rod Style Trim Ring

Part # **WV3006** (Ribbed)

All O.E.M. steel wheels

5" or wider Available in stainless only

Fits:

- 14" Trim ring Part # **WV3006-14**
- 15" Trim ring Part # **WV3006-15**
- 16" Trim ring Part # **WV3006-16**
- 17" Trim ring Part # **WV3006-17**



Hot Shot

Part # **WV4003**

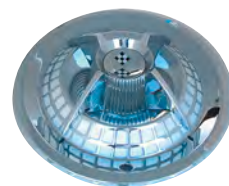
Fits:

- 15" cover Part # **WV4001-15**

59 Lancer-15 Inch Hubcaps

UPC5054W

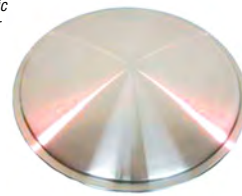
15 inch 59 Lancer hubcaps are beautiful polished finish wheel covers (brilliant chromed solid steel hubcaps) with a spinner centre cap look that will add the finishing touch to your classic car restoration or custom car project.



Wheel Caps & Discs

Supplied as complete sets of four.

RPCR9903	14" Chrome Flipper Caps
RPCR9904	15" Chrome Flipper Caps



Snap-On Wheel Discs

Retention Rim fits most brands of Steel Wheels pre-70.

Part #

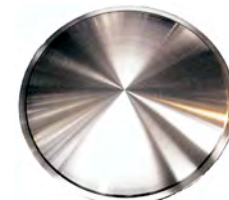
Description

UPRDC01-14

14"

UPRDC01-15

15"



Chrome Baby Moon

Wheel Covers (4 Pack)

Triple Nickel Chrome Plated Wheel Covers.

Part #	Description
UPBHC01-14	14"
UPBHC01-15	15"



Fiesta Cap (4 Pack)

Part #	Description
UPSHC01-13	13"
UPSHC01-14	14"
UPSHC01-15	15"

Fits:

- All O.E.M. Steel Wheels
- 14" or 15" Wheel Applications
- Available in Chrome only



Lancer Cap (4 Pack)

Part #

Description

UPC5031

14"

UPC5030

15"



Chrome Single Bar Wheel Covers (4 Pack)

Triple Nickel Chrome Plated Wheel Covers.

Part #	Description
UPBHC02-14	14"
UPBHC02-15	15"



Chrome Starburst Wheel Covers (4 Pack)

Triple Nickel Chrome Plated Wheel Covers.

Part #	Description
UPSBC01-15	15"

Chrome Cross Bar Wheel Covers (4 Pack)

Triple Nickel Chrome Plated Wheel Covers with Die Cast Cross Bar.

Part #	Description
UPC5051	14"
UPC5036	15"



Moon Wheel Discs Turbine

Sun Ray Finish Aluminium.

MNMD1148IR	14"
MNMD1158IR	15"



Moon Wheel Discs Screw On

Sold as each.

Spun Aluminium Sun Ray Finish.

MNMD1141	14"
MNMD1151	15"
MNMD1161	16"
MNMD1171	17"
MNMD1181	18"

(19-1/4" actual dia)



Moon Wheel Discs Snap On

Sold as each. Spun Aluminium.

Clear Powder Coating.

MNMD1133A	13"
MNMD1143A	14"
MNMD1153A	15"

Moon Wheel Discs Saturn

Sold as each.

Sun Ray Finish Aluminium.

MNMD1144IR	14"
MNMD1154IR	15"



Moon Disc Starburst

Spun Aluminium.

Snap on type. Sold as each.

MNMD1149IR	14"
MNMD1159IR	15"



Bolt Circle Gauge

This side-rule Gauge measures the most popular 4, 5, 6 and 8 Lug Bolt Patterns.

TLC402 PCD Gauge

Replacement Hex Cap Wrench

This is a replacement Hex Cap Removal wrench that is needed to remove hex caps from Vintec, Vintec Dish, Soft Lip Vintec Dish & Stroker wheels.

BS999500



Replacement Dome Cap Wrench

This is a replacement Dome Cap Removal wrench that is needed to remove dome caps from GTP, GS and old Premier Series wheels with a dome cap.

BS999525

Disc Brake Spacers

Universal 5 stud disc brake spacer with slotted holes to fit 4-1/2", 4-3/4" and 5" bolt circles.

5/16" thick aluminium. Sold in pairs.

Part No.	Thickness	Bolt Circle
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RPCR4082 3/8" 5 x 4.5" to 5.0"



MR GASKET Wheel Spacers

Mr Gasket wheel spacers are constructed from die cast aluminium and feature slotted holes to fit a variety of bolt patterns.

Part Number	Thickness	Bolt Circle
MG2370	7/32"	5x4.5" to 5.0"
MG2371	5/16"	5x4.5" to 5.0"
MG2372	7/16"	5x4.5" to 5.0"
MG2375	1/4"	5x4.0" to 4.25"



PRO WERKS Wheel Spacers

These hard anodized billet aluminium wheel spacers are CNC machined for accuracy. Available in either 1/4" or 1/2" thick. Supplied as pairs.

Part Number	Thickness	Bolt Circle	Hole Diameter
PWC44-001	1/4"	5 x 4.5/4.75"	.702"
PWC44-003	1/2"	5 x 4.5/4.75"	.702"
PWC44-005	1/4"	5 x 5.5"	.702"
PWC44-007	1/2"	5 x 5.5"	.702"

Pro Werks Stud Bushings

These steel bushings reduce wheel spacers with .702" diameter holes to suit 1/2" diameter studs. Supplied in packs of 10.

Part No.	Thickness	I.D.
PWC44-010	1/4"	1/2"
PWC44-011	1/2"	1/2"



Bullet Wheel Lock Set

The bullet wheel lock system offers protection for your wheels with a high quality triple plated chrome finish.

Part#	Thread Size	Description
TLC48205C	7/16" R.H.	4 Bullet Locks, 1 Key Lock
TLC48405C	1/2" R.H.	4 Bullet Locks, 1 Key Lock
TLC48605C	12mm x 1.25" R.H.	4 Bullet Locks, 1 Key Lock
TLC48705C	12mm x 1.50" R.H.	4 Bullet Locks, 1 Key Lock
TLC6313		Replacement Lock Nut Key



Bullet Wheel Lock & Nut Full Set Install Kit

The bullet wheel lock system offers protection for your wheels with a high quality triple plated chrome finish. Contains 16 bullet lug nuts and 4 bullet locks plus the lock Socket.

Part#	Thread Size	Description
TLC22205	7/16" R.H.	16 Nuts & 4 Locks, 1 Key
TLC22405	1/2" R.H.	16 Nuts & 4 Locks, 1 Key
TLC22605	12mm x 1.25" R.H.	16 Nuts & 4 Locks, 1 Key
TLC22705	12mm x 1.50" R.H.	16 Nuts & 4 Locks, 1 Key

Bullet Wheel Nuts

These bullet wheel nuts are high quality triple plated chrome finish. Sold individually.

Part#	Thread Size	Description
TLC1002B-1	7/16" R.H.	1.75" Tall single bullet nut
TLC1004B-1	1/2" R.H.	1.75" Tall single bullet nut
TLC1006B-1	12mm x 1.25" R.H.	1.75" Tall single bullet nut
TLC1007B-1	12mm x 1.50" R.H.	1.75" Tall single bullet nut
TLC6312		Bullet Socket 3/4" 17mm Hex

ET Style Conical Seat

(60° Seat With 0.310" Shank) open End

Part#	Thread Size	Description
TLC7602-0-4	7/16" R.H.	Open End, Set Of 4
TLC7604-0-4	1/2" R.H.	Open End, Set Of 4
TLC7606-0-4	12mm x 1.25 R.H	Open End, Set Of 4
TLC7607-0-4	12mm x 1.50 R.H	Open End, Set Of 4

ET Style Conical Seat

(60° Seat With 0.310" Shank) Closed End

Part#	Thread Size	Description
TLC7602-4	7/16" R.H.	Closed End, Set Of 4
TLC7604-4	1/2" R.H.	Closed End, Set Of 4
TLC7606-4	12mm x 1.25 R.H	Closed End, Set Of 4
TLC7607-4	12mm x 1.50 R.H	Closed End, Set Of 4

Magnum Wheel Nuts

These Magnum shotgun shell style wheel nuts are high quality triple plated chrome finish. Sold individually.

Part#	Thread Size	Description
TLC3204M-1	1/2" R.H.	Single Magnum Nut
TLC3210M-1	9/16" R.H.	Single Magnum Nut
TLC3209M-1	14mm x 1.50" R.H.	Single Magnum Nut
TLC3211M-1	14mm x 2" R.H.	Single Magnum Nut

Heat Treated (H/T) Acorn Wheel Nuts

13/16" Hex Zinc Plated Sold in Pack of 4. 60 degree seat, 1.40 tall

Part#	Thread Size
TLC1402-4	7/16" R.H.
TLC1404-4	1/2" R.H.
TLC1406-4	12mm x 1.25" R.H.
TLC1407-4	12mm x 1.50" R.H.

Bulge Open End

Acorn Wheel Nuts

3/4" Hex Zinc Plated Sold in Pack of 4. 60 degree seat, 0.83 tall

Part#	Thread Size
TLC1302B-4	7/16" R.H.
TLC1304B-4	1/2" R.H.
TLC1306B-4	12mm x 1.25" R.H.
TLC1307B-4	12mm x 1.50" R.H.

ET Style, Open End, Conical seat Wheel Nuts

13/16" Hex, 1" High, 60 degree seat, .31 x .62 shank

Part#	Thread Size	Description
TLC7602-0-4	7/16" R.H.	Set of 4
TLC7604-0-4	1/2" R.H.	Set of 4
TLC7606-0-4	12mm x 1.25" R.H.	Set of 4
TLC7607-0-4	12mm x 1.50" R.H.	Set of 4

Short Mag Closed Wheel Nuts (.550" Shank)

13/16" Hex, 1.53" High,

.55 x .68 shank

Part#	Thread Size	Description
TLC4002-4	7/16" R.H.	Set of 4
TLC4004-4	1/2" R.H.	Set of 4
TLC4006-4	12mm x 1.25" R.H.	Set of 4
TLC4007-4	12mm x 1.50" R.H.	Set of 4

Short Mag Open

End Wheel Nuts

(.550" Shank)

13/16" Hex, 1.39" High,

.58 x .68 shank

Part#	Thread Size	Description
TLC4002-0-4	7/16" R.H.	Set of 4
TLC4004-0-4	1/2" R.H.	Set of 4
TLC4007-0-4	12mm x 1.50" R.H.	Set of 4

XL Mag SST Closed Wheel Nuts (1.379" Shank)

13/16" Hex, 2.28" High,

1.38 x .68 shank

Part#	Thread Size	Description
TLC8852-4	7/16" R.H.	Set of 4
TLC8854-4	1/2" R.H.	Set of 4
TLC8856-4	12mm x 1.25" R.H.	Set of 4
TLC8857-4	12mm x 1.50" R.H.	Set of 4

XL OPEN End Mag Wheel Nuts (1.379" Shank)

13/16" Hex, 2.28" High,

1.38 x .68 shank

Part#	Thread Size	Description
TLC8854-0-1	1/2" R.H.	Each
TLC8852-0-4	7/16" R.H.	Set of 4
TLC8854-0-4	1/2" R.H.	Set of 4
TLC8857-0-4	12mm x 1.50" R.H.	Set of 4

2 Piece Closed Mag Wheel Nuts (.750" Shank)

13/16" Hex, 1.63" High,

0.75 x .68 shank

Part#	Thread Size	Description
TLC8202-4	7/16" R.H.	Set of 4
TLC8204-4	1/2" R.H.	Set of 4
TLC8205-4	1/2" L.H.	Set of 4
TLC8206-4	12mm x 1.25" R.H.	Set of 4
TLC8207-4	12mm x 1.50" R.H.	Set of 4

2 Piece Open End Mag Wheel Nuts (.750" Shank)

13/16" Hex, 1.63" High,

0.75 x .68 shank

Part#	Thread Size	Description
TLC8202-0-4	7/16" R.H.	Set of 4
TLC8204-0-4	1/2" R.H.	Set of 4
TLC8207-0-4	12mm x 1.50" R.H.	Set of 4

Heat Treated (H/T) Acorn Wheel Nuts

13/16" Hex Zinc Plated Sold in Pack of 4.

60 degree seat, 1.38 tall

Part#	Thread Size
TLC1702H-4	7/16" R.H.
TLC1704H-4	1/2" R.H.
TLC1706H-4	12mm x 1.25" R.H.
TLC1707H-4	12mm x 1.50" R.H.

Top Line Wheel Lock Kits

Topline premium socket wheel locks are case-hardened and triple chrome plated. The wheel lock key is stepped to fit both 3/4" and 13/16" lug wrenches.

Standard Wheel Lock Sets 1.25" Tall

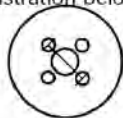
Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC40205C	7/16" R.H.	Set of 4 plus Key
TLC40405C	1/2" R.H.	Set of 4 plus Key
TLC40605C	12mm x 1.25" R.H.	Set of 4 plus Key
TLC40705C	12mm x 1.50" R.H.	Set of 4 plus Key

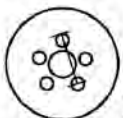
BACKSPACE & FITTMENT GUIDE

How to Measure Bolt Circles.

Bolt Circle (Pattern) The diameter of an imaginary circle drawn through the center of each lug hole or stud. See illustration below.

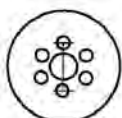


4 Lug
Middle of two holes directly across from one another

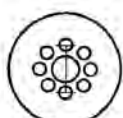


5 Lug
Back of hole to center of the second hole.

(Note: this is the correct way to measure the 5 Lug bolt circle.)



6 Lug
Same as 4-Lug



8 Lug
Same as 4-Lug

Recommended Lug Nut Foot/lbs. Torque Specs.

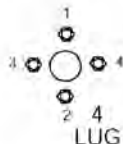
Always refer to the Owner's Manual for proper factory specifications that take precedence over the listed recommendations.

12mm=80, $\frac{7}{16}$ "=75, $\frac{1}{2}$ "=90, 14mm/x1.5=95, 14x2.0=140, $\frac{9}{16}$ "=115, $\frac{5}{8}$ "=145

IMPORTANT NOTICE: As with all types of wheels retorque Lug Nuts after first 25 miles & at 100 mile intervals until torque is maintained.

Tighten Lug Nuts in a Criss-Cross Pattern for Best Equal Torque Distribution

LUG TORQUING PATTERNS



4 LUG



5 LUG



6 LUG



8 LUG

Note: 7-lug torque sequence similar to 5 lug.

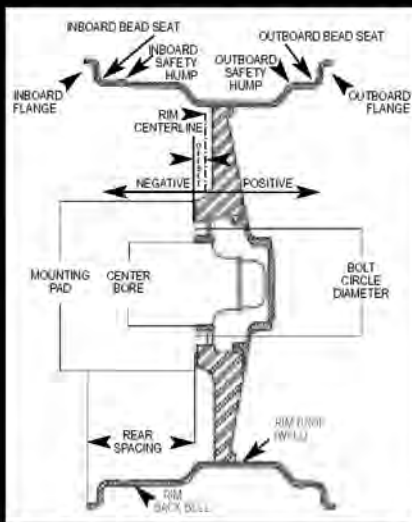
HOW TO: BACKSPACE & FITTMENT GUIDE

NOTE: Remove all brake retension circlips from wheel studs before mounting Weld Wheels

It is extremely important to accurately measure a wheel to determine what Weld Racing wheel combinations will or will not work on your vehicle!

The most important considerations are the bolt pattern, hub diameter, rim width, rear or back spacing, lug nut type and wheel-load capacity. It is also good advice to double check the mounting surface to ensure that there is a flat, clean mounting surface.

- The **Bolt Pattern** (or lug pattern) is determined by the number of bolt holes and the bolt circle diameter.
- The **Hub Diameter** or center bore is the hole at the center of the wheel.
- The **Rear Spacing** is the distance from the backside of the wheel mounting pad to the outside of the rim flange.
- **Offset:** The distance from the centerline of the wheel to the mounting surface of the wheel.
- **Negative Offset:** When the back of the bolt pad is closer to the inside of the wheel; when mounting surface is inboard of the rim centerline.
- **Positive Offset:** When the back of the bolt pad is closer to the street side of the wheel; when the mounting surface is outboard of the rim centerline.
- **To Convert Millimeters to Inches:** Divide by 25.4.
EXAMPLE: 100mm divided by 25.4 = 3.937"
- **To Convert Inches to Millimeters:** Multiply by 25.4.
EXAMPLE: 4.750" X 25.4 = 120.65mm.



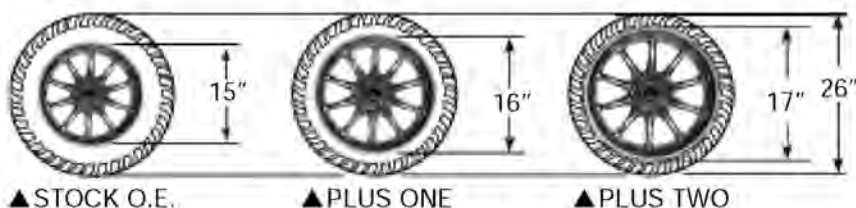
Vehicle Fitment

When determining that the selected Weld Racing wheel meets the requirements of a particular vehicle, make sure it is compatible with the physical aspects, such as suspension clearance. Tie rod ends, A-arms, brake calipers, shocks and shock mounts may be potential trouble spots. Another area of concern is both the inside and outside of fender area. This should be checked with wheels turned lock to lock from left to right with car static and with suspension fully collapsed.

"Plus One" and "Plus Two" Concept: Explained.

The "Plus One" and "Plus Two" Concept allows a larger diameter wheel combined with a low aspect tire to effectively reduce tire sidewall flex. This concept allows vastly improved cornering ability, steering response and handling stability without having to make modifications to body or suspension systems. "Plus One" increases rim size (i.e. 15" to 16") which allows for a lower aspect tire to be used without changing the overall tire height from the original tire spec's (i.e. 235/60R15 to 255/50R16).

The "Plus Two" increases the rim diameter by two sizes (i.e. 15" to 17") allowing for a tire of even lower aspect (i.e. 235/60R15 to 245/45ZR17) again without changing the overall original tire height. Because overall tire height has not changed, there usually is no interference with fenders or inner panels, and speedometer/odometer accuracy is maintained.



▲ STOCK O.E.

▲ PLUS ONE

▲ PLUS TWO

Open End Acorn Wheel Lock Sets 0.830" Tall

Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC41205C	7/16" R.H.	Set of 4 plus Key
TLC41405C	1/2" R.H.	Set of 4 plus Key
TLC41605C	12mm x 1.25" R.H.	Set of 4 plus Key
TLC41705C	12mm x 1.50" R.H.	Set of 4 plus Key

ET Wheel Lock Sets 1.50" Tall

Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC45205C	7/16" R.H.	Set of 4 plus Key
TLC45405C	1/2" R.H.	Set of 4 plus Key
TLC45605C	12mm x 1.25" R.H.	Set of 4 plus Key
TLC45705C	12mm x 1.50" R.H.	Set of 4 plus Key

ET Open End Wheel Lock Sets 1.10" Tall

Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC43205C	7/16" R.H.	Set of 4 plus Key
TLC43405C	1/2" R.H.	Set of 4 plus Key
TLC43605C	12mm x 1.25" R.H.	Set of 4 plus Key
TLC43705C	12mm x 1.50" R.H.	Set of 4 plus Key

Standard Mag Wheel Lock Sets 1.50" Tall

Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC42205C	7/16" R.H.	Set of 4 plus Key
TLC42405C	1/2" R.H.	Set of 4 plus Key
TLC42605C	12mm x 1.25" R.H.	Set of 4 plus Key
TLC42705C	12mm x 1.50" R.H.	Set of 4 plus Key

SST Mag Wheel Lock Sets 2.3" Tall

Sets contain 4 wheel locks and 1 key socket.

Part#	Thread Size	Description
TLC42205XLC	7/16" R.H.	Set of 4 plus Key
TLC42405XLC	1/2" R.H.	Set of 4 plus Key
TLC42705XLC	12mm x 1.50" R.H.	Set of 4 plus Key

Washers

Sold Separately

Part#	Inner Dia.	Outer Dia.	Description
TLC772-1	0.68"	1.06"	Standard Mag
TLC779-1	0.695"	1.25"	Weld, Cragar Mag, Centre drill
TLC781-1	0.70"	1.38"	ET Flat, Centre drill
TLC785-1	0.635"	1.38"	ET Conical, Centre drill

Adapter Sockets

Part#	Description
TLC405	13/16" Deep Well Socket (Lug Nut size) 3/8" Drive with 3/4" & 13/16" Hex
TLC406	3/4" Deep Well Socket (Lug Nut size) 3/8" Drive with 3/4" & 13/16" Hex
TLC408	7/8" Deep Well Socket (Lug Nut size) 3/8" Drive with 13/16" & 7/8" Hex

1/2" Drive Thin Wall Sockets

Part#	Description
TLC410-3	3/4"
TLC410-4	13/16"
TLC410-5	7/8"

3/8" Drive Specialty Socket With plastic Steel Insert

This specialty socket includes a plastic steel insert, which is designed to prevent the stripping and/or chipping of your lug nuts.

Part#	Description
TLC411	3/4" with Plastic Insert
TLC412	13/16 with Plastic Insert

Lug Nut Wrenches Chrome Plated T-Bars

Part#	Description
TLC403	Folding 21mm, 13/16; 7/8 Hex
TLC410	Extension Wrench 1/2" Drive with 3/4" & 13/16" Deep Thin Wall Sockets



Valve Stems

Sets contain 4 valve stems.

Part#	Description
TLC503-1	Chrome Plated, Angle Type Single
TLC501-4	Chrome Plated, Bolt in Steel, Outer Mount
TLC502-4	Chrome Plated, Inner Mount Small Diameter
TLC503-4	Chrome Plated, Angle type
TLC504-4	Rubber, Pull Through, Chrome Sleeve & Cap
TLC504B-4	Rubber, Pull Through, Blue Sleeve & Cap
TLC504R-4	Rubber, Pull Through, Red Sleeve & Cap
TLC504L-4	Rubber, Pull Through, Long Chrome Sleeve & Cap
TLC507-4	Chrome Plated Valve Stem Cap
TLC510-4C	Flush Mount Valves, Complete Kit with Filler Valve

Dice Style Valve Caps

High Impact Plastic Valve

Caps with brass fitting pack of 4

Part #	Colour	Dot Colour
UP70007	Black	White
UP70008	Blue	White
UP70054	Purple	White
UP69981	Chrome	Chrome

8 Ball Style Valve Caps

High Impact Plastic Valve Caps with brass fitting available in two sizes sold in pack of 4.

Part #	Size	Colour	Dot Colour
UP69977	1-1/32dia	Black	White
UP69978	1-1/32dia	Chrome	Black
UP70022	7/8 dia	Black	White

Bullet Shape Style Valve Caps

Sold in pack of 4.

Part #	Description
UP70060	Bright shiny light weight Aluminium Bullets.

Bullet Head Shape Style Valve Caps

Sold in pack of 4. Chrome Plated.

Valve Stem Caps

Moon valve stem caps are available in a range of designs and are sold in pairs.

Part No.	Description
MNAA111MN	Yellow Moon Ball Valve Caps (Pair)
MNAA111MQ	Black Moon Ball Valve Caps (Pair)
MNAA111EB	Black Eight Ball Valve Caps (Pair)
MNAA111IC	Black Iron Cross Valve Caps (Pair)
MNAA111RDIC	Red Iron Cross Valve Caps (Pair)
MNRAF280GR	Rat Fink Valve Caps (Pair)

TREADED TYRES



American Classic® nostalgia radials will soon become the standard equipment tyre on most post war collector vehicles. Each American Classic® radial tyre is proudly handcrafted in the USA. They ride wonderfully and are absolutely the most beautiful wide whitewall radial in the world! Give them a test ride today, you will love them! POLY/STEEL Construction

Size	WW Width	Rim Width	Load Capacity	Tread Width	Section Width	Overall Diameter
TIRAMC205/75/14	2.25"	5 - 7.5"	1532	5.55"	8.30"	26.00"
TIRAMC165R15	2.25"	4.5 - 6"	1168	4.62"	6.50"	25.25"
TIRAMC195/75R15	2.25"	5 - 7"	1477	5.68"	7.72"	26.50"
TIRAMC205/75R15	2.5"	5 - 7.5"	1598	5.60"	8.30"	27.00"
TIRAMC215/75/15	2.75"	5.5 - 7.5"	1742	6.52"	8.90"	27.60"
TIRAMC225/75/15	2.75"	6 - 8"	1874	6.24"	8.78"	28.31"
TIRAMC235/75/15	3.125"	6 - 8.5"	2028	6.72"	9.25"	28.80"
TIRAMC205/70R15	2"	5 - 7"	1499	6.00"	8.30"	26.00"



BFGoodrich tyres have long been known for quality and innov. BFGoodrich® Silvertown® radials live up to that same uncompromising quality standard with every wide whitewall radial we supply today.

There are many new sizes available now in the popular 75 series, the wider 70 series and the even wider 65 series aspect ratio tyres.

These high tech tyres feature a clean, smooth wide whitewall and are the "old school" answer for nostalgia hot rods, street rods, cruisers, low riders, post war classic restorations or even that special every-day driver! POLY/STEEL Construction



BFGoodrich® Silvertown® Radial Wide Whitewall Specs

Size	White Wall Width	Load Capacity	Tread Width	Section Width	Overall Diam.
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White Wall 14"

TIRBFG185/70R14	2-1/4	1201 @ 35 psi	5.9	7.44	24.25
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White Wall 15"

TIRBFG165/65R15	2-1/4	1168 @ 35 psi	4.6	6.5	25.2
TIRBFG185/65R15	1-3/4	1168 @ 35 psi	5.5	7.44	24.2
TIRBFG195/60R15	1-3/4	1190 @ 35 psi	7.9	N/A	24.2
TIRBFG205/75R15	2-3/8	1598 @ 35 psi	5.8	8	27.1
TIRBFG215/65R15	2-1/4	1510 @ 35 psi	6.4	8.7	26.01
TIRBFG225/70R15	2-3/4	1753 @ 35 psi	6.47	9	27.4
TIRBFG235/75R15	3-1/8	2028 @ 35 psi	6.6	9.3	28.9
TIRBFG255/70R15	3	2138 @ 35 psi	7.6	10.2	29.1
TIRBFG285/70R15	3-1/2	2679 @ 35 psi	8.6	11.5	30.75

Black Wall 15"

TIRBFG255/70R15B	N/A	2138 @ 35 psi	7.6	10.2	29.1
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BFGoodrich® Silvertown® Redline radials are made in the original V-Block T/A molds in wide profile 70 series and even wider 65 series. Our BFG® Silvertown® redlines are handcrafted with pride in the USA. 3/8 inch wide redline radial tyre.

BFGoodrich® Silvertown® Redline Radial Specs

Size	Red Line Width	Load Capacity	Tread Width	Section Width	Overall Diam.
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Redline Wall 14"

TIRBFG205/70/14	3/8	1433 @ 35 psi	6.1	7.99	25.35
TIRBFG215/70/14	3/8	1544 @ 35 psi	6.4	8.7	25.9

Redline Wall 15"

TIRBFG215/70/15	3/8	1622 @ 35 psi	6.4	8.7	26.9
TIRBFG225/70/15	3/8	1753 @ 35 psi	6.7	9	27.4



Coker Classic bias ply tyres represent quality and affordability at its best. We've been supplying Coker Classics since we first opened our doors in 1958 and customers around the world still agree that they are superb! 4 ply poly Construction.

Coker Classic Brand Specifications & Information Chart

Size	Picture	WW Width	Load Capacity	Tread Width	Section Width	Overall Width
E78-14	I	2 3/8	1400@32psi	5.10	7.65	26.60
F78-14	I	2 3/8	1500@32psi	5.25	7.90	27.06
G78-14	I	2 1/4	1620@32psi	5.38	8.35	27.10
H78-14	I	2 1/2	1770@32psi	5.75	8.86	27.60
560-15	H	2 3/4	970@32psi	4.00	5.96	25.88
G78-15	I	2 3/4	1620@32psi	5.63	8.05	27.68
H78-15	I	3	1770@32psi	5.74	8.55	28.36
L78-15	I	3	1970@32psi	5.88	8.85	29.30
L78-15	I	4	1970@32psi	5.88	8.85	29.30



Portawalls

Portawalls are used to simulate the look of whitewall tyres and are designed to fit between the tyre and rim.

Description	Part No.
14" x 2" Wide Portawall (each)	WW14PORTA
15" x 2" Wide Portawall (each)	WW15PORTA
15" x 3" Wide Portawall (each)	WW15PORTA-3
16" x 1-7/8" Wide Portawalls (set)	WW16PORTA



Add TIRFIR in front of SIZE for PART NUMBER

Original Tread Designs for Midgets Sprints & Hot Rods

Create the ultimate retro look for your vintage midget racer, sprint car or nostalgia hot rod with authentic Firestone® dirt track tyres! The famous ribbed fronts and a variety of grooved rear tread designs are now available in several popular sizes. Firestone® dirt track tyres are built in the original molds as well as new molds that have been recreated from actual Firestone® drawings.

Firestone Dirt Track Specs & Information Chart

Size	Description	Construction	Cross Section	Overall Diam	Inflation
400-12	Ribbed Front	4 Ply Nylon	5.05	20.15	35psi
500-12	Grooved Ascot Rear	2 Ply Nylon	6.80	22.05	35psi
500-15	Ribbed Front	4 ply nylon	5.6	24.85	4-5"
820-15	Grooved Rear	4 ply nylon	9.18	30.92	6-8.5"
13/30-15	Grooved Rear	4 ply nylon	16	30	12-14"
14/31-15	Grooved Rear	4 ply nylon	17	31	13-16"
500-16	Ribbed Front	4 ply nylon	5.9	25.85	4-5"
890-16	Grooved Rear	4 ply nylon	8.89	30.94	6-8.5"
820-17	Grooved Rear	4 ply poly	TBA	TBA	6-8.5"
820-18	Grooved Rear	4 ply poly	TBA	TBA	6-8.5"
820-19	Grooved Rear	4 ply poly	TBA	TBA	6-8.5"



13/30-15

14/31-15



Add TIRFIR in front of SIZE for PART NUMBER

Firestone® Dragster Tyres

Using Original moulds and manufactured in the USA these wide white and black wall slicks feature a tubless construction and a tread pattern especially designed for nostalgia hot rods. 4 ply / Nylon

Firestone Drag Tyres Specification & Information Chart

Size	Picture	WW Width	Rim Width	Tread Width	Section Width	Overall Diam
820-15	A	2 1/4"	7-10	8.5	10.7	30.50
1000-15	A	2-1/4"	8 - 10	9.5	12	30.20
820-16	A	1 7/8"	7-10	8.5	10.7	30.10
1000-16	A	1-7/8"	8 - 10	9.5	12	30.20



COKER

Part No	Size	WW Width	Load Capacity	Tread Width	Section Width	Overall Dia
TIRCO165R15WW	165R15	2-1/4"	1168@35psi	4.62	6.50	25.25
TIRCO20575R15WW	205/75R-15	2-3/8"	1532@35psi	5.68	8.14	26.11
TIRCO21575R15WW	215/75R-15	2-1/2"	1742@35PSI	6.04	8.63	27.62
TIRCO22575R15WW	225/75R-15	2-3/4"	1874@35PSI	6.24	8.95	28.29
TIRCO23575R15WW	235/75R-15	3-1/8"	2028@35PSI	6.58	9.41	28.91

Firestone

Firestone® has been a leader in the industry for more than a century, making its mark as an original equipment brand. Our Firestone® vintage tyres are built in the original molds and represent the most recognized tread designs in automotive history. Make your choice Firestone® Vintage!



Part No	Size	Picture Width	WW Width Diam	Load Capacity	Tread	Section	Overall
TIRFIR700-15	700-15*	H	4 1/8"	1700 @ 32 psi	5.38	7.40	29.29
TIRFIR820-15	820-15*	A	3 1/2", 4 1/4"	1920 @ 32 psi	5.00	7.35	29.56
TIRFIR890-15	890-15*	A	3", 5"	2500 @ 40 psi	5.00	8.80	31.00
TIRFIR450/475-16	450/475-16	H	2 1/4"	660 @ 30 psi	4.75	8.80	26.20
TIRFIR560-15	550-15	B	2 1/4"	970 @ 32 psi	3.80	5.96	25.79
TIRFIR560-15W	550-15	B	2 1/4"	970 @ 32 psi	3.80	5.96	25.79
TIRFIR670-15W	670-15	O	3 1/4"	1450 @ 32 psi	4.50	7.01	28.58
TIRFIR700-15	700-15	P	-	1700 @ 32 psi	5.38	7.40	29.29
TIRFIR820-15W	820-15	I	3 1/2"	1920 @ 32 psi	5.00	8.35	29.56
TIRFIR820-15W-4	820-15	I	4 1/4"	1920 @ 32 psi	5.00	8.35	29.56
TIRFIR550-16	550-16	C	2 1/2"	840 @ 32 psi	4.25	6.06	27.36
TIRFIR550-16W	550-16	C	2 1/2"	840 @ 32 psi	4.25	6.06	27.36
TIRFIR600-16	600-16*	H	3 1/4"	1400 @ 32 psi	6.26	5.26	27.91
TIRFIR650-16	650-16*	H	3 1/4, 4	1580 @ 32 psi	7.00	7.44	29.10
TIRFIR650-16W	650-16*	P	3 1/4"	1580 @ 32 psi	5.10	7.00	29.10
TIRFIR670-16	670-16	H	6 PR poly	1130 @ 30 psi	6.77	6.26	28.62
TIRFIR700-16	700-16	K	-	1900 @ 36 psi	5.4	7.60	30.40
TIRFIR750-16	750-16	L	-	1660 @ 40 psi	4.96	8.28	31.48
TIRFIR750-16W	750-16	L	4 1/2"	1660 @ 40 psi	4.96	8.28	31.48
TIRFIR600-20	600-20	K	-	1400 @ 50 psi	4.9	6.30	32.60

White Wall Tyres Number eg = TIRFIR550-16W

Sportsman S/R

This modern day version of the classic Sportsman tyre features radial construction and an unique flamed tread pattern. Extra wide rears and matching fronts, make this tyre a must for any street rod or street machine builder! Unique Flamed tread design that Provides Improved Wet Traction Radial Construction for High Mileage and Smooth Ride

H-Speed Rated up to 130 m.p.h. Fronts can be used with our ET Street Radial

Part #	Size	Appx. Weight	Approved Rims	Measuring Rim	Sidewall Width	Tread Width	Overall Diameter
MT6651	24X5.00R15LT	15	3.5-4.5	4	5.8	4.5	24.0
MT6652	26X6.00R15LT	20	3.5-5.0	4	6.5	5.7	26.0
MT6650	26X8.00R15LT	21	5.0-7.0	6	8.5	7.0	26.1
MT6653	26X10.00R15LT	23	7.0-9.0	8	10.3	8.8	26.1
MT6654	26X12.00R15LT	26	8.0-10.0	10	12.0	10.6	26.1
MT6678	28X6.00R15LT	21	3.5-5.0	4.5	6.9	4.8	28.0
MT6640	28X10.00R15LT	27	7.0-8.5	8	10.3	8.7	28.0
MT6641	28X12.00R15LT	31	8.5-10.0	10	12.1	10.4	28.0
MT6642	29X15.00R15LT	42	10.0-13.0	12	15.0	13	29.0
MT6655	29X18.00R15LT	49	14.0-16.0	14	17.6	15.8	29.0
MT6643	30X12.00R15LT	36	8.5-10.0	10	12.6	10.2	30.0
MT6644	31X16.00R15LT	47	12.0-14.0	12	16.0	13.9	31.0
MT6656	31X18.00R15LT	50	14.0-16.0	14	17.9	15.7	31.0
MT6657	33X22.00R15LT	59	15.0-18.0	15	20.0	17.8	32.0
MT6677	26X6.00R17LT	18	4.0-5.0	4.5	6.3	5.7	26.1
MT6679	28X6.00R17LT	25	4.0-5.0	4.5	6.6	5.7	28.00
MT6682	26X6.00R18LT	18	4.5-5.5	5	6.3	5.7	26.0
MT6680	26X8.00R18LT	21	5.5-7.0	6	7.7	7.2	26.2
MT6683	26X10.00R18LT	24	8.0-9.0	9	9.5	8.8	26.2
MT6684	26X12.00R18LT	27	8.0-10.0	10	11.0	10.6	26.4
MT6670	28X10.00R18LT	28	7.5-9.0	8	9.8	8.7	27.9
MT6671	28X12.00R18LT	33	9.0-10.0	10	11.6	10.6	28.0
MT6672	30X12.00R18LT	36	9.0-11.0	10	12.3	10.2	29.9
MT6620	29X15.00R20LT	41	13.0-14.0	14	14.7	13.0	29.0
MT6625	29X18.00R20LT	46	15.0-16.0	16	17.2	15.5	29.0
MT6626	31X18.00R20LT	50	15.0-16.0	16	17.3	15.7	31.1
MT6627	33X22.00R20LT	58	16.0-18.0	17	18.9	17.8	32.0

ET Sportsman S/T

Mickey Thompson introduces the all new Sportsman S/T Radial designed for muscle car owners demanding performance, quality and styling. Raised White letters or Black sidewall out this all season performance tyre will give your muscle car a wide low profile look along with the great handling and performance that your car deserves.

- Raised White Letters / Stylized Blackwall • Radial Construction for high mileage and a smooth ride
- M&S rated all-season performance tread design • T Speed rated 118 mph

Part #	Size	Sidewall Lettering	Serv. Desc.	Apprx. Weight	Max Load	Approved Rims	Measuring Rim	Section Width	Tread Width	Overall Diameter
MT6026	P235/60R15	RWL	98T	26	1642	6.5-8.5	7.0	9.2	7.6	26.1
MT6027	P245/60R15	RWL	100T	26	1753	7.0-8.5	7.0	9.5	8.0	26.6
MT6023	P215/70R15	RWL	97T	26	1620	5.5-7.0	6.5	8.7	7.0	26.7
MT6031	P295/50R15	RWL	105S	32	2061	8.0-10.0	9.5	12.22	10.1	26.8
MT6028	P255/60R15	RWL	102T	27	1885	7.0-9.0	7.5	10.24	8.2	27.0
MT6025	P225/70R15	RWL	100T	27	1753	6.0-7.5	6.5	9.1	7.2	27.4
MT6030	P275/60R15	RWL	107T	31	2149	7.5-9.5	8.0	10.7	8.9	28.1

Sidewall Lettering: BLK = Black Sidewall RWL = Raised White Lettering



ET Street Radial Pro

Purpose built race tyre for classes requiring a P275/60R15 size tyre. Next generation construction designed to take more power for better launches. Reduced tread pattern for maximum traction. Race only. Not for street use.

Part Number	Size	Approx Weight	Measuring Compd	Rim	Sidewall Width	Tread Width	Overall Diameter	Circ
MT3754X	275/60R15	32	R2	8	11.4	9.8	28.2	89
MT3763X	315/60R15	39	R2	9.5	12.7	11.4	29.9	94



Mickey Thompson ET Pro Drag Radial

Part# Size Equivalent AppX. Compound Approved Measuring Section Tread Overall Circ.

Size Weight Rims Rim Width Width DiameterMT®

Pro Drag Radials are the fastest Drag tires on the strip!

The radial design allows for less rolling resistance for better ET's. Radial slicks

will give you the edge over the competition!

• Radial Construction for Less Rolling Resistance

• Zero Growth for Predictable Gear Ratios

• Compounded For MaXimum Traction

• Works best with Auto Trans Applications

Part#	Size	Appx. Comp Weight	Measuring Rim	Section	Tread Width	Overall Diameter	Circ.
MT3052R	26.0/8.5R15	24	R1	8	9.9	8.5	26.4
MT3062R	29.5/10.5R15	31	R1	10	12.7	10.2	30
MT3058R	29.5/9.0R15	23	R1	10	11.2	8.5	29.5
MT3067R	30.0/9.0R15	23	R1	10	11.8	8.5	30
MT3066R	30.0/9.0R15	23	R1	10	12.5	9	29.7
MT3073R	31.25/12.2R15W	30	R1	14	16.3	13.5	31.9
MT3074R	32.0/14.0R15	32	R1	14	17.4	14	32.3
MT3075R	32.5/14.0R15	33	M5	14	16.5	14.1	32.6
MT3078R	33.0/14.5R15	35	R1	14	17.6	14.5	33



M/T® Motorcycle Drag Tyres

- Compounded For MAXIMUM TRACTION
- Requires Little or No Burnout
- Engineered For Consistent Performance

Cat#	Size	Comp.	Appx. Wt.	Spec Rim	Sidewall Width	Tread Width	Dia.	Circ.
MT3158M	27.0/10.0-16	L7	6	9.0	11.6	10	27.0	85
MT3159M	27.0/10.0-16M	20	X7	9	11.6	10	27	85
MT3221	26.0/7.0-17	M5	13	6.5	7.4	6.5	25.7	81
MT3210	25.0/2.75-18	N/A	6	3.0	3.1	1.7	23.5	74
MT3220	25.0/5.5-18	L7	11	5.0	6.1	5.2	25.8	81
MT3222	25.0/7.0-18	L7	12	6.5	7.2	6.6	25.9	81
MT3053M	26.0/10.0-15	L7	19	9.0	11.0	9.8	26.0	82
MT3064M	29.0/11.0-15	M7	23	10.0	13.1	10.8	28.7	89
MT3065M	29.0/13.0-15	M7	26	12.0	15.0	12.5	28.5	90
MT3073M	31.0/14.0-15	L7	34	13.0	16.8	13.6	31.0	97

M/T® Motorcycle Radial Drag Tyres

These aren't your everyday motorcycle tyres. With an amazingly sticky compound, and radial design, it's easy to see why the MCR2 is the tyre of choice in Street Bike racing.

- Compounded For Maximum Traction
- Engineered For Consistent Performance
- Tubeless, Radial Construction

Acceptable practice for rim width is tread width plus or minus 1".

Cat#	Size	Comp.	Appx. Wt.	Spec Rim	Sidewall Width	Tread Width	Dia.	Circ.
MT3295	190/50VR17	B2	11	6.0	7.4	7.4	25.1	78



M/T® Sport Compact Drag Tyres

Nylon, black, tube type

- A Proven Dragstrip Winner
- Compounded For MAXIMUM TRACTION
- Engineered For SPORT COMPACT RACING

Cat#	Size	Comp.	Appx. Wt.	Spec Rim	Sugg. Tube	Sidewall Width	Tread Width	Dia.	Circ.
MT3010	22.0/8.0-13	L8	14	7	9534	9.2	7.9	22.4	70
MT3014	24.5/8.0-13	L8	16	7	9534	10.5	7.7	24.5	77
MT3016	24.5/9.0-13	L8	16	7	9534	10.9	8.8	24.5	77
MT3020	26.0/8.5-14	L8	18	8	9534	10.2	8.2	26.0	82
MT3019	22.0/8.0-15	L8	14	7	—	8.6	7.9	22.4	70
MT3015	24.5/8.0-15	L8	17	8	9552	9.6	7.7	24.5	77
MT3056	29.5/9.0-15	L8	22	8.0	9553	11.4	8.9	29.3	92

³ Lightweight Acceptable practice for rim width is tread width plus or minus 1".

All dimensions @ 10 psi cold on measuring rim.

important: All drag drive tires must be matched to be within 1/2" roll out

ET Jr.

- A Proven Jr. Drag Winner
- Compounded For Maximum Traction
- Requires Little or No Burnout
- Engineered For Consistent Performance

Part Number	Size	Approx Weight	Compd	Rim	Measuring Width	Sidewall	Tread Width	Overall Diameter	Circ
MT3625	18.0/8.0-8	6.0	L2	8	10.5	7.3	18	55.5	
MT3627	18.0/8.5-8	6.0	L2	8	10.8	8.1	18.1	55.5	
MT3645	19.0/8.0-10	9.0	L2	8	9.5	7.2	19.5	61	



Goodyear Eagle Frontrunners

- Lightweight design for lower rolling resistance
- Tubeless construction means lightweight performance and less maintenance
- Longer life helps improve cost effectiveness

ACCEPTABLE APPLICATION FOR RIM WIDTH IS TREAD PLUS OR MINUS 1"

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY1445	22.0X2.5-17	HARD	2.5	22.0	69.9	2.5	1.5	4.5
GY2904	22.0X4.0-17	HARD	2.5	22.9	72.0	3.4	3.1	5.2
GY1961	23.0X5.0-15	HARD	4.0	23.0	72.7	6.8	5.0	12.2
GY1962	24.0X5.0-15	HARD	4.0	24.0	75.8	6.8	5.0	11.3
GY2991	25.0X4.5-15	HARD	4.0	25.0	78.5	6.5	4.5	11.6
GY1964	26.0X4.5-15	HARD	4.0	26.0	81.2	6.3	4.5	10.8
GY1965	27.0X4.5-15	HARD	4.0	27.0	84.8	7.9	4.5	13.5
GY1966	28.0X4.5-15	HARD	4.0	28.0	89.1	7.7	5.1	12.4

Goodyear Eagle Drag Slicks

- Large selection of sizes, compounds and constructions for all applications
- Minimal break-in required
- Long lasting to help lower tyre expenses
- Proven performance over a wide range of track conditions

ACCEPTABLE APPLICATION FOR RIM WIDTH IS TREAD PLUS OR MINUS 1"

Compound Selection Chart	Soft	D-2	D-2A	D-2E	D-11	D-1	D-9	D-4B	D-4A	D-6	D-5	D-7	D-3	Hard
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Top Fuel, Funny Car

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY2681	36.0x17.5-16	D-2F	16.0	36.0	115.0	21.6	17.3	49.1

Alcohol, Pro Mod

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY3122	34.5x17.0-16	D-2G	16.0	34.8	109.0	21.0	17.0	42.1
GY1230	36.0x17.0-16	D-2A	16.0	36.2	114.0	21.4	17.0	49.9

Pro Stock, Super Gas

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY1984	32.0x14.0-15	D-5	14.0	32.4	101.0	17.0	14.4	39.3
GY1672	32.0x14.5-15	D-5	14.0	32.8	103.0	17.7	14.8	39.4
GY1408	32.0x16.0-15	D-5	15.0	32.4	102.0	18.4	16.0	39.6
GY2051	32.5x17.0-15	D-4A	15.0	32.5	100.0	20.8	17.2	41.1
GY2078	33.0x15.0-15	D-5	14.0	33.2	104.0	17.5	15.0	40.6
GY2052	33.0x16.0-15	D-6	15.0	32.8	102.0	19.6	16.1	38.0
GY2053	33.0x17.0-15	D-4A	15.0	32.8	102.0	20.6	17.3	42.9
GY2775	33.5x17.0-16	D-2A	16.0	33.8	105	21.1	16.8	40.3
GY2211	33.5x17.0-16	D-4A	16.0	33.8	104.0	20.8	17.4	43.1

Stock, Super Stock

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY2790	28.0x9.0-15	D-5	8.0	28.0	88.0	10.7	9.0	21.3
GY2791	28.0x10.0-15	D-5	10.0	28.0	88.0	12.0	10.0	23.1
GY2796	29.0x11.0-15	D-5	10.0	29.0	91.0	12.8	10.9	25.1
GY2797	29.0x12.0-15	D-5	11.0	29.0	91.0	13.9	11.8	25.1
GY4457	30.0x9.0-15	D-1A	9.0	29.5	92.5	11.8	9.0	22.7
GY2018	31.0x13.0-15	D-5	12.0	30.6	96.0	15.6	12.8	33.4
GY4459	31.0x13.5-15	D-8	14.0	31.7	99.5	16.9	13.8	33.0
GY2019	31.0x14.0-15	D-5	12.0	31.0	97.0	16.2	14.0	35.8
GY4461	32.0x14.0-15	D-8	14.0	32.1	101.0	17.2	13.8	32.4
GY1984	32.0x14.0-15	D-5	14.0	32.4	101.0	17.0	14.4	39.3
GY1672	32.0x14.5-15	D-5	14.0	32.8	103.0	17.7	14.8	39.4
GY2070	33.0x14.5-15	D-6	14.0	32.8	104.0	18.9	14.9	34.1

Competition Eliminator, Super Comp

Part No	Tire Size	Compound	Rim Width	Overall Diameter	Average Rollout	Section Width	Tread Width	Weight
GY2585	31.0x12.0-15	D-3	12.0	30.8	96.5	15.2	12.0	22.6
GY4513	31.0x16.0-15	D-8	15.0	31.7	99.5	19.4	16.3	35.0
GY1911	32.0x14.5-15	D-1	14.0	32.2	101.0	17.7	15.0	34.1
GY2051	32.5x17.0-15	D-4A	15.0	32.5	100.0	20.8	17.2	41.1
GY1288	33.0x12.0-15	D-7	12.0	32.4	102.0	16.5	12.3	28.8
GY2070	33.0x14.5-15	D-6	14.0	32.8	104.0	18.9	14.9	34.1
GY2533	33.0x16.0-15	D-2A	15.0	32.4	104.0	19.9	16.3	39.6
GY2052	33.0x16.0-15	D-6	15.0	32.8	102.0	19.6	16.1	38.0
GY2534	33.0x17.0-15	D-2A	15.0	32.4	104.0	20.5	17.4	39.5
GY2775	33.5x17.0-16	D-2A	16.0	33.6	105	21.1	16.8	40.3

Mickey Thompson ET Street S/S

T Street S/S from Mickey Thompson is a high performance street to strip tire with radial construction, R2 compound and more; 15- to 20-inch fitments.

- Equivalent Tread Void as the ET Street Radial II, redistributed for improved hydroplane resistance while providing plenty of tread contact for excellent dry traction.
- Proven R2 compound, the same proven compound used on the quickest "drag radials" on the planet provides superior traction at the strip while little or no burnout required.
- Tubeless construction provides lead-free seal without the expense and hassle of tubes.

Part#	Size	Size Equivalent	Appx. Weight	Compound	Approved Rims	Measuring Rim	Section Width	Tread Width	Overall Diameter	Circ.
MT3403	P285/30R20	27X11.50R20	34	R2	9.5-10.50	10.0				
MT3450	P235/60R15	26 X 9.50R15	28	R2	6.5-8.5	7	9.4	7.7	26.1	82
MT3451	P275/50R15	26 X 11.5R15	31	R2	7.5-9.5	8.5	11.2	9.7	25.9	81.3
MT3480	P305/35R18	26 X 12.5R15	32	R2	10.0-12.0	11	12.3	11.5	26.4	83
MT3452	P255/60R15	27 X 10.5R15	30	R2	7.0-9.0	7.5	10.2	8.6	27.1	85
MT3453	P275/60R15	28 X 11.5R15	34	R2	7.5-9.5	8	11	9.3	28	87.9
MT3454	P295/55R15	28 X 12.5R15	34	R2	8.0-10.5	9.5	12.2	10.6	27.8	87.2
MT3455	P295/65R15	30 X 12.5R15	38	R2	8.0-10.5	8.5	11.8	10.9	30.1	94.6
MT3460	P255/50R16	26 X 10.5R16	30	R2	7.0-9.0	8	10.4	9.4	26.1	81.9
MT3470	P275/40R17	26 X 11.5R17	30	R2	9.0-11.0	9.5	10.9	10	25.7	80.6
MT3471	P315/35R17	26 X 12.5R17	30	R2	10.5-12.5	11	12.6	11.4	25.7	80.6
MT3472	P305/45R17	28X 12.50R17	36	R2	9.5-11.5	10.0	11.9	10.6	27.9	88
MT3481	P285/40R18	27 X 11.5R18	34	R2	9.5-11.0	10	11.4	9.9	27	84.7
MT3484	P275/45R18	28X11.50R18	32	R2	8.5-10.5	9.0	11.3	10.0	27.8	87
MT3482	P305/40R18	28 X 12.5R18	36	R2	10.0-12.0	11	12.3	10.7	27.6	86.7
MT3483	P345/35R18	28 X 13.5R18	36	R2	11.5-13.5	12	13.8	12.5	27.5	86.5
MT3490	P325/30R19	27 X 13.5R19	34	R2	11.0-12.0	11.5	13	11.3	26.7	84
MT3492	P285/35R19	27X 11.50R19	29	R2	9.5-11.5	10.0	11.3	10.5	26.9	85
MT3491	P305/35R19	28 X 11.5R19	34	R2	10.0-12.0	11	12.3	10.2	27.4	86.2
MT3400	P335/25R20	27 X 13.5R20	25	R2	11.5-12.5	12	13.5	11.2	26.6	83.6
MT3401	P275/40R20	29 X 11.5R20	36	R2	9.0-11.0	9.5	10.9	9.1	28.7	90
MT3402	P305/35R20	29 X 12.5R50	36	R2	10.0-12.0	11	12.1	10	28.4	89.3
MT3456	29X15.0R15LT		42	R2	10.0-13.0	12	14.8	13.00	29.02	91.2
MT3457	29X18.0R15LT		50	R2	14.00-16.00	14	17.7	15.7	31.18	98
MT3458	31X18.0R15LT		46	R2	14.00-16.00	14	17.3	15.8	29.02	91.2


MOROSO
Moroso Tyre Screw Kit

Manufactured from rugged Grade 8 steel to withstand the extreme loading placed on today's racing tyres.

Self-tapping screws feature a built-in washer face for maximum holding strength.

Wheel Rim Screws—1/4" dia. x 3/4" long. 35 per package

MO90100
**Tyre Screw Kit**

This handy kit was specifically designed to help prevent the tyre from spinning on the rim with low tyre pressure. Each kit contains 35 extra long Grade 8, case-hardened hex head screws and a 3/16" drill bit to complete two wheels. Cadmium plated to prevent rust, it's a must for the serious competitor.

Hex head self-tapping screws, 35 per set

MG4318
**ET DRAG®**

Engineered for maximum traction and consistent ET's with superior construction and compounding for nearly every drag race application.

- Multiple Compounds and Sizes
- Compounded For Maximum Traction
- Requires Little or No Burnout
- Engineered For Consistent Performance

Acceptable practice for rim width is tread width plus or minus 1".

IMPORTANT: ALL DRAG DRIVE TIRES MUST BE MATCHED TO BE WITHIN 1/2" ROLL OUT.

**COMPOUND SELECTION CHART**

Medium-----Soft

M7 M5 L8 L4

L4 - Soft compound for Dragsters, lightweight vehicles and vehicles without rear suspension.
L8 - Good compound for general use.
M5 - Good compound for general use.
M7 - Good compound for general use.
R1 - Special Compound for ET Drag Radial.



Catalog #	Size	Approx Weight	Suggested Compound	Measuring Tube	Sidewall Rim	Tread Width	Overall Width	Diameter	Circ
MT3010	22.0/8.0-13	14	L8	-	7	9.2	7.9	22.4	70
MT3014	24.5/8.0-13	16	L8	90000000289	7	10.5	7.7	24.5	77
MT30161	24.5/9.0-13	16	X8	90000000289	7	10.9	8.8	24.5	77
MT3020	26.0/8.5-14	18	L8	90000000289	8	10.2	8.2	26	82
MT3019	22.0/8.0-15	14	L8	-	7	8.6	7.9	22.4	70
MT3015	24.5/8.0-15	17	L8	90000000289	8	9.6	7.7	24.5	77
MT3053	26.0/10.0-15	22	L8	90000000289	10	11.6	9.6	26	82
MT3053S	26.0/10.0-15S	24	M5	90000000289	10	11.5	9.8	26.5	83
MT3052	26.0/8.5-15	19	L8	90000000289	8	9.9	8.1	25.9	82
MT3052R	26.0/8.5R15	24	R1	Tubeless	8	9.9	8.5	26.4	83
MT3055	28.0/10.5-15	23	M5	90000000289	10	12.5	10	28.1	88
MT3055C	28.0/10.5-15C	23	L4	90000000289	10	12	10	28.1	88
MT3055S	28.0/10.5-15S	24	M5	90000000289	10	12.5	10	28.1	88
MT30551	28.0/10.5-15W	27	M5	90000000290	10	13.1	10.9	28.1	88
MT3055W	28.0/10.5-15W	26	M5	90000000290	10	13.1	10.9	28.1	88
MT3057	28.0/11.5-15	26	M5	90000000290	10	12.9	11	28	88
MT3054	28.0/9.0-15	22	L8	90000000289	8	10.8	8.6	27.3	86
MT3054ST	28.0/9.0-15	22	M5	90000000289	8	10.8	8.6	27.3	86
MT3062	29.5/10.5-15	25	M5	90000000290	10	13.1	10.2	29.9	94
MT3062S	29.5/10.5-15S	27	M5	90000000290	10	13.2	10.2	29.9	94
MT3062W	29.5/10.5-15W	30	M5	90000000290	10	13.6	11.2	29.6	93
MT3062R	29.5/10.5R15	31	R1	Tubeless	10	12.7	10.2	30	94.2
MT3064	29.5/11.5-15	27	M5	90000000290	10	13.6	11.1	29.9	94
MT3065	29.5/13.5-15	29	M5	90000000290	12	16	13.1	30.2	95
MT3056	29.5/9.0-15	22	L8	90000000289	8	11.4	8.9	29.3	92
MT3056ST	29.5/9.0-15ST	22	M5	90000000289	8	11.4	8.9	29.3	92
MT3058R	29.5/9.0R15	23	R1	Tubeless	10	11.2	8.5	29.5	92.6
MT3066	30.0/9.0-15	22	L8	90000000290	10	12.5	8.8	30	94
MT3067R	30.0/9.0R15	23	R1	Tubeless	10	11.8	8.5	30	93.75
MT3066R	30.0/9.0R15	23	R1	Tubeless	10	12.5	9	29.7	93
MT3068W	31.0/10.5-15W	33	M5	90000000290	10	14.5	10.8	31.3	99
MT3072	31.0/13.0-15	32	M5	90000000291	12	15.7	13	31	98
MT3073ST	31.25/12.2-15W	32	M5	90000000291	12	15.8	13.2	31.5	99
MT3073W	31.25/12.2-15W	29	L8	90000000291	12	15.8	13.2	31.5	98
MT3073R	31.25/12.2R15W	30	R1	Tubeless	14	16.3	13.5	31.9	100
MT3074	32.0/14.0-15	33	L8	90000000291	14	17.2	14.2	31.8	100
MT3074S	32.0/14.0-15S	35	L8	90000000291	14	17.1	14.2	32.2	100
MT3074ST	32.0/14.0-15ST	36	M5	90000000291	14	17.1	14.2	32.2	100
MT3074R	32.0/14.0R15	32	R1	Tubeless	14	17.4	14	32.3	101.75
MT30751	32.0/14.5-15	38	L8	90000000291	14	17.4	14.5	33	103
MT30761	32.0/16.0-15S	42	M8	90000000291	15	18.5	15.8	32	101
MT30771	32.0/16.0-15S	42	X8	90000000291	15	18.5	15.8	32	101
MT3075R	32.5/14.0R15	33	M5	Tubeless	14	16.5	14.1	32.6	102.4
MT3069W	33.0/10.5-15W	33	M5	90000000291	10	14.5	11.2	32.9	103
MT3078R	33.0/14.5R15	35	R1	Tubeless	14	17.6	14.5	33	103.75
MT3080	33.0/15.0-15S	37	X8	90000000291	14	18.1	14.8	33.6	105
MT3084S	33.0/16.5-15S	41	L8	90000000291	15	20	16.7	33.5	105
MT3169W	33.0/10.5-16W	34	M5	90000000291	15	16.8	11.3	33	104
MT3170W	33.0/10.5-16W	34	X5	90000000291	15	16.8	11.3	33	104
MT3182	33.5/16.5-16	41	X5		16	20.8	16.5	33.7	106
MT3183	33.5/16.5-16	41	X8		16	20.8	16.5	33.7	106
MT3190W	34.0/13.5-16W	39	X5		16	18.3	14	34.5	109
MT3191W	34.0/13.5-16W	39	X8		16	18.3	14	34.5	109
MT3186	34.5/17.0-16	45	M5		16	21	17	35	110
MT3189	34.5/17.0-16	45	L5		16	21.0	17.0	35.0	110
MT3196	35.0/15.0-16	40	L5		16	18.6	14.5	35.2	111
MT3195	35.0/15.0-16	41	X5		16	18.6	14.5	35.2	111

*Stiff sidewall **For Manual Transmissions ***High Growth ³ Lightweight •Radial Construction # Must Run Innerliner or Beadlocks

Acceptable practice for rim width is tread width plus or minus 1 inch. All dimensions @ 10 psi cold on measuring rim. important: All drag drive tires must be matched to be within 1/2" roll out



Mickey Thompson® ET Front™

Nylon, Black

- Ultra-Lightweight Design Reduces Rolling Resistance
- Acceptable for High Speed Use
- Tubeless

Catalog #	Size	Approx Weight	Measuring Rim	Sidewall Width	Tread Width	Overall Diameter	Circ
MT3004	22.0/2.5-17	4	2.5	2.7	4.5	22.0	67
MT3005	22.5/4.5-15	7	4	5.1	4.1	22.5	71
MT3006	24.0/4.5-15	11	4	6.4	4.8	23.8	75
MT30061	24/4.5-15	11	4	5.8	4.3	24	76
MT3001	25.0/4.5-15	11	4	6.5	4.5	25	78
MT30071	26.0/4.5-15	12	4	6.8	4.9	25.9	81
MT30091	27.5/4.5-15	13	4	7.0	5.0	27.3	86
MT30073	26.0/4.0-17	12	3.5	5.4	4.5	26.5	84
MT30093	27.5/4.5-17	12	3.5	5.8	4.5	27.8	87
MT3002	28.0/4.5-15	13	4	7.2	5.1	28.0	88
MT3008	29.0/4.5-15	12	4	7.3	4.5	28.7	90



Front Runners

- Tubeless construction and 2-ply nylon cord helps to reduce unsprung weight
- High cord angle and unique tread design reduce rolling resistance for increased speeds
- Shallow tread depth increases stability at high speeds
- Stronger mounting bead withstands higher pressures when adjusting for roll-out



Part #	Size	Weight	Diameter
MO17050	15 x 5.5	10lbs	25.25
	Tread Width	Rim	Op/Pressure
	3.5	3.5-4.0	30-35 psi
			Circ 78

Moroso DS-2 Front Tyre

- Aircraft inspired tread design offers reduced weight, minimal rolling resistance and high-speed stability
- Asymmetrical tread pattern improves high-speed stability by reducing the tyres tendency to "walk" at the top end
- 4-ply nylon construction with high-strength bead provides added durability, especially during mounting and dismounting
- Ozone-resistant tyre compound withstands the harmful effects of the sun and other environmental conditions

Part #	Size	Weight	Diameter
MO17026	26.0/4.50R15	12lbs	26.0
	Tread Width	Rim	Op/Pressure
	4.5"	3.5-5.0"	30 psi
			Circ 81

Part #	Size	Weight	Diameter
MO17029	26.2 x 5 x 17	13.5 lbs	26.2"
	Tread Width	Rim	Op/Pressure
	5"	4-1/2", 5-1/2"	30 psi
			Circ 82-5/16"

Bite Tyre Softener

Restores hard race tyres to like-new condition! Makes rubber compounds softer and stickier for optimum traction on any track surface.

Bite Tyre Softener (4 Litre)

AT TYRE BITE 4L



AF99-3002



AF99-3000

AEROFLOW TYRE COVERS

AeroFlow has the answer to maintaining even pressure between rear tyres on race cars as uneven pressure can cause inconsistent launches and dangerous instability down the track throwing off your chassis settings. Whether your car is in the pits or in the staging lanes, there's a good chance a rear tyre will be exposed to direct sunlight unless you shield it with an AeroFlow tyre cover. Made from durable vinyl these yellow covers can attach either over the tyre for altered and dragsters or with suction cups to the body panels for full bodied cars. Sold individually.

Part No	Description
AF99-3000	Universal tyre cover, 5 suction /clip
AF99-3001	Tyre cover up to 876mm (34-1/2") tyre.
AF99-3002	Tyre cover up to 915mm (36") tyre.
AF99-3003	5pk replacement suction cup for AF99-3000



Mickey Thompson® Sportsman Front™

Nylon, Black, Tubeless, 8/32 Tread Depth

- Matching Front Tyre
- Suitable Front Drag Tyre

Catalog#	Size	Ply Rating	Approx. Weight	Approved Rims	Measuring Rim	Sidewall Width	Tread Width	Overall Diameter
MT1572	26 X 7.50-15LT	4	16	3.5-6.5	4	6.3	4.8	26
MT1573*	26 X 7.50-15LT	8	19	3.5-6.5	4	6.3	4.8	26
MT1574	28 X 7.50-15LT	4	20	3.5-6.5	4	6.9	5.5	28
MT1575	26 X 8.50-15LT	4	22	4.5-7	6	8.3	6.7	27

* Suggested for use on cars 3000 lbs. or heavier

Mickey Thompson® Sportsman Pro®

Nylon, Black, Tube Type, 8/32 Tread Depth

- Drag Slick Compound
- Wrinkle Wall Construction

Catalog#	Size	Approx Weight	Approved Rims	Measuring Rim	Suggested Tube	Sidewall Width	Tread Width	Overall Diameter
MT6542	26 X 10.50-15LT	23	7-10	8	9552	10.4	8.0	26
MT6546	28 X 10.50-15LT	23	7-9	8	9552	11.2	8.3	28
MT6548	28 X 12.50-15LT	26	8-11	10	9554	13.1	10.4	28
MT6557	29 X 12.50-15LT	27	8-11	10	9554	13.0	10.0	29
MT6558	29 X 15.50-15LT	32	10-13	12	9557	15.3	12.7	29
MT6559	29 X 18.50-15LT	37	14-16	14	9557	17.6	15.5	29
MT6560	31 X 16.50-15LT	34	12-14	12	9557	15.7	12.2	31
MT6562	31 X 18.50-15LT	37	14-16	14	9559	17.5	14.3	31
MT6564	33 X 19.50-15LT	39	14-16	14	9559	18.0	14.5	32
MT6565	33X21.50-15LT	44	15-18	15	90000000291	19.6	16.6	32

All dimensions @ 10 psi cold on measuring rim.

Mickey Thompson ET Street R

A drag tire that can be driven on the street....

ET Street R from Mickey Thompson is a D.O.T street legal drag tire with proven race compounds and incredible traction

- D.O.T. approved for street use
- Minimal Tread Void provides excellent tread-contact.
- Tubeless construction provides lead-free seal without the expense and hassle of tubes.

Radial Sizes

Part#	Size	Size Equivalent	Appx. Weight	Compound	Approved Rims	Measuring Rim	Section Width	Tread Width	Overall Diameter	Circ.
MT3540	P205/50R15	23/8.50R15	19	R2	5.5-7.5	6.5	8.3	7.4	23.2	73
MT3550	P225/50R15	24X9.50R15	21	R2	6.0-8.0	7	9.1	7.8	24.1	76
MT3552	P275/50R15	26X11.50R15	28	R2	7.5-9.5	8.5	11.2	10.1	26.3	83
MT3553	P255/60R15	27X10.50R15	26	R2	7.0-9.0	7.5	10.3	8.8	27.5	87
MT3559	P275/65R15	28X11.5R15	60	R2	7.5-9.5	8.0	11.1	9.5	28.2	89
MT3555	P325/50R15	28X13.50R15	33	R2	9.0-11.5	10	13.0	11.3	28.3	89
MT3558	P295/65R15	30X12.5R15	34	R2	8.0-10.5	8.5	12.1	10.5	30.2	95
MT3570	P245/45R17	26X9.50R17	25	R2	7.5-9.0	8	9.5	8.8	25.7	81
MT3573	P275/40R17	26X11.5R17	27	R2	9.0-11.0	9.5	10.9	10.2	26.1	82
MT3571	P315/35R17	26X12.50R17	30	R2	10.5-12.5	11	12.4	11.3	25.9	81
MT3572	P305/45R17	28X12.50R17	31	R2	9.5-11.5	10	11.7	10.5	28.1	88
MT3581	P325/35R18	27X13.5R18	33	R2	10-12.0	11.0	13.1	12.1	27.0	85
MT3580	P305/45R18	29X12.50R18	32	R2	9.5-11.5	10	11.8	10.7	29.0	91
MT3563	P315/60R15	30X13.5R15	39	R2	8.5-11.00	9.5	12.7	14.42	29.88	93.9
MT3576	P315/50R17	30X13.5R17	35	R2	8.5-11.00	10.0	12.71	11.30	29.53	92.8
MT3561	28X12.5-15LT		24	R2	9.0-11.00	10.0	12.6	10.08	27.99	
MT3564	31X16.5R15		46	R2	11.00-14.00	12.0	16.0	13.39	31.81	99.9

Mickey Thompson ET Street R BIAS

A drag tire that can be driven on the street....

ET Street R from Mickey Thompson is a D.O.T street legal drag tire with proven race compounds and incredible traction

- D.O.T. approved for street use
- Latest ET Drag technology to provide the ultimate traction.
- Minimal tread void for the ultimate dry traction.
- Five popular 15- and 16-inch bias-ply sizes

Radial Sizes

Part#	Size	Appx. Weight	Compound	Approved Rims	Measuring Rim	Section Width	Tread Width	Overall Diameter	Circ.	Sugg. Tube
MT3551	26X10.50-15LT	20	M5	7.0-9.0	8	10.4	8.7	26.3	83	900000000289
MT3554	28X11.50-15LT	22	M5	8.0-10.0	8	11.1	8.8	28.2	89	900000000289
MT3556	31X16.50-15LT	34	M5	11.0-14.0	12	16.0	13.4	31.9	100	900000000291
MT3557	32X17.50-15LT	35	M5	12.0-15.0	14	17.9	14.4	32.2	101	900000000291
MT3560	34X18.50-16LT	39	X5	16.0-16.0	16	18.5	13.8	34.4	108	900000000291
MT3574	28X11.5-17LT	27	M5		8.5-10.5	11.1	9.5	28.5	90	

Tubeless

M/T Natural Rubber Tubes

100% Natural rubber tubes with an aircraft style removable valve stem that clamps to the wheel. Extremely light weight and durable these tubes are a must for racing applications. Natural rubber is far superior to other materials because of its ability to conform to sidewall distortion and its resistance to deterioration due to many heat cycles.

Part Number	Size	Approx Weight	Application
MT9553	9.00-15	3.6	24.5" to 28" Diameter Tyres with 8.0" to 10.5" Tread Width
MT9555	11.00-15	5.1	28" to 31" Diameter Tyres with 10.5" to 11.5" Tread Width
MT9558	15.00-15/16	7.0	31" to 33.5" Diameter Tyres with 12" To 17" Tread Width

Mickey Thompson Pro Bracket Radial

Pro Bracket Radial from Mickey Thompson is a fast, consistent, reliable, affordable radial for the weekend Sportsman racer; five 15-inch fitments.

- Low rolling resistance allowing them to be quicker and faster than the bias ply counterparts
- The rollouts are always the same - no need to "match" tires.
- consistent performance designed for bracket racing.
- No tubes required.

Part#	Size	Appx. Weight	Compound	Measuring Rim	Section Width	Tread Width	Overall Circ.
MT3352R	26 X 8.5R15	25	X5	8	10	8.4	26.1
MT3353R	26 X 10.5R15	26	X5	10	11.6	9.9	26.2
MT3354R	28 X 9.0R15	26	X5	8	10.7	9	28
MT3355R	28 X 10.5R15	29	X5	10	12.2	10.2	28
MT3362R	29.5 X 10.5R15	33	X5	10	12.7	10.2	30
MT3373R	31.0/13.5R-15	30	X5	14	16.3	13.5	32
MT3374R	32.0/14.0R-15	33	X5	14	16.5	14.1	33



ENGINE TOOLS



Jets not included

BILLET JET STORAGE PLATE

Holds 22 pairs of jets for your Holley carb tuning needs.
Holds 44 Holley jets (1/4-32 UNF)
AF98-2011



BILLET OIL PUMP PRIMER TOOL

The first seconds an engine starts prior to building oil pressure are when damage can easily occur. AeroFlow's Oil Pump Primer lets you spin the oil pump with a 9.52mm (3/8") drill and bring oil pressure prior to firing the engine. AeroFlow's Oil Pump Primer offers a fantastic design. It includes a special billet aluminium sleeve that precisely positions the shaft and keeps it from wobbling.

AF98-2046 Oil Pump Primer for Chevrolet SBC, BBC and V6 90 degree engines

TOP DEAD CENTRE TOOL

This top dead centre tool provides a positive stop for the piston when locating top dead centre. It screws into the spark plug hole and has a smooth radiused ball end to prevent piston damage.
AF98-2036

MAGNETIC DECK BRIDGE

This bridge will fit over bores up to 114.3mm (4-1/2"). This is used to check piston-to-deck clearance, and it is magnetic so it holds firmly into place.
NOT supplied with dial indicator.
AF98-2040



PUSHROD LENGTH CHECKING KIT

AeroFlow's Push Rod Length Checking tool makes it easy and cost-effective to lay out and establish the proper pushrod length during an engine rebuild. Correct pushrod length is critical in achieving proper valve train geometry. They are made from a 5/16"(8mm) pushrod that is cut and threaded with over 1"(25.4mm) travel. The kit contains 5 individual length checkers and diameter checker.

AF98-2050 Push Rod Length Checking Kit
Kit includes all sizes. Also available individually.
AF98-2050-1 From 6.125" (155mm) to 7.500" (190mm)
AF98-2050-2 From 7.500" (190mm) to 8.700" (220mm)
AF98-2050-3 From 8.500" (215mm) to 9.800" (248mm)
AF98-2050-4 From 9.700" (246mm) to 11.00" (279mm)
AF98-2050-5 From 10.20" (259mm) to 11.50" (292mm)



UNIVERSAL OIL FILTER CUTTER

Want to see the contaminants that your oil filter has prevented from destroying your engine? That's now easier than before with the AeroFlow oil filter cutters to cut your filter so you can scrutinize the particles confined inside. Much like a hand held tubing cutter, they use a cutting wheel and a pair of opposing ball bearings to easily rotate the filters as they cut. Made from aluminium to guarantee ease of use and durability.

Part No Description
AF98-2047 Universal Oil Filter Cutter
AF59-2047 Replacement cutting blades (2 pack)



Piston Rack

Holds a full set of 8 pistons with rods.
Piston Rack RCD45307-01



Tapered Ring Compressors

ARP's new ring compressors are CNC machined from 6061-T6 billet tube material and feature a true radius for each different bore diameter. What's more, they are relieved for wire O-rings on bottom. Type 3 anodizing is used for long life, and the bore size is prominently engraved in 3/4" high numbers for easy identification. Standard stocking sizes from 4" to 4.65" (SAE) and 75mm to 95.5mm (metric). The true radius design is far superior to conventional "tapered" devices, and widely acclaimed by professional engine builders! This is truly the very best piston ring compressor on the market today.

Size	Part No.
3.900	AR899-9000
4.000	AR900-0000
4.020	AR900-0200
4.030	AR900-0300
4.040	AR900-0400
4.060	AR900-0600
4.125	AR900-1250
4.155	AR900-1550
4.185	AR900-1850
4.187	AR900-1870
4.250	AR900-2500
4.280	AR900-2800
4.310	AR900-3100
4.375	AR900-3750
4.390	AR900-3900
4.440	AR900-4400
4.470	AR900-4700
4.500	AR900-5000
4.530	AR900-5300
4.560	AR900-5600
4.600	AR900-6000
4.625	AR900-6250



Size	Part No.
85.50mm	AR901-8550
86.00mm	AR901-8600
86.50mm	AR901-8650
87.00mm	AR901-8700
87.50mm	AR901-8750
92.00mm	AR901-9200
92.50mm	AR901-9250
93.00mm	AR901-9300
93.50mm	AR901-9350
94.00mm	AR901-9400
94.50mm	AR901-9450
95.00mm	AR901-9500
95.50mm	AR901-9550

Rod Bolt Stretch Gauge

We highly recommend using a stretch gauge when installing rod bolts and other fasteners where it is possible to measure the length of the bolt after tightening. It is the most accurate way to determine the correct pre-load in the rod bolt. Measure the fastener prior to starting, and monitor overall length during installation. When the bolt has stretched the specified amount, the correct preload, or torque, has been applied.

We recommend you maintain a chart of all rod bolts, and copy down the length of the fastener prior to and after installation. If there is a permanent increase of .001" in length or more, or if there is deformation, the bolt should be replaced immediately. Don't chance it! ARP offers a highly accurate stretch gauge with a dial indicator that reads in increments of .0005". Features extra heavy springs for consistent repetition. Comes with a heavy-duty, insulated plastic carrying case for protection. A "must" for any serious engine builder.

Product Part #
Stretch Gauge, billet-style AR100-9942



Oil Pump Primer Kit

Those first moments an engine runs prior to building oil pressure are when damage can easily occur. ARP's Oil Pump Primer Kit lets you spin the oil pump with a drill motor and bring up the oil pressure prior to starting the engine. This prevents any unnecessary wear or damage to rotating, reciprocating and valve train components. ARP's rugged primer shaft is rated at 170,000 psi to ensure extended service life of this valuable tool and features a special billet aluminium sleeve that prevents it from wobbling.

Chev Small & Big Block Engines AR130-8802



Chevy Oil Pump Primer

Inserts into distributor hole to prime the engine with oil prior to initial start up. Fits Chevy Small Block and Big Block engines.

Chevrolet Oil Pump Primer RPCR9534



Oil Pump Primer

Engine Prelube Primer Ford SBF 1/4"
• Allows the oil pump to be primed and the engine prelubed prior to initial start-up
• Eliminates the chance of a "dry start" and premature engine damage
• Primers drop in place of distributor and, with the use of a drill, spin the oil pump to supply oil to critical engine components
• Features a top alignment collar and Chevrolet model includes a bushing to pressurize the upper valve train
C04922

Oil Pump Primers: Pro-Ford 302-351C&M & 400-460 (5/16" Hex Drive)

- Features a non-slip, triangular drive tip for attaching a drill
- Black oxide coating for extra durability
- Pro-models have a top alignment collar
- Chevy tool also includes bushing to pressurize the upper valve train
- Allows oil pump to be primed & engine pre-lubed prior to install start-up
- Eliminates chance of "dry start" & premature engine damage
POW101160

OIL PUMP PRIMER

Before starting a new motor, proper priming of the system is absolutely critical. These oil pump primers prohibit needless engine wear from improper lubrication upon initial start-up. These primers allow you to drive the oil pump with a 3/8" drill once the distributor is removed. Primer shaft are black oxide finished.

SB & BB Chrysler Oil Pump Primer MI23015



Connecting Rod Bolt Boots

These bolt boots protect journal surfaces during engine assembly, preventing Crankshaft damage. Shipped with 2 per bag.
Conrod Bolt Boots CL2800B1



Isky Groov-O-Matic

Cylinder Block O-Ringing Tool

You will discover this tool to be both an exceptional time-saver and money-maker. The amazing versatility of the "ISKY" Groov-O-Matic permits Block O-Ring grooving to be done anywhere, in the shop or in the field, in only a matter of minutes. The tool pilots in the cylinder bore & is easily adjustable for bore diameter. Also adjustable for both diameter and depth of cut for the copper O-ring groove. This tool will undoubtedly become standard equipment for every efficiently run speed shop. (Copper wire and complete instructions furnished with tool).

- Groov-O-Matic is the fast and profitable way to "O-Ring" the cylinder block face.
- Groov-O-Matic alleviates blown head gaskets on supercharged, turbocharged or hi-compression engines.

Mini Groov-O-Matic for 3-1/8" to 3-3/4" Cylinder Bores ISK-100-GRM
Maxi Groov-O-Matic for 3-3/4" to 4-3/8" Cylinder Bores ISK-200-GRM
Replacement Cobalt Cutting Blade (each) ISK-GRM-CUTTER

Oil Pressure Test Kit

An inexpensive way of testing bypass pressure on most GM, Ford and Chrysler V8 oil pumps.

Oil Pressure Test Kit CVRPT01



Top Dead Centre Stop

You need to have one of these when degreasing in any camshaft. They're designed to positively stop the piston in order to find top dead centre. The universal plate type bolts across any cylinder bore when the heads are off.
Top Dead Centre Stop POW101335

POW101335



Harmonic Balancer Puller/Installer

This tool features a hardened, threaded shaft and alloy nut, combined with a roller thrust bearing puller plate. The kit fits GM, Ford and Chrysler and includes various size puller bolts. A plastic storage box is included.
Harmonic Balancer Puller/Installer POW300000

POW300000

Deck Bridges

We offer two versions of our popular Deck Bridge to check piston dome height and deck clearance while assembling an engine. Both have a 4 3/4" span and three holes for dial indicator position. The standard model is held in place by good old gravity and the pro model has super strong magnets in each leg to attach it firmly to the deck surface. As an added feature, the pro model holds dial calipers in an upright position to measure crankshaft stroke.

Standard Deck Bridge

POW101310

Pro Deck Bridge - Magnetic

POW101315

Piston Ring Expander Pliers

Here's a universal tool that handles piston rings of all sizes, from lawn mowers to 5.00" bore mountain motors. Rings can be removed or installed on the piston without fear of breakage from the unnatural twisting that occurs when using just your hands. Our Piston Ring Expander Pliers are even heat-treated for long life and durability.

Piston Ring Expander Pliers

POW105060

Peg Style Head Holders

Our Peg-Style Head Holders are a great, low-cost way to suspend your cylinder heads above your workbench when performing port and polish work. The tapered pins slide into the cylinder head bolt holes so you can hold the head right-side up or upside down.

Peg Style Head Holders

POW351410

Cylinder Head CC Kits

Our kits provide everything you need to properly cc cylinder head combustion chambers, intake and exhaust runners, intake manifolds, or cylinders. Our precision glass burets are compatible with alcohol, parts washer fluid or anything else you would want to put in them. Our easy-to-read scales are clearly marked and actually read out the amount you've poured, so there's no math involved. Kits contain a precision glass buret with integral petcock, a stand and clamp assembly, a flat plexiglass plate to cover the combustion chamber and instructions on how to properly cc cylinder heads.

Description

Part No.

Cylinder Head CC Kit - 100cc x 0.2cc

POW351150

Cylinder Head CC Kit - 250cc x 1.0cc

POW351160

Harmonic Balancer

Installation Tool

This tool uses a pilot stud, which keeps the harmonic balancer perpendicular to the crankshaft's centerline for a bind-free installation. Thrust bearing and protective washer allows the drive nut to rotate freely so the balancer is pressed on smoothly and evenly. Includes 7/16", 1/2", 5/8" and 3/4" adapters to fit most popular engines including Chevrolet, Ford, Holden, Mopar, KB Hemi, Pontiac, Oldsmobile and Buick.

Harmonic Balancer Installation Tool

MO61744

Pushrod Cleaning Brush

COMP Cams® is pleased to introduce our New Pushrod Cleaning Brush. This new brush is perfect for cleaning the inside of pushrods that oil through the centre. This brush is the answer for thoroughly cleaning push rods. The brush is 12 inches long and features nylon bristles and steel shaft

C07700

Engine Cleaning Brushes

It's important to have a clean block - especially in critical hard-to-get-at areas of the oiling system. Each brush is designed for a specific purpose; there are two each of the oil gallery brushes since they get the most wear. Can also be used on crankshaft oil holes, cylinder heads, etc; bristles are made of nylon which cleans as well as wire but does not scratch. Full engine set of 12 brushes from 1/4" to 5" diameter.

Engine Cleaning Brushes

MO61820

Oil Pump Primers

The only correct way to build up oil pressure in a new engine before initial starting. Remove the distributor and insert the primer to engage the end of the oil pump drive. The other end of the primer fits a 3/8" chuck in a hand drill to drive the oil pump. Black oxide finish resists corrosion.

Chevrolet Small & Big Block

MO62200

Ford 289, 302, 390, 428 (1/4" Hex)

MO62210

Ford 351W, 351C, 400, 429, 460 (5/16" Hex)

MO62220

Chrysler Small & Big Block

MO62250

Engine Storage Bag

- Manufactured from heavy 4 mil thick plastic
- Extra-large size covers a complete engine including most headers
- Dimensions M099400: 40" wide x 19-1/2" deep x 47" tall
- Dimensions M099401: 42" wide x 32" deep x 54" tall, even covers Roots Blown Hemi and other super displacement engines
- One per package

Description

Engine Storage Bag

Extra Large Engine Storage Bag

Part No.

M099400

M099401

Dial Indicator Stand

Rugged fixture is a "must have" for the serious engine builder. The versatile stand will span cylinder bores up to 4-7/16", and makes it easy to check piston dome and deck heights. Block and head surface problems can be found by the racer who checks everything. Other uses include checking for flatness, runout, warping, etc.

Dial Indicator Stand

MO62050

Cylinder Leakage Tester

Quickly diagnoses failed or leaking valves, pistons, rings, and head gaskets. Large-diameter 3-1/2" gauge face indicates percentage of leakage rather than psi, eliminating need for math calculations. Includes 4-foot hose with quick-disconnect fitting and two zinc-plated adapters for 14mm and 18mm plug sizes

Cylinder Leakage Tester

OHC ADAPTER, 7.43" LONG

Replacement Gauge Only (SUIT M089600)

Dual Gauge Leakdown Tester

Racers prefer the dual gauge design of our Leakdown Tester to check for problems with piston rings, valves, head gaskets, etc. The left hand gauge shows incoming air pressure, while the right hand gauge (once plugged into the cylinder being checked) shows how much air the cylinder is holding. The difference between the two gauges is your leakdown. A universal 14mm spark plug adapter, rubber gauge protectors, high-quality regulator and complete instructions are all standard with our precision Leakdown Tester

POW301018

MR. GASKET CO.

Universal Degree Wheel

The seven-inch diameter Degree Wheel is designed to insure maximum accuracy in camshaft installations. All necessary instructions are etched into the easy-to-read, anodized face, and it comes with two adapters for a universal fit on all engines.

Universal 7" Degree Wheel

MG1570

Pro Degree Wheel

This 11-inch diameter Degree Wheel has color-coded scales for instant read-outs. Made of sturdy aluminium and designed to read the same as the camshaft spec card reads, it is precision degreed for accurate readings. The exhaust and intake centreline areas are also indicated and color coded. Claimed to be the best wheel on the market, it also fits many blowers. Universal design fits 7/16", 1/2", 5/8" and 3/4" crankshaft bolts.

Universal 11" Degree Wheel

MG6120

Engine Port Polishing Kit

Mr. Gasket's Port Polishing Kit is designed for use on cast iron and aluminium components. This kit allows you to do your own detailed porting, polishing, and removal of flashing on all engine parts with the use of an electric drill.

The kit contains:

- (1) Tapered Cutting Stone
- (1) 1" Diameter Mini Grind-flex Flat Wheel
- (29) Grind-Polishing Rolls (Assorted Sizes)
- (3) Various Length Mandrels.

Engine Port Polishing Kit

MG4362

Engine Cleaning Brush Kits

Serious engine builders and backyard mechanics alike need these special length brushes to properly clean all the holes and passages found in most automotive engines. Available in a wide variety of diameters and lengths, each brush is made from pure stiff bristle nylon that won't soften or melt when used in conjunction with most engine cleaning solvents. The short brush kit includes one each of 5/16", 1/2" and 5/8" O.D. x 9" overall length brushes and the complete set contains nine (9) assorted brushes ranging from 1/4" to 5" diameter.

Short Brush Kit

MG1211

Brush Kit, Complete Set

MG5192



MGLSTC1

MGLSTC2

MGLSRC1

GM LS Timing/Rear Cover Alignment Tool

The timing cover and rear cover on GM LS series engines don't have any dowel pins to ensure correct alignment to the centreline of the crankshaft & this often leads to annoying leaks at the front damper seal and rear main seal. These special alignment tools center the front or rear cover when it is installed, and allow an easy way to install the seal (by lightly tapping on the tool with rubber mallet). Choose from (3) styles of these alignment tools. Plastic construction with O-rings. Made in the USA

Application

Part No.

GM LS Rear Cover Alignment Tool -

MGLSRC1

Use without Rear Seal in Cover

GM LS Timing Cover Alignment Tool -

MGLSTC1

Use without Front Seal in Cover

GM LS Timing Cover Alignment Tool -

MGLSTC2

Use with Front Seal in Cover



Piston Ring Squaring Tool

Get your piston rings aligned the first time. Just simply press piston rings down for perfect depth every time.

Piston Ring Squaring Tool

PR67652

Adjustable Ring Compressor

Putting the connecting rod through first, simply place the piston (with rings) into the tapered end of the ring compressor. Tighten the compressor snugly around the base of the piston. Then lay the compressor flat on the engine cylinder bore.

4.000" - 4.090" Blue

PR66766

4.125" - 4.205" Gold

PR66767

4.205" - 4.310" Red

PR66768

Tapered Ring Compressors

The PROFORM tapered ring compressor is an affordable and easy way to install your pistons! By creating a slight squeeze on the piston ring the compressor eases the piston into the cylinder bore. Manufactured for engine blocks with studs.

Tapered Ring Compressor 4.030

PR67445

Tapered Ring Compressor 4.000

PR67448

Tapered Ring Compressor 4.040

PR67449

Tapered Ring Compressor 4.060

PR67450

Tapered Ring Compressor 4.125

PR67451

Tapered Ring Compressor 4.155

PR67452

Tapered Ring Compressor 4.250

PR67572

Tapered Ring Compressor 4.280

PR67573

Tapered Ring Compressor 4.310

PR67574

Powerhouse Tapered Ring Compressor

The absolute best and easiest way to install pistons into the cylinder bore is with one of our Tapered Ring Compressors. These tools gently squeeze the rings and funnel the piston into the bore without ring damage or breakage.

- Extra tall aluminium ring compressors are hard anodized for long life
- Designed to work on blocks with studs, they also feature a handy finger registration groove
- Available in all popular sizes

4.000" Tapered Ring Compressor

POW104000

4.005" Tapered Ring Compressor

POW104005

4.020" Tapered Ring Compressor

POW104020

4.030" Tapered Ring Compressor

POW104030

4.040" Tapered Ring Compressor

POW104040

4.060" Tapered Ring Compressor

POW104060

Universal Ring Installation Tool

This stainless steel tool makes installing pistons easy. Putting the connecting rod through first, simply place the piston (with rings) into the tapered end of the ring compressor. Tighten the compressor snugly around the base of the piston.

Then lay the compressor flat on the engine cylinder bore.

Universal Ring Installation Tool

PR67655



Manual Piston Ring Filer

To assure proper piston ring end-gap, the piston ring filer enables the user to file piston rings quickly and accurately. Position the piston ring firmly against the dowel pins, crank the handle to turn the abrasive wheel. Using a feeler gauge, file the piston ring to meet the manufacturer's specification. **Ring Filer, Manual** PR66785
Replacement 120-Grit Grinding Wheel PR66786



ELECTRIC PISTON RING FILER

This easy to use electric ring filer makes quick and precise work of ring grinding. Square up your ring by simply pressing it against the dowel pins for a clean grind. 120V or 240V adapters give this ring filer enough juice to get the job done wherever you are in the world.

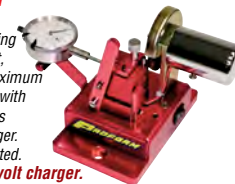
- Comes with One 120 Grit Grinding Wheel
- Made from High-Quality Aluminium
- Uses Proform Part #PR66786 Replacement Grinding Wheels
- Can Be Bench or Vice Mounted

240 Volt Piston Ring Filer PR66759

Electric Piston Ring Filer

Accurately set end gap with PROFORM's powerful electric ring filing tool. Powered by a 12 volt, rechargeable battery. Offers maximum speed and affordability. Comes with two (2) 120-grit grinding wheels (p/n 66762) and battery recharger. Portable or can be bench mounted. **Supplied with US style 110 volt charger. Optional 240 volt charger is required for Australian power outlets. Which ROCKET stock Part No is 5RMP3130**

Piston Ring Filer, Electric PR66765
Replacement 120-Grit Grinding Wheel PR66762
240V Battery Charger 5RMP-3130
Replacement Battery PR91-BAT



Powerhouse® Electric Powered Ring Filer

The Powerhouse® Products Electric Powered Ring Filer puts an end to tedious filing and constant rechecking to get perfectly matched gaps. Featuring a 3" grinding wheel for fast, accurate cuts, simply grind the first ring and then complete the rest with the exact same setup to ensure consistency between all parts. Grind 1 to 8 ring gaps within .001". Simply switch the motor on and a quick push down on the table cuts a square ring every time. A knurled in-feed adjustment knob offers extra control and a dial indicator means a super accurate cut the first and last time. With a fine adjustment feed screw and capabilities for ring diameters from 2.5" to 5.0", the grinder also includes a de-burring wheel to knock off the sharp edges created when grinding. The powerful, high torque motor won't stall and there is never a need to replace batteries.

- Powerful AC motor makes grinding a snap; a quick push down on the table cuts a square ring every time
- Large 3" grinding wheel allows for fast, accurate cuts
- Grinds 1 to 8 ring gaps within .001"
- Knurled in-feed adjustment knob offers extra control
- Included de-burring wheel conveniently knocks off the sharp edges created when grinding

POW105045



Heavy-Duty Ring Groove Cleaner

Remove carbon from ring grooves on pistons from 2" to 5" diameter with our heavy-duty Ring Groove Cleaner. We like this tool because the hardened cutter wheel includes all twelve of the most popular ring sizes: 3/16", 5/32", 1/8", 3/32", 5/64", 1/16", 1/4", 4.5mm, 4.0mm, 3.0mm, 2.5mm and 2.0mm.

POW105065



Professional Dial Bore Gauge

Easily determine the dimensions of your rod and cylinder bores with our Professional Dial Bore Gauge. This unit features a 2" - 6" range with extendable handle and comes in a durable carrying case. **Dial Bore Gauge 2" - 6"/.0005"**



PR67411

Rod Bolt Stretch Gauge

.0001 Dial indicator. Check rod bolts the proper way, because sometimes torque readings may vary. Using the stretch factors supplied by rod bolt manufacturers, this stretch gauge offers a highly accurate way to measure torque pre-load. With a special, high-tension spring, this gauge remains conveniently positioned on the bolt during tightening, with adjustability for bolts up to 2.75" long. Simply position the stretch gauge over the length of the rod bolt before applying torque, take a reading, and record it. Then torque down to the proper torque setting, and take another reading with the stretch gauge. Calculate the difference and check the manufacturer's specification.

Rod Bolt Stretch Gauge

PR66788



Universal Dial Indicator

Universal Dial Indicator, graduation: 0.001". **Dial Indicator 0 to 1.000"** PR66962
Dial Indicator 0 to 0.250" PR66963



Dial Indicator Magnetic Base

Engine building work requires a dial indicator, but precise engine building work demands a dial indicator magnetic base. This PROFORM tool will hold your dial indicator in nearly any position. The magnetic base has 100 lbs of pull and comes with an easy on/off switch for portability. **Dial Indicator Magnetic Base** PR67425

PR67425

Magnetic Deck Bridge

This will go over cylinder bores up to 4-1/2". This is used to check piston-to-deck clearance, and it is magnetic so it holds firmly in place. Dial Indicator PR66962 is sold separately.

Magnetic Deck Bridge

PR66797

Micrometre Sets

PROFORM heavy-duty micrometre sets for all the popular applications and finally affordable for the weekend racer. PROFORM micrometres feature quick-lock levers, ratchet stops, carbide measuring tips, calibration accessories, adjuster wrenches, and each PROFORM micrometre comes in a handy and durable carrying case.

Micrometre Set 0" - 3"/.0001" PR67436

Micrometre Set 0" - 4"/.0001" PR67437

Micrometre Set 04" - 6"/.0001" PR67438



OUTSIDE MICROMETER

PROFORM heavy-duty micrometer sets for all the popular applications and finally affordable for the weekend racer. PROFORM micrometers feature quick-lock levers, ratchet stops, carbide measuring tips, calibration accessories, adjuster wrenches, and each PROFORM micrometer comes in a handy and durable carrying case.

Individual Micrometer 2"-3"/.0001" PR67432

Individual Micrometer 4"-5"/.0001" PR67434

6 pc Telescoping Gauge Set

Quickly measure everything from diameter to grooves to hard to reach recesses with the PROFORM Telescoping Gauge Set. Simply insert the gauge (six sizes to choose from) into the area and turn the knob. The spring-fed arms will snap to outereges. Now, tighten the knob to lock the inside measurement. Comes with six gauges ranging from 5/16" to 6" and a durable carrying case.

6 PC Telescoping Gauge Set

PR67412

Top Dead Centre Locator

This tool provides a positive stop for the piston when locating top dead centre. It screws into the spark plug hole. **Chrysler TDC Locator** PR67581



Deck Bridge

Easily checks top dead centre by bolting down across cylinder bore. (Used w/ heads off) **Deck Bridge** PR66799



COMP Cams Top Dead Centre Tools

These COMP Cams tools are designed to stop the piston in order to find top dead centre. They mount on to the top of the engine block and thread into the existing head bolt holes.



C04933

Cylinder Head CC Kit

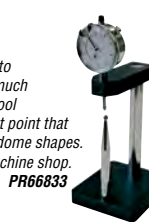
This is the kit you need to accurately cc most cylinder head combustion chambers. Includes a precision glass 100cc burette with easy-to-read 0.2cc division lines, an integral petcock for precise measurement and easy flow-control, a burette clamp, a stand with a firm base, a flat acrylic plate to cover the combustion chamber, and detailed instructions explaining how easy it is to professionally cc cylinder heads.

Cyl. Head CC Kit (100x.2cc) PR66831
Replacement Burette Tube ONLY PR66831-TUBE

PR66831
PR66831-TUBE

Piston Dome Thickness Checker

Who would dare to modify piston domes or to fly-cut valve pockets without knowing how much material there is to work with? This simple tool includes a .0001" dial indicator and a contact point that permits measurement of the most complex dome shapes. An essential tool for every well-equipped machine shop. **Piston Dome Thickness Checker** PR66833



Dual-Gauge Leakdown Tester

This dual-gauge leakdown tester measures the condition of your head gaskets, piston rings, and valves. The gauge records incoming air pressure, and the right gauge records individual cylinder pressure - and the difference is your leakdown.

Dual-Gauge Leakdown Tester



PR66839

Digital Engine Balancing Scale

These precision scales are perfect for balancing pistons, rods, clutch weights, etc. Digital models are powered by one 9-volt battery or an optional AC adapter. Use with Connecting Rod Balancer, P/N PR66844. **Digital Scale 3000G x 1G** PR66467
Digital Scale 2000G x 0.1G PR66473
Optional 240V AC Adapter 5RMP-3130



PR66467
PR66473
5RMP-3130

Heavy-Duty Multiple Angle Piston Vise

Finally an affordable piston vise with all the best features including; quick set-up, repeatability, billet aluminium, corrosion resistant anodizing, universal, and easy to use. Up to 4.6" diameter pistons. **Heavy-Duty Adjustable Piston Vise**



PR66772

Connecting Rod Vise

Holding connecting rods securely without damaging them is necessary for removing or installing rod bolts, beam polishing or machining. This aluminium vise is designed for all sizes of aluminium or steel rods, and can hold several at once. It will mount in a bench vise or can be permanently mounted.

Connecting Rod Vise

PR66769

Heavy-Duty Rod Splitting Fixture

Let's face it, connecting rods rarely come apart easily. That is until now. Quickly separate the cap from the rod without damage using PROFORM's new Heavy-Duty Rod Splitting Tool. Simply loosen the rod nuts a couple of turns, place the rod onto the splitting fixture, and pull the handle. Portable, for use with your bench top vise. **Rod Splitting Fixture** PR66773



Handheld Rod Splitting Tool

Easily separate your connecting rod caps with this non-marring hand-held splitter. Just turn the handle and the unit opens up so the 4 non-marring ends push the cap apart.

Handheld Rod Splitting Tool



PR67905

Connecting Rod Balancer

This fixture holds each end of the connecting rod on the scale separately, for weighing the big and small ends. It comes with two mandrels to cover most popular engines, and it is ordinarily used with a digital or mechanical weighing scale. **Rod Balancer**



PR66844

Harmonic Balancer Installer/Puller

Works with all Ford, GM, and Chrysler engines. This heavy-duty, professional tool, equipped with roller thrust bearings, can also be used as a universal puller! Includes 7/16" - 20, 5/8" x 18, and 3/4" x 16 adapters and various removal hardware. May also be used for steering wheel and pulley installation and removal. Maximum recommended torque is 150 ft. lbs. **Harmonic Balancer Installer/Puller**



PR66514

Heavy-Duty Piston Installation Tool

The PROFORM piston installation tool features nylon-composite construction so you can knock away all night without any damage to your expensive pistons! This affordable tool weighs just under 2 pounds, features steel-shot filled chamber, and an easy-grip handle. **Piston Installation Tool**



PR67571

Heavy-Duty Aluminium Head Holders, V-Style

Modify and maintain your cylinder heads with ease with the heavy-duty aluminium head holders. Sold in pairs. **Heavy-Duty Aluminium Head Holders**



PR66481

Cylinder Head Work Stands, Adjustable

Our heavy-duty cylinder head work stand is great way to hold your cylinder heads above your workbench while working on them. The adjustable arms allow you to set the proper height and maintain stability.

Cylinder Head Work Stand



PR66483

VALVE TRAIN TOOLS

FORD OIL PUMP PRIMER

This engine oil pump primer comes complete with the aluminium guide. Designed to fit Ford V8 engines. The tool primes the oil pump directly through the distributor hole, for use with a 3/8 inch chuck drill, a must have product for all engine builders. Sold individually.

Description

SB Ford 289-302 Windsor 1/4" Hex
Ford 302-351 Cleveland 5/16" Hex
BB Ford 429-460 5/16" Hex

Part No.
PR67566
PR67567
PR67567



GM LS SERIES HARMONIC BALANCER

INSTALLATION TOOL

This tool makes installing the harmonic balancer simple; just thread the proper end into the crankshaft, and then rotate the elongate nut which presses the bearing against the balancer which will slide onto the crankshaft smoothly.

PR66519

Chevy B/B Oil Pump Pick-Up Driver Tool

No more banged up oil pickups and punctured tubes. Easily installs oil pickup tube. For Chevy big block engines.

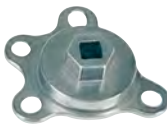
Chevy B/B Oil Pump Pick-Up Driver Tool PR66480



Engine Rotation Adapter

For Chevy or Ford V8 engines. Easily attaches to the balancer. Useful when assembling an engine or degreasing the cam. Then the crankshaft can be rotated with a 1/2" breaker bar or a 1" socket and breaker bar.

Rotation Adapter



PR66782

Crank Shaft Turning Socket

Engine work requires repeated crankshaft rotation. This non marring, aluminium tool rotates the crankshaft the proper way, when the balancer is off. Making sure to have the proper size, position this socket over the end of the crankshaft, so it can be turned using a 1/2" breaker bar or drive ratchet.

Chevy B/B (1.610" ID)
Ford S/B and Pontiac (1.385" ID)
Chevy S/B & V6 (1.255" ID)

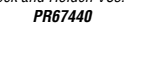
PR66899
PR66900
PR66901



Crankshaft Turning Nuts

These heavy-duty PROFORM Crankshaft Turning Nuts are a MUST HAVE for the engine builders' tool box. Rotating the crankshaft during assembly is now an easy task with these steel crankshaft nuts for Chevy Small Block and Holden V8s.

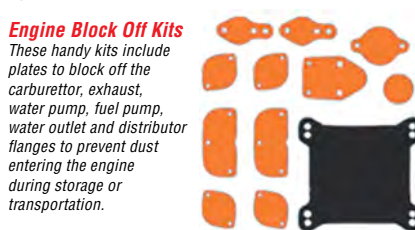
Chevy SB & Holden Crankshaft Nut PR67440



Flywheel/Flexplate Turning Tool

The new PROFORM spring-loaded universal flywheel tool makes manually turning your flywheel a snap.

Flywheel Turning Tool PR67462



Engine Block Off Kits

These handy kits include plates to block off the carburettor, exhaust, water pump, fuel pump, water outlet and distributor flanges to prevent dust entering the engine during storage or transportation.



Application

Chevy Small Block with Holley 2300 2-Barrel JAZ730-006-01
Chevy Small Block with Holley 4150 4-Barrel JAZ730-001-01
Chevy Big Block with Holley 4150 4-Barrel JAZ730-002-01
Chevy Big Block with Holley 4500 4-Barrel JAZ730-003-01
Ford Windsor with Holley 2300 2-Barrel JAZ730-008-01
Ford Windsor with Holley 4150 4-Barrel JAZ730-007-01

Part No.
JAZ730-006-01
JAZ730-001-01
JAZ730-002-01
JAZ730-003-01
JAZ730-008-01
JAZ730-007-01

Intake Port Gauge

This convenient gauge can be used to identify cylinder intake head port dimensions and reference the correct Mr. Gasket intake gasket to be used for installation.

There are 19 Chevy Small Block and 9 Big Block intake templates.

Intake Manifold Port Gauge

MG73074G



Push Rod Length Checker

For Chevy small block and big block engines. Proper push rod length is absolutely critical for peak performance - minimizing bent or broken valve stems, guide wear, and energy-wasting valve side-loading friction.

Chevy Small Block with 3/8" studs
Chevy Small Block with 7/16" studs
Chevy Big Block with 7/16" studs

PR66789
PR66790
PR66806



Head Off Checking Fixture

If you've ever had to wrestle with a magnetic base and a dial indicator to measure cam lift, you will really appreciate this tool. We designed this fixture to maintain proper geometry while holding a dial indicator (not included) and 5" extension (included) precisely over the lifters. Since it comes with both 1/2" and 7/16" adapters, you can easily attach it to any engine block.

Head Off Checking Fixture



POW101520

Heavy Duty Valve Spring Compressor

Our super-duty spring compressor is constructed of a welded steel, box-tubing frame and an over-centre type clamping device that can compress any valve spring. The compressor arm slides up and down for adjustment and utilizes a locking pin for speed and ease of use.

Heavy Duty Valve Spring Compressor

POW351015



Valve Seal Installer

Our new CNC machined aluminium Valve Seal Installer makes installing PC seals a breeze. This tool works with .500" and .531" PC seals and prevents seal distortion or gouging during installation. Anodized for durability.

Valve Seal Installer

POW351395



COMP Cams Master Magnum Checking Pushrods

These tools from COMP Cams make it easy and economical to lay out and determine the proper pushrod length for a high performance engine. This is necessary for correct valvetrain geometry, so you can obtain the desired results from the cam and ensure that damage is not done to the rest of the valvetrain.

Kit 6.125 in. to 11.500 Ball Ends C07900
Adjustment Range 7.500 in. to 8.700 in. Ball Ends C07901-1
Adjustment Range 8.500 in. to 9.800 in. Ball Ends C07902-1
Adjustment Range 9.700 in. to 11.00 in. Ball Ends C07903-1
Adjustment Range 6.125 in. to 7.500 in. Ball Ends C07905-1



Valve Train & Rocker Arm Trays

- Lightweight with built-in carrying handles
- Valve tray holds valve springs, valve locks, and the largest of valves
- Rocker tray holds pushrods, lifters, poly locks, spark plugs and rocker arms
- Designed for the home mechanic as well as the professional

Valve & Spring Tray JAZ735-001-06
Rocker Arm & Lifter Tray JAZ735-002-06



GM LS Series Valve Spring Compressor

Built from an exclusive design valve spring removal tools are engineered specifically to work with all GM Gen III/IV LS-type or Small Block Chevy and Small Block Ford engines. The easy-to-use custom design enables the removal of one or two valve springs at a time without the hassle of removing the rocker stand or any of the other installed rockers. The tool works both with cylinder heads installed on an engine in a vehicle or with the cylinder heads off. The simple design facilitates easy usage in vehicles where other tools are incapable of reaching the tight spaces. GM LS Series Valve Spring Compressor



C05462

Valve Spring Compressor

Tool LS1/LS2/LS6 & Vortec

This LS valve spring compressor is compact, is activated with normal hand tools, and takes up almost no space in your toolbox. It will cut valve spring removal and replacement time to around 1-hour. And, it's guaranteed to get the job done as easy, if not easier, than expensive compression tools.

SUIT CHEV/HOLDEN, LS1/LS2/LS6 & VORTEC PR67605



Bench Top Valve Spring Tester

Use it in the shop and take it in the trailer. This is a fast and easy-to-use precision bench-top valve spring tester. Just bring the spring to installed height, lock down the precision stop and check a box of springs quickly, easily and with precision accuracy. The innovative horizontal design and footprint gives it stability on the bench top. It is rugged enough for ever day use in the shop yet designed for portability on the road.

Spring Tester 0-600 psi
Spring Tester 0-1000 psi



LSMSM-600
LSMSM-1000

Valve Seat Pressure Tester

Adjustable on-head valve spring pressure tester for various shaft style and stud mount roller rocker systems. It features a 0-600 lbs liquid filled gauge and is available in standard or low profile configurations. Comes with adjustment shim kit which enables adjustment to within .050" of rocker arm pivot length. Includes set-up and adjustment guide. (Low profile unit handle length is 2.4" shorter than standard.)

Standard
Short Handle



LSMPC-100
LSMPC-100S

Slant Handle Pressure Tester

The most versatile spring tester available! Can be used in either the slant or straight handle positions and includes a spin-off convertible handle extension. Has the complete adjustability of the PC-100 with the benefit of multiple handle configurations for engine compartment constraints.

On Head Spring Tester -
Slant Handle

LSMPC-100SLC



LSM Speed Handle

Fits most LSM Spring Compressors and Bench Top Testers 6" long with two 7/16" hex positions. Rotating handle is contoured for optimum thumb and finger positioning. Center location for quick spin on/spin off. Outer location provides increased leverage

LSMSH-60



Dual Feeler Gauge Handle

Dual Feeler Gauge Handle holds two sets of feeler gauges on the same handle and is ideal for intake and exhaust or go, no-go gauges. This gauge handle will accept various styles of 1/2" wide feeler gauges (gauges not included) depending on your application

Dual Feeler gauge Handle

C05602



Valve Lash Adjusting Wrench

The TQ-200 is similar to the TQ-100, but with a 1" longer handle and the ability to increase the torque setting up to 45 ft/lbs. It also features a welded-on socket for a long service life in a high torque environment. Ideal for steel rockers and used on blown alky and fuel engines.

LSM-TQ-200

Lash Adjusting Torque Wrench

The LSM TQ-100 is a precision torque wrench and valve lash adjusting tool. The TQ-100 makes it easy to set your valve lash precisely and torque the adjuster nut to the proper setting helping to eliminate potential valve train failures.

Preset at 20ft/lbs, this tool is designed for Jesel and T&D-style rockers where the set screw changes the lash and the locking nut locks it in place. It adapts to any 3/8" drive socket and includes 1/8", 3/16", and 5/32" Allen wrenches.

Lash Adjusting Torque Wrench

LSM-TQ100-3



Dual Feeler Gauge Handle

This handy tool is commonly used with 2 feeler gauge strips, one for intake and one for exhaust lash settings. This makes trackside lash settings quick and easy with no more fumbling for the correct size. The LSM dual feeler gauge handle accepts any 1/2" wide feeler gauge and can hold up to .110" of feeler gauge stock so it can be configured differently depending on the user's requirements. Feeler gauge not included.

Dual Feeler Gauge Handle - Blue LSMFH-200B

Dual Feeler Gauge Handle - Black LSMFH-200BK

Dual Feeler Gauge Handle - Red LSMFH-200R

LSM Spring Changers

We developed the standard for changing valve springs with our innovative designs. The LSM Spring Removal Tools are simply the best quality, and easiest to use. It makes changing valve springs a fast and simple one-man job.

Stud Mount Spring Changer

- Stud mount spring changer for all 7/16 stud mount rocker systems.
- 3/8" stud adapter available separately

Part Number LSMSC-800

3/8" Stud Adapter LSMSC-801

LS Series Spring Changer

- Suits LS1/6 LS2/3 & LS 7 engines
- Up to 1.5" Diameter Springs
- Uses Factory 8mm Holes

Part Number LSMSC-125

SC-100 Spring Changer

Applications:

- Small Block Chevy w/ Jesel, T&D.
- Buick w/ Jesel
- Dodge W-8 w/ Jesel
- FE Ford Jesel only
- Chrysler Indy 440-1 head w/ Jesel.
- Barton Hemi exh. only w/ slight mod.

Part Number LSMSC-100

SC-150 Spring Changer

- Small Block Pontiac w/ T&D.
- Windsor Ford w/ Jesel, T&D
- Allan Johnson SBC w/ T&D
- FE Ford w/ T&D
- Chrysler B-1 w/ T&D 5/8 shaft system
- Fred Brewer AMC w/ T&D

Part Number LSMSC-150

SC-200 Spring Changer

- Big Block Chevy w/ Jesel, T&D.
- Small Block Chevy cantel/splayed valve
- SB2 w/ T&D, SB2 w/ Jesel (Straight Rocker).
- Ford C-460 exhaust only w/ T&D, Jesel (SC-500 int.)
- Chevy V6 w/ Jesel, T&D
- Yates Ford w/ Jesel, T&D
- P-5 Dodge w/ Jesel

Part Number LSMSC-200



SC-400 Spring Changer

Applications:

- Jesel J2K changer
- SB2 w/ Jesel J2K Rockers
- SC1 w/ Jesel J2K Rockers
- P-7 Dodge w/ Jesel J2K

Part Number

LSMSC-400

SC-500 Spring Changer

Applications:

- Big Chief / 14 degree Olds Intake Spring Changer w/ T&D, Jesel
- Ford C460 intake w/ T&D, Jesel. (SC-200 for exhaust.)

Part Number LSMSC-500



SC-320 Spring Changer

- Big Block Chrysler w/ B1 Heads

Part Number LSMSC-320

SC-501 Spring Changer

Application:

- Big Chief / 14 degree Olds Exhaust Spring Changer w/ T&D, Jesel

Part Number LSMSC-501

Big Chief Set

Includes 2 complete tools:
1 x SC-500 and 1 x SC-501

Part Number

LSMSC-51

Big Chief Kit

Includes:

- Intake (SC-500) base and beam
- Exhaust (SC-501) base and beam
- One shared head assembly

Part Number

LSMSC-520



One Tool Valve Lash Adjuster (T-Handle Not Included)

The LSM "One-Tool" is like having 16 valve lash adjusting tools in one. "One-Tool" configures to adjust ALL shaft and stud mount rocker systems on the market today. Now you don't have to buy a new valve lash adjusting wrench for each different rocker system. Buy "One-Tool" and you will always have the right tool to adjust your valves no matter what rocker system you have. Just snap on the appropriate standard 1/2" drive socket, insert the correct hex key and you are good to go.

One Tool Valve Lash Adjuster LSM1T-100



Universal Head Off Spring Compressor

The LSM Head Off Valve Spring Compressor features a proprietary Wave-Beam design that gives it ultra-rigidity in a lightweight package. With a dual adjustable design that allows for the perfect positioning and easy access to valve and spring and a spring cage with a small 1" I.D. diameter flange it works perfectly with most popular valve springs.

Universal Head Off Spring Compressor

LSMSC-2000

COMP Cams Crankshaft Sockets

COMP Cams crankshaft sockets are the perfect addition to your engine-building toolbox. They accept 1/2 in. drive ratchets for versatility and easy engine rotation. They're precision-machined for an accurate fit over the crank snout, and their knurled retaining nut threads-on to sandwich a degree wheel in place. The nut can be loosened, while on the crank snout, so that the wheel can be turned independently of the engine when finding top dead centre.

Fits Engines with a 1.255 in. I.D. Crankshaft Snout C04793

Fits Engines with a 1.610 in. I.D. Crankshaft Snout C04797

Fits a 1.385 in. I.D. Crankshaft Snout with 3/16 in. & 1/4 in. Keyways C04798

Fits a 1.542 in. I.D. Crankshaft Snout with 3/16 in. & 2X 1/4 in. Keyways C04799

LS1/LS6 Crank Socket, 1/2 in. Steel C04914

COMP Cams Cam Degree Kits

With these cam degree kits, you can dial-in your cam the right way. You can check things like cam lift, base circle runout, piston-to-valve clearance, top dead centre, valve lift, valvetrain flex, and rocker arm ratio.

C04796

COMP Cams Sportsman Degree Wheels

These COMP Cams Sportsman degree wheels provide exceptional precision and accuracy. Their size allows you to use them on the engine stand, or with the engine still in the vehicle. They can be bolted onto most harmonic balancers or used with a crankshaft socket.

C04790

COMP Cams 16" Professional Degree Wheels

These COMP Cams giant degree wheels are machined from a 1/4 in. thick aluminium plate. They have an open design that allows degree bushing changes while the wheel is still on the engine. These degree wheels feature a 1 in. centre hole to fit with a crank socket, or you can use the included reducer bushing to fit your harmonic balancer bolt.

C04791-1



Pro Degree Wheel

These degree wheels are mandatory for the professional engine builder. Accurately measures several timing functions of an engine: camshaft centreline, valve timing, TDC, BDC, etc. Marked in easy-to-read one degree increments. Made from heavy gauge metal with a silk screen finish for long-lasting use. For mounting use Crankshaft Socket No. MO61755 for Small Block Chevys.

Pro Degree Wheel, 18" Diameter

MO62191

18" Dual Degree "Pro Wheel",

for Precise Adjustments

MO62192

Crankshaft Socket

Tool for Degree Wheel

By removing the crank hub or balancer and using a Moroso Crankshaft Socket Tool, engine builders have a positive way to turn over the engine. Broached keyway allows the socket (which fits 1/2" drive) to slide over the crankshaft snout and key. A knurled jam nut is then used to position a degree wheel. Use with Moroso Degree Wheel No. MO62191

SB Chev, Super Duty Pontiac & GM 4 Cyl

MO61755

Valve Seat Pressure Tester

The ultimate tool for checking valve seat pressure on an assembled engine. Built-in 300 lb. reading scale is accurate to within + or - 3% with no need for math conversions. Fits roller rockers on Small Block, Big Block and 90° V6 Chevy; Ford 221-302, 351-400 SVO and Ford Windsor engines, and most other wedge-type engines. Use with Moroso Stud Mount Valve Spring Compressor No. MO62370 for the most accurate method of maintaining the valvetrain on a fully assembled engine.

Valve Seat Pressure Tester

MO62390

E-Z Valve Lash Wrench

Our E-Z Valve Lash Wrenches make things simple when adjusting valves. We offer wrench/T-handle sets for most polylock and set screw combinations.

- High-quality wrenches constructed of 17-4 stainless steel
- Heat-treated & electro-polished to a satin finish
- T-handles are fitted for smooth operation

9/16" (with 3/16" & 7/32" T-Handles) POW301550

5/8" (with 3/16" & 7/32" T-Handles) POW301555

7/16" (with 1/8" T-Handle Jesel Rockers) POW301560

1/2" (with 3/16" T-Handle T&D rockers) POW301565

9/16" (with 1/8" T-Handle Chrys. Hemi) POW301570

7/16" (with 3/16" T-Handle Chrys. Hemi) POW301575

1/2" (with 1/8" T-Handle) POW301580

Valve Lash Adjusting Torque Wrench

This is a combination precision torque wrench and valve adjustment tool that simplifies making precision valve lash settings by properly torquing the adjuster nuts every time. One tool does all "shaft" style rocker arms. It accepts any standard 3/8" drive socket (not included). Comes with 1/8", 5/32" and 3/16" hex keys.

POW351048

Stud Mount Valve Spring Compressor, Heavy Duty

Heavy Duty version of Moroso Stud Mount Valve Spring Compressor features thick, laser-cut steel and billet aluminium components.

Stud Mount Valve Spring Compressor, Heavy Duty

MO62371

Adaptor To Fit Jesel Shaft Rocker Assembly

MO62373

Low-Profile

Valve Seat Pressure Tester

Similar to No. MO62390 shown above with low-profile design to fit under windshield and cowl of tube-chassis cars. Designed by Jerry Haas, the tool features a rocker arm "gripper" machined from billet aluminium. Scale reading from 160 to 400 lbs. allows testing of springs with higher spring pressures. Use in conjunction with Moroso Stud Mount Valve Spring Compressor No. MO62370 to maintain valvetrain

Low-Profile Valve Seat Pressure Tester

MO62391

Stud Mount Valve Spring Compressors

Between-rounds valve spring changing is greatly simplified with this tool. Unlike models offered by other manufacturers, Moroso's stud mount tool fits both 3/8" and 7/16" rocker studs and is much stronger in the handle area to withstand the pressures of today's "extreme high pressure" valve springs. The 12" handle gives all the leverage needed to compress the strongest springs.

Stud Mount Valve Spring Compressor

Adapter to fit Jesel Rocker Shaft Setup

MO62370

MO62372



Cam Checking Tool: GM & Ford

These Cam Checking Tools slide down into the lifter bore and ride on top of the camshaft in order to measure lobe lift and base circle run-out.

- Comes complete with two followers: one for flat tappet or hydraulic cams and one for roller cams
- Two different versions are available and each one is double ended
- An O-ring on each end holds the tool securely in the lifter bore
- For use with any standard dial indicator (not included)

POW101400



Valve Lash Wrench Set

T-Handles. This simple T-handle and wrench set makes adjustment very easy, cutting the adjusting time in half. Simply position the adjusting handle wrench over the rocker arm lockdown (make sure you have purchased the set with the proper sized wrench), and drop the appropriate T-handle down through the hole in the wrench - with one hand doing the job of two! Then make the lash adjustment with a feeler gauge according to the camshaft manufacturer's specifications.

1/2" with 3/16" & 1/8"

7/16" with 1/8"

9/16" with 3/16" & 7/32"

5/8" with 3/16" & 7/32"

PR66778

PR66779

PR66780

PR66781

Tall Valve Spring Height Micrometre

Measure installed valve spring height conveniently and accurately. Simply install the height micrometre instead of a valve spring, and the rotate the clearly engraved dial to expand the tool to seat the valve, locks and retainer.

For 1.600" - 2.100" Installed Height

For 1.600" - 2.100" Beehive Springs

For 1.400" - 1.800" Installed Height

PR66902

PR67390

PR66903

Universal Degree Wheel Kit

For use with heads on engine. This kit contains all the tools needed to degree cams in the most popular engines, assuring proper cam timing and lobe lift. Features deluxe components including 9" degree wheel, dial indicator, dial indicator mount, 2 valve check springs, clamp kit, 14mm top dead centre locator, wire degree wheel pointer, detailed instructions, and a durable foam padded carrying case.

Degree Wheel Kit

PR66787



16" Billet Aluminium Degree Wheel

Oversized wheel with large numbers makes reading this billet aluminium degree wheel easy!

PR67490

Universal Cam Checker Tool

This easy-to-use tool simply slides down into the lifter bore and is adjusted until expanded securely. Supplied with two followers: one for flat tappet cams and one for roller cams. Fits lifter bores from .750" to 1.050".

Universal Cam Checker Tool

PR68902

Cam Checker Tool

Includes 0-1.000" Dial Indicator 66962 (0.001")! With O-rings on each end to assure securing positioning, this unit slides down into the lifter bore and sits atop the camshaft for accurate measurement of lobe lift and base circle runout. Supplied with two followers, one for flat tappet or hydraulic cams, and the other for roller cams. Designed for GM (.842" dia.) and Ford (.875" dia.) applications.

GM/Ford Cam Checker Tool

PR66838

Cam Checking Fixture (with Cylinder Head Off)

Includes 0-1.000" Dial Indicator 66962 (0.001")! No more fumbling with a magnetic base and a dial indicator to measure cam lift. This fixture maintains and holds the dial indicator and 5" extension (included) in the precisely correct position over the lifters, assuring proper geometry. Supplied with 1/2" and 7/16" adapters for use with any engine block.

Cam Checking Fixture

PR66830

Dial Indicator Accessories

Dial Indicator Bracket For Rimac Spring Tester
Dial Indicator 0-100 Dial Face Revolution Counter 0-1.000 in .001" Increments
Dial Extensions 5" Tip

C04903

C04909

C04912

Valve Check Spring

These light-pressure springs make the assembly of components much easier. They provide enough pressure to hold the valve assembly together when checking camshaft figures, installed height, etc. 2 Pcs.

Valve Check Spring

PR66793

Stud Mount Valve Spring Compressor

For all 3/8" and 7/16" Rocker Studs. Remove valve spring from an assembled engine for checking or replacing quickly and easily. Press down to compress coil spring, then remove valve keepers. Release slowly.

Spring Compressor

PR66784

Economy Valve Spring Compressor, Stud Style

Here's your affordable yet durable way to change out the springs with heads on the engine. This heavy-duty, stud-style compressor will easily compress any spring. Works with Chevy SB & BB, Ford, and Pontiac engines.

Economy Valve Spring Comp, Stud-Style

PR66848

Heavy-Duty Valve Spring Compressor

This heavy-duty, simple-to-use, manual valve spring compressor makes short work of even monstrous springs. The compressor arm slides for adjustment, employing a locking pin for rapid, easy operation.

Valve Spring Compressor

PR66832

Chrysler Spring Compressor, Shaft Mounted

Heavy-duty shaft mounted spring compressor makes removing valve springs a snap while the cylinder heads are still on the engine. Bolt the tool shaft in lieu of the rocker shaft, place the feet over retainer, put the handle on and pull down. Affordable and easy to use!

Small Block Chrysler Spring Compressor

PR67460

Big Block Chrysler Spring Compressor

PR67461

MINI SPRING TESTER AND MEASURING COMBO

With this all-in-one tool, you'll no longer need to use a ruler or micrometer to measure spring height. Simply set the spring height with the highly refined measurement tube (0.01" increments), put it in the vise and start testing. Max spring diameter is 1.7". 0-600 x 10 lbs Mini Spring Tester & Measuring Combo

PR66841

DIGITAL MINI SPRING TESTER AND MEASURING COMBO

With this all-in-one tool, you'll no longer need to use a ruler or micrometer to measure spring height. The back lit digital display provides accuracy in 2 lbs. increments. Simply set the spring height with the highly refined height micrometer tube (0.01" increments), put it in the vise and start testing. Max spring diameter is 1.7". 0-700 x 2 lbs Digital Mini Spring Tester & Measuring Combo

PR66842

Valve Spring Pressure Tester

Need to check spring pressure at the track? No problem with the PROFORM stud style valve spring compressor. This fully adjustable tool fits easily onto your rocker arm for pressure checks and will measure pressure up to 600 lbs.

Valve Spring Pressure Tester

Replacement gauge to suit 67597 only.

PR67597

PR67597-GAUGE

Mini Spring Testers

Here's the affordable, portable way to test springs. The hex design body is very versatile: use it in a vise or an arbor press. These hydraulic models are supplied complete with a recalibration feature and a rubber gauge protector.

0-600 x 10lb Spring Tester

PR66834

0-300 x 10lb Spring Tester

PR66835

Heavy-Duty Bench Top Spring Testers

Accurately check spring height versus spring pressure with our new heavy-duty bench top spring tester. Check springs up to 2" in diameter and 4" in height. Separate part numbers for up to 300 lbs and 700 lbs spring pressures. Can be bench or vise mounted.

Spring Tester, 300 lbs spring pressure

PR66774

Spring Tester, 700 lbs spring pressure

PR66775

Valve Seal Installer

Another gouged PC seal? No longer will you have worry about gouging and twisting your seals with the PROFORM valve seal installer. Works with .500" and .531 PC seals and comes with handy knurled end for better grip.

Valve Seal Installer

PR67444

Professional Rocker Arm Stud Remover

Make stud removal easier with our professional rocker arm stud remover tool. With ball bearing action and fittings for 5/16" and 3/8", this tool is a must have for all engine builders.

Rocker Arm Stud Remover

PR66484

Universal Cam Bearing Driver Kit

Drive camshaft bearings easily with one complete, universal kit. Now you can remove or insert camshaft bearings in nearly all engines from sport compacts and muscle cars to heavy duty trucks. The expander arm has a neoprene sleeve with the split driving plugs mounted and expanded to size. Kit comes with two sets of rubber sleeves for each expanding driver. Use the brown sleeves for thin wall bearings and the black sleeves for thick wall bearings. Range 1.25" to 2.69" (28.58 - 68.3mm). Includes: Driving shaft, driving shaft extension, expander unit, five (5) split driving plugs, two driving collars, centre cone and handy carrying case.

Universal Cam Bearing Driver Kit

PR66820

Chevrolet Camshaft Installation Handle w/ Hardware

These effective handles provide leverage and a non-slip grip when installing or removing a cam. Hex design handle stores all necessary hardware inside. This tool will save you time, pinched fingers and nicked cam bearings.

- Universal handle includes five interchangeable adapters that fit most domestic V6 and V8 engines, including Chevrolet, Ford and Chrysler V8s
- Chevrolet specific handle fits Small and Big Block Chevy V8s and comes equipped with all necessary hardware.

POW101035

Chevy Camshaft

Installation Tool with Hardware

These COMP Cams Chevrolet camshaft installation handles will make installing your new camshaft simple. They have a bolt-on handle that provides good leverage as well as a non-slip grip. These handles have an opening in the end for convenient storage of installation hardware.

C04919

Camshaft Installation Handle

For Chevy V6 and V8 engines (except hydraulic roller camshafts). Providing a solid grip, this hex design handle makes it easy to install or remove your camshaft. Installation bolts included in handle.

Camshaft Installation Handle

PR66897

Cam Bearing Installation Tool

For Chevy small block engines.

This kit contains everything a professional needs to remove old cam bearings and to install new ones.

This task is easily accomplished by following our step-by-step instructions. Contains an arbor with drive mount, 2 drive spools, 2 spool stabilizers, and a drive cap.

Cam Bearing Installation Tool

PR66794

Universal Push

Rod Straightness Checker

Easily check concentricity to discard any power-robbing, bent push rods; insert pushrod between spring-loaded holders, spin the pushrod, and read the re-positionable dial indicator (.001"). Dial indicator 66962 included.

Universal Straightness Checker

PR66979

Valve Spring Height Micrometres

This is by far the quickest, easiest and most accurate way to measure valve spring installed height. Our height mics install just like a valve spring, then the tool is expanded until it has fully seated the valve, locks and retainer. This simulated installation is what allows ultra precise readings. The tool is then read like a micrometre and is accurate to .001".

Description
For 1.600" to 2.200" Height Springs



Part No.
C04929

Spring Seat & Guide Cutters/Arbours

Most high performance engines today require the use of larger than stock diameter valve springs. These tools from COMP Cams will allow the engine builder to machine the cylinder head to the proper size for your spring. Each cutter requires the use of an arbour/pilot, which is available in three different sizes. These arbour/pilots also will work with the valve guide cutters used for shortening the guide for a high lift cam or installing a COMP Cams Teflon seal for oil control.

GUIDE CUTTERS

Description	Cuts Guide	Part No
.500" Valve Guide Cutter	.500"	C04715
.530" Valve Guide Cutter	.530"	C04726
.630" Valve Guide Cutter	.630"	C04720
.485" Valve Guide Cutter	.485"	C04725
5/16" Arbour/Pilot	-	C04730
11/32" Arbour/Pilot	-	C04732
3/8" Arbour/Pilot	-	C04734

SPRING SEAT CUTTERS

Description	Cuts Guide	Part No.
1.440" Spring Seat Cutter	.560"	C04733
1.580" Spring Seat Cutter	.560"	C04735
1.680" Spring Seat Cutter	.560"	C04741

Spring Seat Cutters

Description
Cuts Guide
1.440" Spring Seat Cutter .630"
Part No C04718



Mini Valve Spring Tester

- Hydraulic mini tester is designed to be portable and low cost alternative to bench top style spring testing
- 0-1000 lb. tester scaled in 20 lb. increments
- Includes rubber gauge protector and recalibration feature
- Hex-design body can be placed in a vise, used with an arbor press or used in a drill press (w/ flange)
- 1-1000 lbs. Mini Valve Spring Tester

Calibrated Test Spring



C05314
C05316



Valve Check Spring

These light-pressure springs make the assembly of components much easier. They provide enough pressure to hold the valve assembly together when checking camshaft figures, installed height, etc. 2 Pcs.

Valve Check Spring ISK100-LSK



Calibrated Spring

Each spring is calibrated at two points. 1.75" & 1.375". The 1.75" reading falls in the range of 70 lbs. and the 1.375" reading is in the range of 170 lbs. These springs are a useful aid for determining proper spring tester performance.

Calibrated Spring C05316

Valve Spring Compressor

Designed for removing overhead valve springs without removing the cylinder head. Hex head on centre screw permits use of a socket wrench. Sliding T-handle provided. Offset jaws are long enough for use on high performance engines.

Valve Spring Compressor



POW351015



Torque-T Spark Plug Wrench

The MTI Torque-T Spark Plug Wrench was designed for use with hemi applications. The Torque-T provides sufficient torque to ensure a proper seal without stripping threads. This tool offers an adjustable torque range of up to 20 ft. lbs. and is made to clear the taller MSD mag. It is available in 5/8" or 13/16" socket sizes.

5/8" T Wrench
13/16" T Wrench

MTI-PLUGT
MTI-PLUGT5-8



GM LS LIFTER

RETAINING TOOL

Swapping camshafts in LS engines is made easier with this tool that prevents the lifters from falling through the bores and into the engine. The tool slides through holes in the front of the engine and holds the lifters securely in their bores. The extra-long design with integrated handle provide plenty of leverage, while the rounded pushrod-style tip eases installation. Smooth construction of high-quality materials and the proper outer diameter prevents internal engine damage and won't leave debris behind.

POW101046

FUEL SYSTEM TOOLS



Carb Caps

Keeps dust and other foreign material out of carburetors during transportation and storage. Manufactured from durable, high-impact plastic. Thumbscrew included.

Fits 4 Barrel carbs with 5-1/8" dia. neck

Fits Dominator & King Demon carbs



M065802
M065803

Carburettor Drain Cup

Now you don't have to spill fuel all over the engine when removing fuel-bowl screws to service Holley carburetors. The Moroso Carburettor Drain Cup uses a channel handle to catch dripping fuel and direct it to a holding cup. Made from fuel resistant polyethylene.

Carburettor Drain Cup



M065805

Carburettor Work Stand

Designed to hold Quadrajet and both standard and spread-bore Holley carbs, this tool greatly simplifies carburetor work. Manufactured of cast aluminium with open centre and mounting pegs.

Carburetor Work Stand



M062070



Carb Float Adjustment Tool

Easily adjust your carburetor float level with this hand float adjustment tool. 5/8" socket and built-in screwdriver blade protects your engine and hands from fuel spray.

Carb Float Adjustment Tool



PR67443

Aluminium Power Valve Remover Tool

Never damage your metering blocks again! PROFORM's new aluminium power valve remover tool makes power valve removal a snap. Simply place the tool over the power valve and give it an easy turn.

Aluminium Power Valve Remover Tool



PR67454



Racer's Nitrous & Fuel Pressure Gauges

Designed with the professional in mind, these gauge kits are engineered with greater accuracy and convenience. Each gauge includes a Schrader valve fitting for quick and accurate pressure checks to help maximize your performance run after run. Also features a 1' steel braided hose extension for extra convenience. Fuel pressure gauge measures from 0-30 PSI while the nitrous gauge measures from 0-1500 PSI.

2-1/4" - Racer's Fuel Pressure Gauge NOS15930
2-1/4" - Racer's Nitrous Pressure Gauge NOS15931



Nitrous Jet Drills

A complete set of numbered drills from .0135 to .098, comes packaged in a durable carrying case for precision drilling of brass fuel and tunnel jets. A must for the toolbox of every serious tuner. Not for use with precision SS jets.

Jet Drills .0135 to .098



NOS15992

Nitrous Bottle Nut Wrench

Special wrench designed for quick removal of bottle nut adapters on NOS Hi-Flo & Super Hi-Flo valves without damage. Short handled design prevents overtorquing.

Bottle Nut Wrench



NOS16130

Fogger Nozzle Tap

This tap will be required to install all NOS Fogger nozzle into a manifold. Its somewhat unique size may make it difficult to find locally, but we've got you covered.

1/16 NPT Pipe Tap

NOS159:



Carb Stand

Aluminium stand simplifies carb maintenance and will hold carb off of work bench surface. Works with Edelbrock, Quadrajet, and Holley 2- and 4-barrel carbs.

Carburetor Rebuild Stand



RS-ALL26200

IGNITION TOOLS

Spark Plug Thread Chaser

A stripped spark plug hole is not a fun thing to fix. Avoid this trouble by using our Spark Plug Hole Thread Chaser to renew damaged threads and allow firm seating of plugs. Our long 13/16" hex design prevents wobble, while the neoprene ring holds the heat-treated chaser snugly in your socket. Our tool is double ended to fit both 14mm and 18mm threads.

Spark Plug Thread Chaser



POW351690

Spark Plug Viewer w/ LED Light

- 6.4X Fire Polished, B1-Convex Optic Lens
- Powerful white light LED floods the insulator cavity with light for accurate inspections
- Longer life LED lamp
- Lower voltage for longer battery life
- Easy one-handed on/off switch
- Black anodized billet aluminium flashlight housing
- 2 AA batteries included

Magnifying Spark Plug Viewer, LED Light

M062348

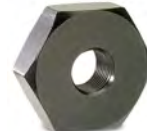


Moroso Spark Plug Indexer

Moroso's "Indexer," is designed for both flat- and taper-seat 14mm spark plugs. Once a given plug is selected (placed in a cylinder head and found to have the correct ground wire position), it is placed in the Moroso Plug Indexer and the position of the ground electrode marked on the black anodized surface. This marking provides a reference for checking other plugs to be used in the same cylinder.

Spark Plug Indexer

M062160



Spark Plug Gapping Tool

This Spark Plug Gapping Tool is perfect for checking and adjusting standard spark plugs. Steel construction and compact design make this an essential addition to any toolbox.



POW301070

Pro Spark Plug Viewer

For reading spark plugs, or close up inspection of parts, this is the tool to have. The hooded design of our Pro Spark Plug Viewer is perfect for viewing plugs and the 10X power magnification is aided by the light that shines directly on the item being inspected. Yes, this is the same one you see the pro's using on TV to tune their engines. Powered by two "C" batteries (not included).

POW301080

#307065

#307066

#307067

#307068

#307069

#307070

#307071

#307072

#307073

#307074

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#307093

#307094

Terminal Tools

Weatherpack style terminals offer many significant benefits over conventional terminals, including superior resistance to the elements and a mechanically secure connection. But without the correct tools, they can prove very difficult to assemble and service. This series of terminal service tools from FAST is the ideal solution for the removal and installation of many types of Weatherpack connectors and will provide years of dependable service.

Description

Yellow Extractor Tool (for Round Terminals)

Green Extractor Tool (for Flat Terminals)

Crimp Tool

Wire Stripper

Part No.

FAST307065

FAST307066

FAST307067

FAST307068

FAST307069

FAST307070



Mini Stripper Crimper

This special tool is an inexpensive way to make a set of custom plug wires. It provides a "die" to strip either 8mm Heli-Core or 8.5mm Super Conductor Wire, then can be used in a vise to provide a solid terminal crimp to the wire.

Mini-Stripper-Crimper MSD3503



Pro-Crimp II

If you make numbers of plug wires or do a lot of custom wiring, the Pro-Crimp Tool is a must for your toolbox. The Pro-Crimp features interchangeable jaws allowing for a variety of different style crimps with one heavy duty tool. The Pro-Crimp features a hardened steel frame with comfortable molded hand grips. The slick ratchet action provides secure, factory quality crimps every time. The Tool is supplied with precision crimping/ stripping jaws for MSD's spark plug wire terminals.

Pro-Crimp Tool MSD35051

Pro Crimp Dies

These interchangeable dies are for use with the MSD35051 Pro-Crimp Tool.

Amp Pin Terminal MSD3506
Amp Lug Terminal Dies MSD3507
Plug Wire Terminal Dies MSD3508
Weathertight Terminal Dies MSD3510



LEAD ASSEMBLY TOOL

XPRO Lead assembly tool for 8mm (5/16") and 8.5mm (21/64") wires AF4030-3503



LEAD CRIMP TOOL

The AeroFlow ignition lead crimp tool is perfect for helping you make professional quality crimps when assembling your ignition leads. Standard jaws suit 8.5mm (11/32") leads. Optional jaws are available to suit insulated and non insulated electrical terminals for auto electrical applications.

AF98-2070 Crimp tool with 8.5mm (11/32") lead jaws
AF98-2071 Crimp jaws suit insulated electrical terminals
AF98-2072 Crimp jaws suit NON-insulated electrical terminals



Self-Powered Timing Light

An accurate timing light is extremely important to the performance of your engine. MSD's new Self-Powered Timing Light is a tool every performance tuner should have. A great feature of the Self-Powered Timing Light is that it does not require 12 volts. This means less wires are hanging over the engine compartment and makes for quick, easy checks. For power, the Light uses six AAA batteries. The lightweight assembly is injection molded for great durability and produces an intense strobe that is easy to view through 5,000 rpm. The inductive pickup is detachable for easy storage.

Self-Powered Timing Light MSD8991

MSD Timing Pro Timing Light

This MSD Timing Pro is constructed with solid state circuitry and uses a Silicon Controlled Rectifier (SCR) that provides accurate and stable timing signals from 0 to 8,000 rpm. This rugged timing light is built to work in rough environments such as racing pits or professional mechanic shops. The MSD Timing Light's lightweight assembly is injection molded for great durability and produces an intense strobe that is easy to view even in daylight. The inductive pickup is detachable for easy storage and for safety measures while the battery clamps provide a strong grip to the terminals. The battery clamps are color-coded and insulated for tight, safe connections.

MSD Timing Light MSD8992
Replacement Cable for MSD8992 MSD89921



MSD Ignition Testers

If a race engine hesitates or bumbles on the track, the first thing that is suspected is the ignition system. MSD offers three ignition testers to assist racers when troubleshooting in the pits. These Testers allow you to check the operation of the ignition control and coil without removing them from the car! You can also confirm rev limits, shift points, tachometer accuracy and more by varying the rpm with the two control knobs. Every racer's toolbox should have an MSD Ignition Tester.

Single Channel Ignition Tester MSD8998
Multi-Channel DIS Ignition Tester MSD8996
Midget Ignition Tester MSD8994



Self-Powered Timing Light

PROFORM's affordable self-powered timing light eliminates the difficulty of setting your ignition timing. Each light weight designed unit comes standard with 2 D-size batteries, built-in flashlight and spare bulb, and protective rubber bezel. No battery leads needed, so it's easy to use! Effortless 1-wire hookup, simply connect slide trigger open, place over # 1 wire, and close!

Self-Powered Timing Light PR67414



Timing Tab with Built in L.E.D Timing Light

This billet aluminium timing tab has a built-in self-powered L.E.D. timing light which dispenses with the need for a separate timing light or car battery hook-up. Permanently mounted so there's no need for additional timing lights. The hands free design allows one person to set timing.

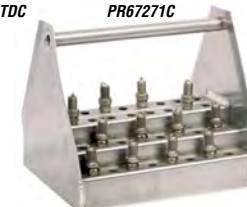
Chev Small Block, 7" Balancer PR67275C
Chev Small Block, 7-1/4" Balancer PR67276C
Chev Big Block, 8" Balancer PR67277C
Chev Big Block, 7" Balancer PR67279C
Chev Big Block, 7 1/4" Balancer PR67280C
Chev Big Block, 8" Balancer PR67281C
Ford 289-351W, 10 O'clock TDC PR67270C
Ford 289-351W, 11 O'clock TDC PR67271C



Junior Plug Caddy

Holds 48 plugs. Specially designed for the sportsman classes. Provides an easy way to keep plugs organized and in order. Dimensions: 10.5"W x 9"H x 8.25"D (267 x 229 x 210mm).

Junior Plug Caddy PIT-230



Pro Plug Caddy

Pro Plug Caddy holds 64 plugs. Ready for 4 qualifying, 4 elimination rounds. Provides an easy way to keep plugs organized for Crew Chiefs to read. Dimensions: 12"W x 6"H x 10.5"D (305 x 152 x 267mm).

Pro Plug Caddy PIT-231

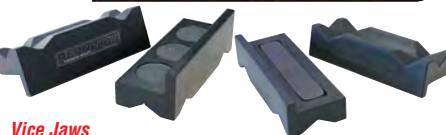


TRACK & SHOP TOOLS



Dayco Belt Diagnostic Kit

The #1 complaint with belts today is noise and the #1 cause for belt noise is misalignment. The new Dayco Belt Diagnostic Kit has all the tools to properly identify misaligned worm belts and check belt tension. Arming professional technicians with this innovative tool will help save diagnostic time, reduce returns and improve customer satisfaction. Kit includes Dayco Laser Alignment tool, Kriket Gauge for PK belts and Awareness Gauges, complete with instructions. PB93874



Vice Jaws

These vice jaws will securely hold the AN fittings without a hint of scratching the anodizing while you assemble the fitting. The back of the jaws have magnets which holds the jaw firmly in place. They come in two styles - billet aluminium and nylon.

Part No Description
AF98-2001 Billet anodised Aluminium Vice Jaws Magnetic Back
AF98-2041 Billet anodised Aluminium Vice Jaws Magnetic Back Recommended for large AN fittings
AF98-2002 Nylon Soft Vice Jaws Magnetic Back

AN Wrench (Single)

Part No	AN Size	Colour
AF98-2005-1-03	-3	Black
AF98-2005-1-04	-4	Black
AF98-2005-1-06	-6	Black
AF98-2005-1-08	-8	Black
AF98-2005-1-10	-10	Black
AF98-2005-1-12	-12	Black
AF98-2005-1-16	-16	Black
AF98-2005-1-20	-20	Black

AN fitting alloy wrench set sold as a set or as individual pieces.



AN Fitting Wrench Set

AN fitting Wrenches provide a perfect fit so they won't mark your fittings. All of our aluminium wrenches are anodized black and size stamped.

Part No Description
AF98-2005 Alloy AN Wrench Set 7pc
Note: - set includes 7 sizes from -3AN to -16AN
Note: Single ended -20 B-nut Spanner only available separately.

Note: NOT SUITABLE for Krytalon socket nuts



B = B nut sizes
S = Socket nut sizes

AN Fitting Double Ended Wrench Set

AN fitting Double Ended Wrenches provide a perfect fit so they won't mark your fittings. All of our aluminium wrenches are anodized black and size stamped. Fits both B-nuts and sockets.

Part No Description
AF98-2004 Alloy AN Double Ended Wrench Set 7pc
Notes: - Includes 7 sizes from -3AN to -20AN
Note: Double ended -20 B-nut and S-nut Spanner only available separately.

Note: NOT SUITABLE for Krytalon socket nuts



AN Double Ended Wrench (Single)

Part No	AN Size	Colour
AF98-2004-1-4-3	-3 and -4	Black
AF98-2004-1-6-4	-4 and -6	Black
AF98-2004-1-8-6	-6 and -8	Black
AF98-2004-1-10-8	-8 and -10	Black
AF98-2004-1-12-10	-10 and -12	Black
AF98-2004-1-16-12	-12 and -16	Black
AF98-2004-1-20-16	-16 and -20	Black



AN Adjustable- Grip Spanner

This lightweight billet aluminium adjustable wrench with ergonomic grip, does the job in confined spaces is a must for any tool kit. Close tolerance machining gives a precise finish that is not normally found on standard wrenches.

Part No Colour
AF98-2003 Blue
AF98-2003BLK Black
AF98-2003S Silver
Note: - Adjustable from sizes -3AN to -12AN



AN ADJUSTABLE GRIP WRENCH

Stubby Wrench kit comes with two wrenches, the small wrench features a 3.5" handle and will fit sizes from -3AN up to -10AN and the larger stubby features a 114.3mm (4.5") long handle and fits sizes from -3AN up to -20AN. Pack includes one long and one short wrench.

Part No
AF98-2039
AF98-2039BLK
AF98-2039S

Colour
BLUE
BLACK
SILVER



Pit Wrench

Adjustable -3AN To -12AN & Dzus Fastner Tool
LSMAN-12



WHEELIE BAR AND GENERAL PURPOSE SPANNER

These 7" or 180mm long handle spanners are precisely marked and are used for checking and making last minute adjustments to wheelie bars. No need to carry a spanner and tape measure. One side has imperial sizes and the other side features metric sizing. These spanners are also handy as a general purpose tool for quick start line adjustments including tightening any AN fittings up to -12.

Part No
AF98-2038
AF98-2038BLK
AF98-2038S

Colour
BLUE
BLACK
SILVER



COIL OVER SHOCK ADJUSTMENT TOOL

This tool helps you adjust the adjustment rings on your coil over shocks easily and without damage. Tool is universal and suits most brands of coil overs with adjusting nuts up to 3-1/4" diameter.
AF98-2010



PTFE (Teflon®) OLIVE INSTALLATION TOOL

Assists in separating teflon inner liner from braided outer. Assists in installing olive onto PTFE Hose. Tool suits 200 & 250 series hose.
AF98-2043 Suits -3, -4, -6 and -8 PTFE Hose



BILLET DZUS FASTENER TOOL

Multi-function Dzus tool. Dual head for both size fasteners. Billet black aluminium construction
AF98-2012



Aero Clamp Pliers

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. This tool aids in the installation and removal of all sized Aero clamps.

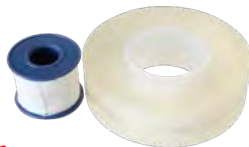
Part NO **Description**
AF98-2024 Fits and removes all Aero clamps



Aero Clamps

Aero clamps are recommended for extra clamping on push lock hose used in high pressure and heat applications. 5 different sizes available.

Part No	Description
AF444-04	Suits -4 push lock hose
AF444-06	Suits -6 push lock hose
AF444-08	Suits -8 push lock hose
AF444-10	Suits -10- push lock hose
AF444-12	Suits -12 push lock hose



Non-Stick Cutting Film

Aeroflow's non-stick cutting film is an easy and cost effective way for a neat cut every time of Kevlar or Nylon braided hose. No more struggling with sliding the socket nut over the frayed cloth braid, simply slide the nut over before removing the tape. This handy kit comes with 50m (164ft 1/2") of clear non-stick cutting film and 2m (6ft 6-3/4") of white PE film that can also be used on stainless braided hose.
AF98-2049



AEROFLOW THREAD PASTE

Aeroflow's Aero Seal thread sealing paste contains PTFE to assist in sealing and avoid binding of threads. Recommended for use with all threaded fasteners and adapters in aluminium, steel, stainless steel and plastic. Aero Seal is an anaerobic paste that remains liquefied until installation to provide a positive seal and can be used in temperature ranges from -58° to 400°F / -50° to 204°C. Sold individually or in 12 piece bulk packs.

AF98-2023 Aeroflow thread paste 50ml squeeze tube
AF98-2023-12 Bulk 12 pack of Aeroflow thread paste 50ml tubes



KEVLAR, TEFLON COVOLUTED

TEFLON AND 400 SERIES HOSE CUTTER

No more wasting time and hose with nasty unclean cuts, simply line up hose at 90 degrees to get a clean cut every time. Can be used with Aeroflow's Kevlar braided 7000 series, Nylon braided 7050 series and 400 series hoses.

The advantage of our cutter is the blade is dual functioning simply rotate the blade when blunt, cutter also supplied with spare blade.

Part No **Description**
AF98-2052 Kevlar, Nylon, 400 Series Hose Cutter
AF98-2053 Hand held cutter replacement 5 pack of blades that works out to be 10 when you include the rotation.



200 Series Hose Cutter

This ultra-sharp hand held cutter has been designed to use on our 200 series hose. These cutters will not leave residue as other methods of cutting does.

Part No **Description**
AF98-2016 Cuts -3 and -4 200 series teflon hose



Hose Cutting Shears

Great for cutting all styles of Aeroflow hose including braided and rubber.

Part No **Description**
AF98-2015 Cuts -3 up to -20 Hose



Hardline Pipe Cutter

Cut plastic, aluminium, copper or steel tubing without distorting or crushing. Cutter works with tubing from 3.17mm (1/8") up to 28.5mm (1-1/8") and has wide rollers for even tracking of cutter wheel, built in reamer for cleaning inside of tubing and an extra cutting wheel.

Part No **Description**
AF98-2022 Hardline pipe cutting tool



Pipe Beading Tool (Large Bore)

Great for beading 5/8" pipe and larger for intercoolers and more.

Part No **Description**
AF98-2017 5/8" and larger pipe beader



Light Weight Tube Bender

A hand tool for precisely bending pipe, especially a little tweak during installation in that hard to get position. For pipe size 1/16 to 1/4. The tool is able to bend tube with tube nut installed

Part No **Description**
AF98-2009BLK Tube Bender



Tube Straightener

Great for straightening out coiled aluminium, mild steel and stainless steel pipe for that professional finish.

Part No **Description**
AF98-2018 Fits tube from 3/16" to 1/2"



Flare Tool

Aeroflow's 37° and 45° flaring tools will work with tubing from 3.17mm (1/8") right through to 19.05mm (3/4").

Part No **Description**
AF98-2007 Flare Tool 37° (AN tube nuts & sleeves)
AF98-2008 Flare Tool 45° (Brake lines)



PROFESSIONAL SINGLE & DOUBLE FLARE TOOL KIT

The new Aeroflow Brake Flaring tool is the fastest way to get a professional single or double flare everytime! This easy to use flare tool comes with 6 assorted metric and imperial dies, including the popular 3/16" brake line which requires a double flare to meet ADR standards. This flaring tool produces convex and double flares to SAE and DIN standards in seconds while the smooth die does not mark the tubing. Comes with an easy carry case.

Features:

- Easy to use
- Perfect for brake or transmission lines
- Create single or double flares
- 6 assorted dies included
- Carry case
- 45° flare or 37° flare (optional)

Want to see how easy this tool is to use?

Check out the video www.youtube.com/aeroflowperformance

Part No **Description**
AF98-2048 Pro flaring kit. 4.76mm (3/16") to 9.52mm (3/8") tube single & double flare. Comes with 45° flare head & dies for brake lines.
AF59-2448 37° AN flare head and dies for flaring hardline to suit AN adapters. 4.76mm (3/16") to 12.7mm (1/2")

AF59-2449 Replacement handle only
AF59-2450 1/4" 45° tube clamp die replacement
AF59-2453 3/16" 45° tube clamp die replacement
AF59-2454 3/8" 45° tube clamp die replacement
AF59-2451 option 1 3/16" flare die replacement
AF59-2451 option 2 3/16" flare die replacement



AF59-2448



SINGLE & DOUBLE FLARE TOOL

This 45 Degree tool will work with 3/16" and 4.75mm tubing. Single or double flare tubing in hard to access areas on vehicles or onsite.

AF98-2057 Flare Tool 45 degree



Pipe Beading Tool (Small Bore)

Great for beading 7.94mm (5/16"), 9.52mm (3/8") and 12.7mm (1/2") pipe.

Note: Tool is designed for beading pipe gradually. Do Not over tighten on first stage, tighten gradually to increase bead in multiple stages. Must use lubricant.

Part No	Description
AF98-2019	5/16" pipe beader
AF98-2020	3/8" pipe beader
AF98-2021	1/2" pipe beader



PRESSURE TEST TAGS

Plastic zip style tags for tagging tested lines with date and pressure.

AF98-2060	Pack of 10 Tags
AF98-2061	Pack of 50 Tags
AF98-2062	Pack of 100 Tags



THREAD IDENTIFICATION KITS

Metric kit includes male and female M9x1.0, M10x1.0, M10x1.25, M10x1.5, M10x1.75, M12x1.0, M12x1.25, M12x1.5, M12x1.75, M14x1.5.

Imperial kit includes male and female, 5/16"-18, 5/16"-24, 3/8"-20, 3/8"-24, 7/16"-20, 7/16"-24, 1/2"-20, 9/16"-18, 9/16"-20, 5/8"-18.

AF98-2055	Metric thread identification kit
AF98-2056	Imperial thread identification kit



Plastic Dust Caps & Plug Kit

This 96 piece of assorted sizes -3AN to -20AN caps and plugs fit 37 degree flared fittings and straight threaded ports. A must for keeping debris out of lines and hoses. Ideal for keeping internal components of fuel pumps, pressure regulators and dry sump pumps etc, clean during storage.

Part No	Description
AF98-2025	96 piece assorted sizes -3AN to -20AN



Billet Dzus Fastener Tool

Multi-function Dzus tool. Dual head for both size fasteners.

Part No	Description
AF98-2012	Billet black aluminium construction



Coil Over Shock Adjustment Tool

This tool helps you adjust the adjustment rings on your coil over shocks easily and without damage. Tool is universal and suits most brands of coil overs with adjusting nuts up to 3-1/4" diameter.

Part No	Description
AF98-2010	Coil over shock adjustment tool



Quick Fastener Dimple Tools

These tools provide the professional quality dimple necessary for flat head button applications

Pro-werks Dimple Tool - Wrench Type	PWC73-540
Pro-werks Dimple Tool - Hammer Type	PWC73-541

Transfer Punch

The transfer punch is used to accurately transfer the hole location on to the attaching panel. Punch fits in tab with or without spring installed.

Quick Fastener Transfer Punch	PWC73-544
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Proform Socket Assist

Essential tool for bolts with tight clearance like spark plugs and header bolts! 12-point for maximum finger traction. Set of three including 1/4" x 1/4", 1/4" x 3/8", 3/8" x 3/8" (12 pt x socket size). Belongs in every tool box!

Socket Assist



PR67575

Tubing and Pipe Notcher Tool

Designed for the serious fabricator. 0 to 45 degree, 1 degree increments, adjustable vise and made of high-grade aluminium.

Tubing and Pipe Notcher Tool	PR66482
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Pinion Setting Tool

For rear ends. Universal pinion setting tool so you can measure pinion depth of most automobiles and trucks.

Pinion Setting Tool



Splined Clutch Alignment Tools

• Made from high impact plastic for strength and durability

• Speeds clutch/transmission assembly by aligning clutch disc and flywheel prior to installation of transmission input shaft

GM, 1-1/8" x 10 Spline	MG6940
GM, 1-1/8" x 26 Spline	MG6941
Ford, 1-1/16" x 10 Spline	MG6942
Chrysler, 1-3/16" x 18 Spline	MG6960



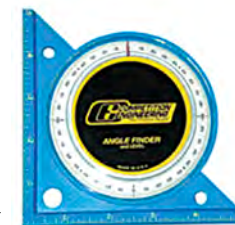
PR66516



Professional Angle Finder & Level

This handy direct-read gauge is perfect for setting pinion angle or determining level on a race car or roll bar installation. Made from ABS plastic with a convenient grooved base to sit flat on round surfaces. It is accurate to 1/2 of 1° and features an easy to read gauge face and angle and grade chart on back of gauge.

Professional Angle Finder & Level	MOC5020
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Power-Speed Calculator

Moroso's Power-Speed Calculator is like having a dyno in your back pocket! Using information such as tire size, gear ratios, horsepower and displacement, this handy slide tool works out the relationship between: E.T. and mph, Tyre diameter to speed and gear ratio, Engine displacement to compression ratio, Power to weight ratios and many more factors that go into building a race-winning car.

Power-Speed Calculator	MO89650
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Safety Wire

Moroso Safety Wire is widely used to secure all kinds of fasteners and controls from nuts and bolts to check valves, switches and modulators where a loose or lost component might mean disaster. Made of .032" diameter 304 stainless steel; comes in one-pound cans.

Caution: Safety wire should not be reused.

Safety Wire, 1 lb tin	MO62280
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Safety Wire Twist Pliers

Get three tools in one with our spring loaded, automatic return, safety wire pliers.

You get a cutter, wire twister and a heavy duty pair of pliers. You can grip, twist and snip safety wire faster and better than ever before. Designed for aircraft, industrial and other "vibrating" applications. The Safety Wire Twist Plier is a versatile tool to help you do reliable safety-wiring (lockwiring) rapidly and consistently.

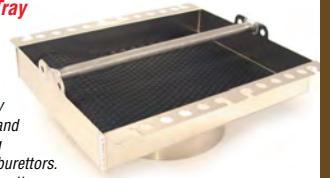
Safety Wire Twist Pliers	MO6023G
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Carb-Top Tool Tray

Made from lightweight, durable, .063" aluminium in two styles for Holley and Demon 5-1/8" and Dominator and King Demon 7-5/16" carburetors. Also fits other carburetors with similar neck diameters. Each Tool Tray sits just 2-1/2" above the carburetor and features a convenient handle, 1/8" rubber mat, 16 spark plug holders, 8 plug wire holders and enough room to store a variety of tools for working on just about any engine. Inside tray dimensions: 10" x 13"

Carb-Top Tool Tray, 5-1/8" Diameter. Carbs	MO65800
Carb-Top Tool Tray, 7-5/16" Diameter. Carbs	MO65801



Safety Wire & Pliers

RPC stainless steel safety lock wire is .032" diameter and is sold as a 1lb (350 ft) can. It is available as a kit with 9" safety wire pliers or both items are available separately.

9" Safety Wire Pliers

Safety Wire, .032" x 350 ft.

Safety Wire & Pliers Kit

RPCR809

RPCR811

RPCR812



Ratchet Tie-Downs

High strength ratchet tie-downs secure racing vehicle to trailer or transporter. 2" nylon webbing featuring a ratcheting buckle with integral hook and snap hook at opposite end. Convenient and easy to use, these tie-downs go on and off with a few flicks of the wrist. Sold in pairs, each piece 8' long.

Description	Part No.
8' Long Ratchet Tie Downs, Pair - Black	SI35007BK



Axle Straps

Ties down racing vehicle via axle or wrap around the frame. 24" long with 2" webbing and D-rings on both ends.

Description	Part No.
24" Long Axle Strap, Each - Black	SI35010BK



Tow Strap

15' Long tow strap is looped at one end with a sail hook and D-ring at the other end.

15' Long Tow Strap, Each - Black	SI35008
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Scuff Edge Ratchet Tie Down

Rated at 10,000 lbs. Hi Tech fibre in superweb makes it stronger and cut-resistant. PVB coating is weather resistant. Colours may vary.

Scuff Edge Ratchet Tie Down	PIT-500C10
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Axle Strap

Rated at 10,000 lbs. 21" strap with thick, protective sleeve. Ideal for various attachments using hook-type ends.

Axle Strap	PIT-30AS21
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STROUD AXLE/CHASSIS ATTACHMENT STRAPS

Race car axle/chassis tie down attachment straps (Pair)

SS36620

Race car 16' retractable tow strap up to 2600lbs, SS7201



Retractable Tow Strap

A 16' retractable tow strap. We've designed the main frame using 4130 moly for maximum strength. The hooks have clearance to slip over 1" tubing. The retractor end has provisions to be mounted vertical or horizontal by changing the bolt-on hook location or can be permanently mounted to the tow vehicle. The retractor spring is made of high strength carbon steel. All exposed metal parts have a nickel plate finish and the housing is made of moulded poly material for durability. The heavy duty nylon strap actually cushions the towing start.

Retractable Tow Strap PIT-JBRC-5060
Retractable Tow Strap with Tow Sleeve PIT-JBRC-5060T



Recessed D-Ring

An industry standard item for your trailer. 5,000 lb capacity D-ring lifts from the recess for easy use. Zinc plated for corrosion resistance.

Recessed D-Ring PIT-10064



Proform No-Mess Funnel

How many times has this happened to you? You're filling up the reservoir (trans, oil, etc.) and suddenly it's full but you have a half-full funnel in your hands. How do you get that back into the jug without making a mess? Yet another patented idea from PROFORM is the trick new No-Mess funnel allowing you to fill anything without worrying about overfills. The patented ball-n-hook design shuts off flow and retains the excess fluid when lifted.

PROFORM No-Mess Funnel PR68068



Fast-Fill Funnel

This heavy-duty, unbreakable plastic, Fast-Fill Funnel has a 6 quart capacity, wide mouth and narrow filler tube, with a built-in brass screen filter.

MG3695



14" Triangular Funnel

- Triangular shape allows filling in tight locations
- 17" Long with a built-in Anti-splash ring in the top
- Stepped spout can be cut to desired length and flow rate
- Accepts 60 Micron filter

14" Triangular Funnel JAZ550-014-06



11" Round Funnel

- Larger round shape with a moulded-in handle
- 24" Long with a built-in Anti-splash ring in the top
- Tapered spout can be cut to desired length and flow rate
- Accepts 60 Micron filter

11" Round Funnel JAZ555-011-06



15" "D" Shape Funnel

- "D" shape for reaching unusual places or against bulkheads
- 16" Long with a built-in Anti-splash ring in the top
- Stepped spout can be cut to desired length and flow rate
- Accepts 60 Micron filter

15" "D" Shape Funnel JAZ560-015-06



Funnel Filter

- Stainless steel filter element rated at 60 Microns
- Special Anti-splash coned top to reduce splash back
- Fits JAZ Funnels

60 Micron Funnel Filter JAZ500-000-01



Large "D" Shape Funnel RCI7010B



Funnels - 14" D-Shaped

14" D-shaped funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

14" D-Shaped Funnel - Blue	SCR6110B
14" D-Shaped Funnel - Dark Blue	SCR6110DB
14" D-Shaped Funnel - Glow Green	SCR6110GG
14" D-Shaped Funnel - Glow Yellow	SCR6110GY
14" D-Shaped Funnel - Black	SCR6110K
14" D-Shaped Funnel - Orange	SCR6110O
14" D-Shaped Funnel - Purple	SCR6110P
14" D-Shaped Funnel - Red	SCR6110R
14" D-Shaped Funnel - White	SCR6110W
14" D-Shaped Funnel - Yellow	SCR6110Y

Funnels - 14" D-Shaped 45°

14" D-shaped funnels with 45° angled spout, heavy duty construction and anti-splash lip around the top. Filter sold separately.

14" D-Shaped 45° Funnel - Blue	SCR6115B
14" D-Shaped 45° Funnel - Dark Blue	SCR6115DB
14" D-Shaped 45° Funnel - Glow Green	SCR6115GG
14" D-Shaped 45° Funnel - Glow Yellow	SCR6115GY
14" D-Shaped 45° Funnel - Black	SCR6115K
14" D-Shaped 45° Funnel - Orange	SCR6115O
14" D-Shaped 45° Funnel - Purple	SCR6115P
14" D-Shaped 45° Funnel - Red	SCR6115R
14" D-Shaped 45° Funnel - White	SCR6115W
14" D-Shaped 45° Funnel - Yellow	SCR6115Y

Funnels - 14" Round

14" Round funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

14" Round Funnel - Blue	SCR6112B
14" Round Funnel - Dark Blue	SCR6112DB
14" Round Funnel - Glow Green	SCR6112GG
14" Round Funnel - Glow Yellow	SCR6112GY
14" Round Funnel - Black	SCR6112K
14" Round Funnel - Orange	SCR6112O
14" Round Funnel - Purple	SCR6112P
14" Round Funnel - Red	SCR6112R
14" Round Funnel - White	SCR6112W
14" Round Funnel - Yellow	SCR6112Y

Funnels - 8" Round

8" Round funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

8" Round Funnel - Blue	SCR6113B
8" Round Funnel - Dark Blue	SCR6113DB
8" Round Funnel - Glow Green	SCR6113GG
8" Round Funnel - Glow Yellow	SCR6113GY
8" Round Funnel - Black	SCR6113K
8" Round Funnel - Orange	SCR6113O
8" Round Funnel - Purple	SCR6113P
8" Round Funnel - Red	SCR6113R
8" Round Funnel - White	SCR6113W
8" Round Funnel - Yellow	SCR6113Y

Funnels - 8" D-Shaped

8" D-shaped funnels with heavy duty construction and anti-splash lip around the top. Filter sold separately.

8" D-Shaped Funnel - Blue	SCR6114B
8" D-Shaped Funnel - Dark Blue	SCR6114DB
8" D-Shaped Funnel - Glow Green	SCR6114GG
8" D-Shaped Funnel - Glow Yellow	SCR6114GY
8" D-Shaped Funnel - Black	SCR6114K
8" D-Shaped Funnel - Orange	SCR6114O
8" D-Shaped Funnel - Purple	SCR6114P
8" D-Shaped Funnel - Red	SCR6114R
8" D-Shaped Funnel - White	SCR6114W
8" D-Shaped Funnel - Yellow	SCR6114Y

Funnel Filter

This filter fits all five styles of Scribner funnels to keep debris and foreign matter out of the fuel tank.

Funnel Filter SCR6119



VP Funnel

Multi-purpose Funnel with Filter
Part No: VPFUNNEL

VP SureCan® FUEL JUG

VP SureCan® is the most innovative gas can out there today! With the patented spill proof technology you will never have to bend over and tip your can or get gas on your hands ever again! The can features a rotating nozzle and thumb release trigger that allows the flow of the fuel to dispense from the bottom so you can let gravity do all the work! Other features include self ventilation, comfortable grip, and durable design. Available in 8 Litre (2.2 Gallon) and 19 Litre (5 Gallon).

- Thumb Trigger and Locking System
- Self-Venting • Comfortable Grip • Durable Design
- Child-Proof Fill Cap and Spout Cap
- Flexible Rotating Spout (No More Tipping!)

VP-SURECAN19L 19 Litre
VP-SURECAN8L 8 Litre



Kevlar Mechanic's Gloves (Pair)

Protect your hands and arms from heat, cuts and abrasions. Made of 100% ballistic kevlar, our Mechanic's Gloves and Sleeves offer protection with dexterity and comfort. These are an absolute must for anybody who works around cars or equipment.



POW301100

Kevlar Crew Sleeve

These Simpson KEVLAR® sleeves are designed for mechanics and crew members to help prevent cuts or burns while working on a hot vehicle or in a hurried pit stop position. They come in bright yellow, and one size fits all.

SI39024



5000 lb. Vehicle Weighing Scale

Proform's vehicle scale features weight and percentage for each wheel and total vehicle weight. The scale pads are 14 1/2" x 9 1/2" x 2 1/2" with a 1,250 lb. capacity per pad for a total scale capacity of 5,000 lbs. Scale is accurate to 1/10 of 1%. The scale also comes with a backlit display powered by 4 AA batteries and 20' cables, marked for the correct pad. Durable carrying case and batteries also included.

5000 lb. Vehicle Weighing Scale

PR67650

7000 lb. Slim Wireless Vehicle Weighing System

PROFORM's third generation slim wireless vehicle scale includes NEW features! New features include full size 15" x 15" slim aluminium scale pads (1 5/16" thick), drive-up angle for easy setup, live stream data feed via USB cable (included) to computer with free downloadable program for viewing and file exporting, backlit LCD screen and control buttons, and a foam lined hard case with wheels for storage. Standard features include an LCD display with Cross weight, Side/Side weight, and Front/Rear weight in addition to the standard weight and percentage for each wheel and total vehicle weight. The individual scale pads have a 1,750 lb. capacity per pad for a total scale capacity of 7,000 lbs. Scale is accurate to 1/10 of 1%. Scale pads are made of die-cast aluminium, and finished in a durable black powder coat. AA batteries included.

- 7,000LB Capacity • 1,750LB Per Pad Rating
- Includes 4 Pads • 15" L x 15" W x 1 5/16" H
- Backlit LCD Display • Hard Case w/ Telescoping Handle
- PC Program for Data Export • AA Batteries Included

7000 lb. Slim Wireless Vehicle Weighing System
PR67644



DeskTop Dyno 5

The DeskTop Dynos offer more speed, more engine components, and improved accuracy. Designed for the serious engine enthusiast, the DeskTop Dyno simulation packages will evaluate custom cylinder heads, any cam timing, a wide range of bores and strokes, valve sizes, and connecting rod length and angularity. Plus, you can use an advanced compression ratio calculator, cam-math QuickCalculator, and even print multi-page dyno-test reports! If you want the most from your next engine buildup, use the DeskTop Dyno engine-dyno simulators. Have fun designing the "ultimate" street or all-out racing engine.

CO186011

COMP Cams

Cam Disk8

Comp Cams 180908 Now you can dyno test your next engine project BEFORE you even build it. - Sim5 software can accurately simulate any 4-cycle engine - including turbo, supercharged, nitrous and alternative fuel applications. Features include hundreds of new engines, advanced modeling, expanded results graphs and tables, comprehensive printouts, automatic updating over the web, and more. As a supplement to Dyno - Sim5, we now offer Cam - Disk8 that will automatically install additional cam files to the cam library created when you installed Dyno - With this additional disk, you will have access to over 6,000 camshafts that you can search, load and test in any simulated engine.

CO180908



Perfect Launch Practice Tree

With the pocket sized Perfect Launch portable practice tree you can perfect your launch skills and reaction time almost anywhere. It makes a perfect affordable gift for the pro-racer, would-be racer, or anyone who just likes the thrill of competition. The Perfect Launch reaction timer features a remote thumb trigger, .4 and .5-second PRO and FULL trees, plus an adjustable delay box, bump down and rollout. Included 9-volt powered Perfect Launch shuts down automatically for longer battery life and it's affordable fun!

Perfect Launch Practice Tree



PR67025C

Portable Weather Station

RaceAir Pro™. This all new digital weather station incorporates all the great features from our track proven RaceAir™, such as automatic air sampling, an internal fan, and "precision digital sensors for consistent air readings, plus programs for Drag Racing, Circle Track, Road Racing and Karting. Many of the programs are listed below.

- 2 Dial-In programs
 - Test & Tune
 - Fuel Injection Jetting
 - Mikuni Jetting
 - Chassis Set-Up
 - Run Completer
 - Holley Jetting
 - Precision Jetting
 - Keihin Jetting
 - Throttle-Stop program
- Portable Weather Station:** COMP-1000
PC Download Kit: COMP-1001
Carry Pouch: CAMP-3005



MOROSO Pro Series Tyre Pressure Gauges

Premium high-quality instruments with brass internals and Bourdon Tube Pressure Element provide full-range accuracy to within 1/2%. Extra-large 4" diameter face and knife-edge pointer eliminate human error. Adjustable pointer can be calibrated at the race track. Fiberglass-reinforced thermoplastic housing withstands harsh racing environments. Long 16" hose with pressure release valve and hardened steel swivel chuck is perfect for getting into deep-dish wheels. Rugged polyethylene plastic carrying case is lined with a medium-density, open-cell foam insert to keep gauge protected during transportation and storage

0-15 PSI

Major increments at 3 psi with minor increments at 0.1 psi

0-60 PSI

Major increments at 10 psi with minor increments at 0.5 psi



MO89552

MO89562

Tyre Pressure Gauge Cover

Protective rubber cover insures long service and continued accuracy of Moroso 2-5/8" Tyre Pressure Gauges. Specially designed ribs on the inside and outside of the cover provide superior protection when the gauge is dropped or struck. A must for anyone who uses Moroso gauges (Nos. 89550, 89560, 89570 & 89580), or other 2-5/8" o.d. x 1-1/8" gauges

Note: Not required for Moroso's Lighted Tyre Pressure Gauges. Will not fit Pro Series tyre gauges.

Tyre Pressure Gauge Cover

MO89590



MOROSO Tyre Pressure Gauges

Individually calibrated for accuracy within 2%. The large 2-5/8" dia. dial face is easy to read, while the hardened swivel chuck rotates 360° for positive valve stem attachment. 15-1/2" hose with a finger operated air-bleed valve allows you to release pressure quickly.

Tyre Pressure Gauge,

Dial Type, 0-15 psi

MO89550

Radial Tyre Pressure Gauge,

Dial Type, 0-40 psi

MO89555

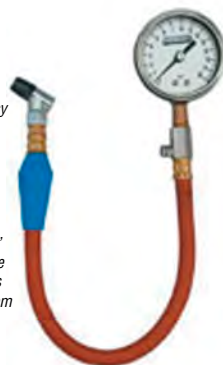


MOROSO Flutter Guard

Tyre Gauge

Individually calibrated for accuracy within 1% of the full scale. Moroso's vibration controlled dial mechanism design keeps an accurate reading under most conditions. Manufactured with stainless steel bourdon tube, movement and case. Large 2 5/8" dia. dial face is easy to read, while the hardened swivel check rotates 360 degrees for positive valve stem attachment. .15 and one-half inch hose with a finger operated air-bleed valve allows you to release pressure quickly.

Flutter Guard Tyre Gauge, Dial Type, 0-15 psi. MO89581



Digital Tyre Pressure Back Lit

- 2-5/8" dia. gauge face
- Accurate within .005%
- Reads to .1 psi
- Can be adjusted to read in BAR
- Auto-Off feature to increase battery life
- Battery level on gauge face
- Includes 9V battery which is easy to change
- Includes rubber gauge cover
- 16" hose with finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end

Digital Tyre Pressure Back Lit Gauge, 0-15 PSI



MO89574



Tyre Pressure Gauge

The 60psi gauge retains the last measurement until pressure is released. Patented design assures accuracy and durability, while a large dial and angled chuck enable easy measuring.

Tyre Pressure Gauge 60psi (Mechanical) AU2343



Digital Air Pressure Gauge

This ultra quick, high accuracy, digital gauge is the choice of professionals in all types of motorsports.

- 8 Easy-To-Read 0.5" display
- Keypad Calibration
- Peak Hold
- 22" Goodyear Hose
- Backlit Display for Night Use
- Range: 0-100 PSI in 0.1 Increments
- PSI/Bar/KgCm2
- Pushbutton Zero
- Thumb-Operated Bleed-Off
- 45-Degree Swivel Chuck
- Includes Case

RS-360045



Proform Tyre Pressure Gauges

Don't let a little tyre pressure change affect you on race day! Quickly and easily gauge tyre pressure with PROFORM's easy-to-use, hose-equipped tyre pressure gauges. 1 1/2" diameter face and heavy-duty shatterproof glass make this tool a must have for every tool box.

Tyre Pressure Gauge 0 - 60 lbs.

Tyre Pressure Gauge 0 - 15 lbs.

PR67403

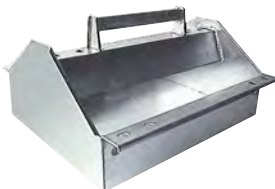
PR67404



Portable Air Tanks (125 PSI Max)

Part No	Colour	Size	Weight
AF77-3000	Black	19L (5 Gal)	5.85kg 12.9lbs
AF77-3001	Black	38L (10 Gal)	9.35kg 20.5lbs
AF77-3010	Yellow	19L (5 Gal)	5.85kg 12.9lbs
AF77-3011	Yellow	38L (10 Gal)	9.35kg 20.5lbs
AF77-4000	Aluminium	19L (5 Gal)	2.8kg 6.3lbs
AF77-4001	Aluminium	38L (10 Gal)	4.5kg 9.9lbs

AF59-3000 Black replacement air line suit all tanks



Standard Tool Tray

This tool tray is used by many of the top racing teams. Keeps tools and parts organized when working on engines. Carb rings available separately to mount the tray on the carburettor.

Dimensions: 17"W x 8"H x 17"D (432 x 203 x 432mm).

Standard Tool Tray

PIT-120

Tool Tray Carb Rings

Used to mount the tool tray on the carburetor. Available for standard 4150 style carbs or Dominator 4500 style.

Standard 4150 Carb Ring (5-1/8" Neck)

Dominator 4500 Carb Ring (7-5/16" Neck)



PIT-118

PIT-119

Magnetic Parts Tray

An ideal receptacle to hold small parts, nuts, bolts or keys at your fingertips. A fender, a cabinet, or a steel surface will provide a place for the magnetic base to grip firmly.

Available in round and rectangular sizes.

Round Tray

PIT-232

Rectangle Tray

PIT-233



Oil Change Drain Tray

The Drain Tray makes it simple, with a filter drain tray, and pour spout. Features an easy carry handle on the lightweight aluminium frame.

Tray has 6 quart (5.6L) capacity.

Dimensions: 15" x 2.5" x 15" (381mm x 64mm x 381mm).

Oil Change Drain Tray

PIT-129-0



Engine Lift Plate

Bolts on to carby mounts for easy engine lifting.

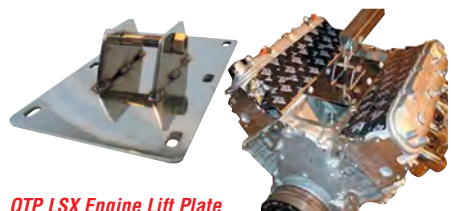
HRP-6001



ENGINE LIFT PLATE

Aeroflow's Engine Lift plates allow you to lift your engine up by its intake manifold for easier manoeuvring. You can also use them as a manifold cover when you store your engine. These Aeroflow zinc plated carburetted engine lift plates fit standard Holley 4150/4160 and Dominator, Rochester Quadrajet, Carter, Demon, Quick Fuel, Motorcraft, Edelbrock, Edelbrock Q-Jet and Carter AFB carburettors.

AF98-2045



QTP LSX Engine Lift Plate

You will never have to drop your LSX motor out the bottom of your car again. The QTP LSX Engine Lifting Plate will allow you to lift your engine up by its valley cover for easier maneuvering. This compact, precision tool allow for various weights to keep the engine balanced. Just remove the valley cover tray and bolt the lifting plate in place.

Construction: 304L Polished Stainless Steel, 1/4" Thick Plate, Grade 8 Nut and Bolts.

Works With All LSX Gen 3 and Gen 4 Motors

LSX Lift Plate QTP10100

Engine Sling

Our engine sling makes engine changing a breeze. Simply hook it to your engine puller and attach the 4 straps to your engine using your header studs or exhaust bolt holes and pull. Plated for long lasting finish. Each royal blue polyester strap is 22" long. Great for cars with blowers or tunnel ram intakes. Dimensions: 27.5"H x 28"W x 3"D (699 x 711 x 76mm).

Engine Sling PIT-201



Heavy Duty

Engine Stands

RPCR1900 Engine Cradle Stand WITHOUT Wheels - suit SBC.



GM LS ENGINE LIFT PLATE

PROFORM's steel multiple attachment point, LS engine lift plate makes getting the engine out a cinch. Simply remove the intake manifold and valley tray cover, then replace it with this robust lift plate using the existing valley tray bolts. It also acts as a valley cover for storage purposes.

- Made from Quality Steel
- Bolts To Engine Block with Valley Tray Bolts
- Three Hoist Points for Optimal Tilt
- Bolts Not Included
- Fits GM LS Gen IV, 2006-2016

PR67459



Perfect way to simplify installation and removal of any LS engine. Remove intake manifold and valley plate and bolt down in place using existing valley plate bolts. There are 4 holes for various chain placements for proper engine weight balance offset. Suits all GM LS engines.

AF98-2077

ENGINE SUPPORT BAR

Engine support bar to assist in K frame removal.

AF98-2065



ENGINE LEVELING TOOL

Assists in leveling engine and gearbox installation and removal. For use with Aeroflow engine crane.

AF98-2064

ENGINE CRANE

Aeroflow's Heavy-Duty 2 Tonne Engine crane is perfect for your workshop or garage! It folds up for neat storage and is powder coated black.

AF98-2042

H Frame Engine

Stand

AF98-2030
1000lb (453kg) H frame with 4 wheels



A Frame Engine Stand

AF98-2033 2000lb (910kg) C frame with 5 wheels



C Frame Engine Stand

AF98-2031 1250lb (567kg) C frame with 4 wheels

Engine Cradles

Heavy Duty Engine Cradles Heavy Duty, with solid steel wheels. Made of 1" square tubing with red powder coating. Stands include Grade 5 fasteners and may be easily disassembled for storage.

Part No	Description
AF98-2026	CHEVY Engine cradle
AF98-2035	LS CHEVY Engine cradle
AF98-2027	FORD Engine cradle
AF98-2058	HOLDEN Engine cradle

TRADE DUTY TRANSMISSION JACK

Aeroflow trade duty hydraulic transmission Jacks can handle a up to 500Kg /1100lbs. They have a double pump for a quicker lift & the 2 stage telescopic ram allows a lifting range of 850mm (33") up to 1850mm (73") via a foot pump. They have a twin tilt saddle with adjustable perimeters to suit various transmission sizes. Plus 4 heavy duty swivel castors allow for ease of relocation. Powder coated black finish.

AF98-2073



Workshop Trolley

AF98-2032 3 Tier with lockable draw and wheels

Qwik-Lift Vehicle Jack

AF98-2029 Qwik-Lift vehicle jack 12" 1500lbs (680kg) each. Note: Sold individually



CHASSIS STAND

Aeroflow's Black Chassis-Frame stand is robust and strong to get your race car in perfect position to work on. Heavy duty caster wheels make moving your race car around the workshop easy. Robust fabrication won't buckle under high load capacity. The chassis-frame stand is collapsible to lay flat for easy storage, has a brake on each stand to prevent rolling when working on the car and is lightweight.

AF98-2054 Chassis stand will fit standard & raised rails



Engine Stand Drip Tray

Helps keep your shop floor clean during engine disassembly



- Designed to fit most three and four leg engine stands
- Made from durable black plastic for long service
- Cleans easily with soap and water or in a solvent tank
- Big enough to catch debris from a big block
- Small enough to stay out of your way

Engine Stand Drip Tray JAZ720-000-01



Torke Tote

- Designed to hold 8" through 11" converters
- Great for storing spares in race car trailers
- Stackable for storing multiple converters
- Keeps harmful dirt and moisture out
- Available for GM and Ford converters
- Strong enough to be used as shipping containers
- 360 degree handles make them easy to carry

GM Powerglide, TH-350, TH-400
Ford C-4, C-6



JAZ700-100-07
JAZ700-100-11

Krank Kase

- Stores crankshaft in a clean safe environment
- Available for Small Block & Big Block Chevy
- Small block fits 350 and 400 style cranks
- Built in recesses allow for multiple stacking
- Keeps harmful dirt and moisture out
- Great for transporting to and from machine shop
- Strong enough to be used as shipping containers
- 360 degree handles make them easy to carry

Small Block Chevy
Big Block Chevy



JAZ700-300-07
JAZ700-301-11

Head Kase

- Keeps cylinder heads clean and safe
- Small block style houses all standard style heads
- Big block style will fit Merlins
- Houses complete cylinder with studs & springs
- Stackable for storing multiple cylinder heads
- Keeps harmful dirt and moisture out
- Strong enough to be used as shipping containers
- Great for transporting to and from machine shop
- 360 degree handles make them easy to carry

Small Block Chevy
Big Block Chevy



JAZ700-200-07
JAZ700-201-11



Diff Centre Protectos

- A better way to store and transport third members
- Keeps third member away from dirt and debris
- Fits all Ford 9 inch third members
- Built-in handles make for easy carrying
- Completely encloses third member
- Stackable in any direction for multiple storage

Protecto I "Horizontal"
Protecto II "Vertical"

JAZ700-009-01
JAZ700-010-01

scribnerplastics

Engine Cases

Designed to ship engines by air or road. The Chev/Ford mounting system utilizes two moulded plastic mounts (sold separately) that bolt directly to the motor mount pads on the side of the block. The engine is then lowered into the bottom half of the container. The back of the block bolts directly to the container using four of the bell housing mounting bolt holes located just above and below the dowel pins. Bolt the top half of the container in place and you are ready to ship or store your engine.

Universal Engine Case	SCR5106
Bare Block Engine Case	SCR5107
Chev/Ford Small Block Engine Case	SCR5108
Chev/Ford Short Block Engine Case	SCR5109
NASCAR Engine Case (Complete Engine & Bell)	SCR5110
Big Block Engine Case	SCR5115
Sprint Car Engine Case (with Injectors)	SCR5116
Ultra Large Engine Case	SCR5111
Harley V-Twin Engine Case	SCR5120-V2
Front Mounts for Chev - Fits 5108, 5109, 5110	SCR5108C
Front Mounts for Chev - Fits 5115	SCR5115C
Front Mounts for Chev LS - Fits 5115	SCR5115LS
Front Mounts for Ford 351W - Fits 5115	SCR5115F
Rear Mounts for Chev / Ford - Fits 5115	SCR5115R



Manual Transmission Case

This genuine Scribner heavy duty case is made to fit four speed Jericos or T-10's. All cases include mounts and are stackable for storage or nestable when not in use.

Manual Transmission Case - 42" Long SCR5198

Automatic Transmission Cases

Designed to ship automatic transmissions by air or road. These cases use changeable inserts to securely house most popular transmissions. Made from heavy duty Polyethylene, they feature a stackable interlocking design and are available in two sizes to accommodate most transmissions.

Automatic Transmission Case - 32" Long	SCR5120
Automatic Transmission Case - 46" Long	SCR5125
Flexi-Fit Universal Pan Insert - Fits 5120	SCR20-PAN
Flexi-Fit Universal Pan Insert - Fits 5125	SCR25-PAN
Insert for TH350, TH400, TH700-R4 - Fits 5125	SCR25-700R4
Insert for Powerglide - Fits 5120	SCR20-PGL
Insert for Ford C4 - Fits 5120	SCR20-C4
Insert for Ford C6 - Fits 5125	SCR25-C6

Ford 9" Rear End Case

The 9" Third Member securely bolts into the base of the container, the lid is then bolted into place to provide a safe and dust free storage container. It is durable enough to ship your expensive third members on common carrier or store your spares in your race trailer.

Ford 9" Rear End Case
SCR5199
Bottom Only for Ford 9"
Rear End Case
SCR5199B



Holley Carburettor Case

Designed around the Holley 4150 series carburettor with ample room to clear most air cleaner studs. The carburettor secures to the base with bolts or studs, bolt the lid into place, you then have a completely protected unit that is ready to ship or store. The base can also be used as a handy stand for working on the carburettor.

Holley Carburettor Case
SCR4150

P-Ayr

Replica Plastic Engines & Accessories

The question is often asked of us, "Who would want a plastic replica engine when you can get the real thing?" We are only too glad to list the many advantages of our lightweight replicas to those who inquire, and remind them that it's not always easy to get "the real thing". We are pleased that many street rod and race car fabricators, performance retailers, and even major auto manufacturers themselves have found a myriad of uses for our products. Massive range available with over 150 part numbers please check online for full range and contact Rocket for more information.



Small Block Chevrolet Intake
Manifold 4 BBL
P-AYR2023

4150 Carburettor
P-AYR1010



SB Chev Long Block with
non-removable heads
P-AYR2020

Small Block Chevrolet
Short Block
P-AYR2021



Supercharger Kit
B/B Chev 6-71 P-AYR9021
S/B Chev 6-71 P-AYR9020

LS1 Chevrolet Short Block
P-AYR2052



Big Block Chevy Tall Deck
Engine Replica 3 Piece
Long Block
P-AYR2122

LS1 Chevrolet Short Block
w/Heads
P-AYR2046



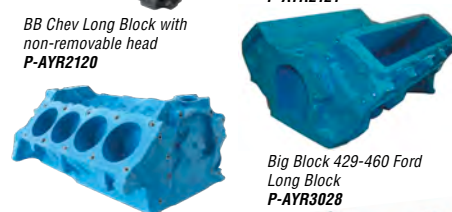
Powerglide Transmission
P-AYR5023



GM TH400 Transmission
P-AYR5022



Big Block Chevrolet
Short Block
P-AYR2121



BB Chev Long Block with
non-removable head
P-AYR2120

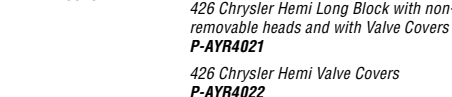


SB Ford Short Block 289-302W
P-AYR3021



Ford 351W Short Block
P-AYR3025

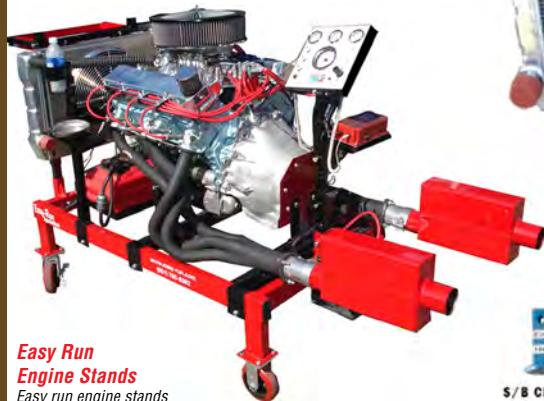
426 Chrysler Hemi Long Block
W/non-removable heads
P-AYR4020



426 Chrysler Hemi Long Block with non-removable heads and with Valve Covers
P-AYR4021

426 Chrysler Hemi Valve Covers
P-AYR4022

Easy-Run Engine Test Stands



Easy Run Engine Stands

Easy run engine stands save you time, aggravation and money by allowing you to run and test engines before you install them or hand them over to the customer. The frame design provides excellent working height, easy loading and extreme stability for engines up to 1000 horsepower.

Base Series

The Base Series includes the frame only with front and rear crossmembers, engine pedestals, Chev SB & BB and Ford SB engine mounts and 4 polyurethane castor wheels. It includes no electrics, cooling or fuel tank so you can set up your own custom configuration.

Base Series Engine Stand

ER 20004



Shop Series

The Shop Series includes the same frame as the basic series but includes a fully wired dash panel loaded with 3 gauges, tachometer and control switches. It also includes all battery cables, Ford style starter solenoid, battery and fuel tank trays, fuel tank and wiring for fuel pump and fan.

Shop Series Engine Stand

ER 20003



Pro Series

The Pro Series includes all the features of the shop series plus: your choice of 2 or 4 port aluminium radiators, 16" electric fan, full fan shroud, coolant recovery system & cap, 3/8" ball valve drain system, tool tray and accessory package kit with stand, universal tray, remote oil filter bracket, timing light holder and frame mount bracket.

Pro Series Engine Stand - 2 Port Radiator

ER 20002

Pro Series Engine Stand - 4 Port Radiator

ER 20001

Universal Transmission Mount

The Universal Transmission kit allows the engine and transmission to be tested as a unit. Kit includes: mount bracket, T-bar mount, eye bolts and hold down strap.

Universal Transmission Mount
ERTM 62010



4 Port Radiator

The 4 port radiator allows multiple engines such as Chev, Ford and Chrysler to be used by simply switching the heavy duty cooling caps to seal the un-used ports. Easily adapts to a wide range of engines.

4 Port Radiator

ERC 30001



Engine Mounts

All easy run engine stands include mounts for Chev SB and BB engines and for Ford SB engines. Mounts for other engines are available separately.

Chrysler Small Block & 354-392 Hemi

ERM 40001

Chrysler Big Block 383-440

ERM 40002

Chrysler 426 Hemi

ERM 40003

Ford Big Block FE 352-428

ERM 41001

Ford Flat Head

ERM 41009

Aluminium Foil Heat Tape

Dead soft aluminium foil tape has a high performance acrylic adhesive system. 3.25 mil thickness with a removable paper liner. Temperature ranges from -37°C to 150°C. Extremely conformable to irregular surfaces. Great for plastic protection from aftermarket pipe installations or anywhere heat is affecting your plastic. MX bikes, ATV's, Street Bikes, UTV's, Snowmobiles etc. Will not work on direct contact of exhaust.

Aluminium Foil Tape 3" Wide x 25 Foot Roll

RTA325

Aluminium Foil Tape 3" Wide x 150 Foot Roll

RTA3150



ISC Racers Tape

For more than 20 years, ISC Racers Tape has supplied a full range of tapes to the racing industry. From Daytona to Indianapolis everyone uses Racers Tape. With research and testing done on our own race cars, we proudly design and manufacture useful tape products that really work.



Standard Duty Tape

The original. Multi-purpose colored duct tape. Supplied as 2" wide x 20 foot (50mm x 27m) rolls that tear straight and easy.

Standard Duty Racers Tape - Red

RT2001

Standard Duty Racers Tape - Blue

RT2002

Standard Duty Racers Tape - Yellow

RT2003

Standard Duty Racers Tape - Black

RT2004

Standard Duty Racers Tape - Silver

RT2005

Standard Duty Racers Tape - White

RT2006



Neon Standard Duty Tape

Multi-purpose NEON colored duct tape. Supplied as 2" wide x 20 foot (50mm x 27m) rolls in 4 brilliant neon colors that tear straight and easy.

Neon Standard Duty Tape - Yellow

RT2003N

Neon Standard Duty Tape - Green

RT2007N

Neon Standard Duty Tape - Orange

RT2008N

Neon Standard Duty Tape - Pink

RT2015N



Extreme Duty Tape

This highly aggressive and premium heavy-duty duct tape will succeed where other tapes fail. It's Superior tensile strength, clean release, and non-delaminating features make this tape a must have. Supplied as 2" wide x 20 foot (50mm x 27m) rolls.

Extreme Duty Racers Tape - Red

RT4001

Extreme Duty Racers Tape - Black

RT4004

Extreme Duty Racers Tape - Silver

RT4005



Checkerboard Tape

Checkerboard tape is a great item for all racers and their fans. Mostly used for decoration and to gain attention to all areas. It is a vinyl tape laminated with mylar and comes with a liner. 2" wide x 45 foot (50mm x 13m) rolls.

Black & White Checkerboard Tape

RT5001

Black & White Angled Checkerboard Tape

RT5011



Non-Skid Tape

Non-Skid is the easy way to prevent slipping and falling with it's instant, self adhesive, and anti-slip safety surface.

This heavy-duty long lasting material is defiant to all weather conditions and will endure temperature extremes of -40° to 105° C. Use on trailer ramps, stairs or walkways, dock areas, brake and clutch pedals, entrances, and of course steps. Non-Skid is sparkle black or clear and is available in rolls of 2"x10", 3"x10" and 4"x10"

Non Skid Tape 2" Wide x 10 Foot Roll - Black

RT8014

Non Skid Tape 3" Wide x 10 Foot Roll - Black

RT8015

Non Skid Tape 4" Wide x 10 Foot Roll - Black

RT8016



Surface Guard Tape

Formerly referred to as helicopter/leading edge tape.

Surface Guard Tape is an extremely tough, clear, conformable polyurethane tape. This tape provides excellent paint protection from punctures, tearing, abrasion, erosion, ultra violet light, temperature extremes and automotive solvents and will not yellow over time. Be sure to take note that our Surface Guard Tape is made of Polyurethane Material not PVC or Vinyl. These other types cannot, and will not, take the abuse that polyurethane will. Applications for surface protection tape are endless. From race cars to passenger cars and trailers, motorcycles, karting, streetrods, boats, semis, tractors, RV's and all in between. Anywhere a surface, unpainted or painted, that is prone to scratching, chipping or weathering, ISC's Surface Guard Tape can do the job.

Surface Guard Tape 4" x 60 foot Roll

RTHT4614

Surface Guard Tape 8" x 60 foot Roll

RTHT8614



PIT & TRAILER ACCESSORIES

6 Bin Vertical Storage Rack

Designed to keep aerosol cans nearby, at the ready. Wall mounted. Ideal for use in garage, shop or trailer. Also perfect for holding cold beverages. .090 tig welded aluminium with fully enclosed top and bottom.
30 1/4"H x 4"W x 5 1/4"D
Part # PIT-V98



Aerosol Can Shelf

This shelf is designed to store 8 aerosol spray cans. Keep cans organized and close at hand.
Dimensions: 21.5" x 2.75" x 546 (546 x 70mm)
8 Aerosol Can Shelf PIT-100



10 Container Shelf

This shelf is large enough to store a variety of spray bottles all in one spot for easy access.
Dimensions: 24"W x 5"D (610 x 127mm)
10 Container Shelf PIT-112



6 & 12 Quart Oil Shelves

These shelves organize and store oil while looking great in a garage or shop. Shelves fit anywhere for keeping oil handy. Designed to hold 1 quart oil containers. 6 Quart dimensions: 15"W x 5.5"D (381 x 140mm). 12 Quart dimensions: 30"W x 5.5"D (762 x 140mm).
6 Quart Oil Shelf PIT-309
12 Quart Oil Shelf PIT-311



3 & 4 Gallon Oil Shelves

These shelves organize and store oil while looking great in a garage or shop.

Designed to hold 1 gallon oil containers. 3 Gal. dimensions: 14"W x 8"D (356mm x 203mm).

4 Gal. Dimensions: 18.5"W x 8"D (470 x 203mm).

3 Gallon Oil Shelf PIT-316

4 Gallon Oil Shelf PIT-317



2 & 3 Gallon Profile Oil Shelves

These shelves store oil in a professional, clean manner. Designed especially to fit on a bench or mount on a wall.

The space saving profile allows for minimum protrusion. Designed to hold 1 gallon oil containers.

2 Gal. dimensions: 17"W x 4.25"D (432 x 108mm).

3 Gal. Dimensions: 25.5"W x 4.25"D (648 x 108mm).

3 Gallon Profile Oil Shelf PIT-416



Gear Oil Shelf

This shelf is designed to store 6 containers of gear oil. Avoid the mess by keeping your lubes organized.

Dimensions: 21.25"W x 5"H x 3.5"D (540 x 127 x 89mm).

Gear Oil Shelf PIT-105



Universal Shelf with Towel

This shelf is designed for cleaning and detail wherever it is needed. It holds paper towels and all purpose bottles.

Dimensions: 10.5"H x 13.5"W x 5.75"D (267 x 343 x 146mm).

Universal Shelf with Towel PIT-362



Universal Mega Storage Shelf

This monster shelf can hold all of your bulky items and equipment in your trailer. Shelf can be the "catch all" of your trailer or garage space. Large dimensions allow a variety of options to keep you organized and on the go.

Dimensions: 48"W x 4"H x 8.5"D (1220 x 102 x 216mm).

Universal Mega Storage Shelf PIT-104



All Purpose Area Shelf

This shelf is functional above work benches, work stations, etc. Keep supplies close at hand for convenience. Large enough to hold an assortment of oil quarts, pump sprays, aerosol cans, and more. The hole punches are ideal for holding various tools.

Dimensions: 30"W x 4"H x 4" Shelf Depth with 6" Outer Depth (762 x 102 x 102mm).

All Purpose Area Shelf PIT-102



Trailer Cabinet

Features on this best selling trailer cabinet include: Fold down table which is great for holding a weather station, tools, small parts, etc. Dual paper towel holder and three shelves for storage. A locking pin secures the folding table in an upright position during transport. The cabinet is fabricated from .090 aluminium for maximum durability. All joints are heli-arc welded for extra strength.

Dimensions: 25"W x 30"H x 5.5"D (635 x 762 x 140mm).

Trailer Cabinet PIT-320

PIT PAL Catalogue Rack

Displays catalogs at shops, races or tradeshows. Featuring a lexan covered header to display the cover, with a tray to fill full of catalogs.

PIT-495T



PIT PAL Trailer Bumper Door

Prevents damage to the trailer door when lowered to the ground.

Dimensions: 7-3/4" x 2" x 2-7/16"

PIT-703



PIT PAL Scuff Edge Hatchet Tie Down

Rated at 10,000lbs, high tech super web fibre makes it stronger and cut resistant with a weather protection coating.

PIT-500C10

PIT PAL Door Grabber

These latches work automatically, keeping trailer doors from swinging shut. Featuring a solid rubber socket and aluminium plunger.

Dimensions: Extra Long 3-1/2"
Long 2-1/2"
Short 1-1/2"

Extra Long Door Grabber PIT-DH42XL

Long Door Grabber PIT-DH42L

Short Door Grabber PIT-DH42S



PIT PAL Telescoping Kart Tyre Rack

2 Tier kart tyre rack hold 11" tyres securely while traveling, powder coated and zinc plated for protection. Telescopes from 32" to 48"

Dimensions: 28" x 13"

PIT-388



PIT PAL Bleeder Bottle Shelf

Contains space for 2 bottles of brake fluid, and two bleeder overflow bottles. Designed to keep your brake gear easily accessible between races, for a quick service at the track.

Dimensions: 5" H x 13" W x 4.75" D

PIT-106



PIT PAL Bleeder Bottle

Catches flowing fluid from the bleeder nipple on brake calipers. Making this usually dirty job, mess free.

PIT-BR8B



PIT PAL Ford Engine Stand

Strong 1" x 1" steel tubing stands are individually fitted for a perfect fit.

PIT-161



PIT PAL Universal 3 Shelf Cabinet With Towel Rack

This cabinet holds 4 aerosol cans, paper towels, all purpose bottles and latex gloves. A great product for the garage shop or trailer. Dimensions: 30" H x 13-1/2" W x 6-1/2" D

PIT-364



PIT PAL Piston & Rod Assembly Rack

Keep your piston and rod assemblies clean and organised. Sturdy side handles, and flexless design. Lipped bottom tray catches all bolts, tools etc. Can be used for small or large v8's.

PIT-383

PIT PAL Dominator Ring - Suit Tool Tray

Additional ring for use with tool trays that sit on top of the carburettor(s) while working.

PIT-119



PIT PAL Oil Drain Tray

Featuring a carry handle, lightweight aluminium construction, filter drain tray and pour spout. Dimensions: 15" x 2-1/2" x 15"

PIT-129-0



PIT PAL Tool Tray

Keeps tools and parts organised when working on your engine. Can be used with carburettor rings to mount on top of engine.

Dimensions: 17" x 8" x 17"

PIT-120



PIT PAL Horizontal Gear Case Rack

Heavy duty aluminium construction, designed to hold 12 Q/C gear cases.

Dimensions: 20-1/2" x 22" x 7"

PIT-143



PIT PAL Engine Repair Pit Table

Easily slips under frame rails and over radiator when the car is on jacks, so that it can be closer to the engine / carburettor. Height is adjustable 35-1/4" to 41".

PIT-153



PIT PAL Large Aluminium Work Table

The strongest in the industry, weighing only 65lbs featuring tubular steel locking legs that fold flat in storage and aluminium hat channel bracing.

Dimensions: 72" x 31" x 31"

PIT-155

PIT PAL Chev Engine Stand

Strong 1" x 1" steel tube stands are fitted to specific engine blocks.

PIT-160



PIT PAL Pro Stand Engine Cradle

Recommended to suit small and big block Chev's with engine plates, but can be modified to suit other applications. Heavy duty constructions, with dual wheel castors. Designed to fit motor with all accessories mounted. Collapsible for storage.

Dimensions: 28" x 7.5" x 27-1/4"

PIT-162



PIT PAL Deluxe Kart Work Top

Stay organised while you work on your kart. Slot in at rear of tray provides infinite adjustments for stability on any kart. Includes tool rack and 10" magnet strip.

PIT-165



PIT PAL Jerry Bickel EZ-Lift Storage Pack

Suitable for Jerry Bickel jacks only, conveniently stores them in the pouch to save on space.

Dimensions:
Front Pouch
22" x 14.5" x 4"
Rear Pouch
29" x 17.5" x 4"
PIT-196



PIT PAL Engine Sling

Picking up on the exhaust port studs, it allows clearance for engines with blowers, or airbox assemblies.

Dimensions: 27-1/2" x 28" x 3"
PIT-201



PIT PAL Junior Plug Caddy

Holds 48 plugs, designed to keep them organised and in order.

Dimensions:
10-1/2" x 9" x 8-1/4"
PIT-230



PIT PAL Pro Plug Caddy

Holds 64 plugs, ready for 4 qualifying, and 4 elimination rounds.

Keeps them organised and in order for the crew.
PIT-231



PIT PAL Magnetic Tray

Ideal for holding nuts, bolts and washers to prevent losing them while or dropping the tray while doing engine or chassis work.

PIT-233



PIT PAL Slick Mounts

Telescoping design fits wheels with 7" to 11.5" backspacing. Heavy duty construction, powdercoated black.

Dimensions: 45-3/4" x 6-3/8" x 11.25"
PIT-282

PIT PAL 6 Quart Oil Shelf

These organise and store 6 quart size oil bottles, for shop or trailer. Dimensions: 15" x 5-1/2"

PIT-309



PIT PAL Axle Strap

Rated at 10,000lbs this strap is 21" long with a thick protective sleeve.

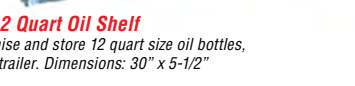
PIT-30AS21



PIT PAL 12 Quart Oil Shelf

These organise and store 12 quart size oil bottles, for shop or trailer. Dimensions: 30" x 5-1/2"

PIT-311



PIT PAL Fire Extinguisher Wall Unit

Mount a 5lbs extinguisher in an easy reach place for unexpected emergencies.

Dimensions: 11" x 7-1/2" x 4-3/4"
PIT-352



PIT PAL Clip On Sink with Towel & Trash Bracket

Make clean up quick and easy with the light weight clip on sink. Easy clip on and off design, and hose quick couples to sink for water supply. Dimensions: 19" x 36" x 20"

PIT-368



PIT PAL Junior Aerosol Shelf

Holds aerosol cans on the top, and spray bottles on the bottom shelf. Dimensions: 16-1/2" x 16" x 7-1/4"

PIT-413



PIT PAL Oil Shelf

Designed to carry three 1 gallon oil containers, for the trailer or the shop. Dimensions: 25-1/2" x 4-1/4"

PIT-416



Deluxe Trailer Cabinet

This Deluxe Trailer Cabinet is specially designed to hold more oil. Wider and deeper shelves to store 20 qts. of oil. Top shelf stores 9 aerosol cans. Holds 2 rolls of paper towels. Fold down work tray. Fabricated from heavy duty aluminium, TIG welded to last a lifetime. Dimensions: 27"W x 32"H x 6.75"D (686 x 813 x 171mm)

Deluxe Trailer Cabinet

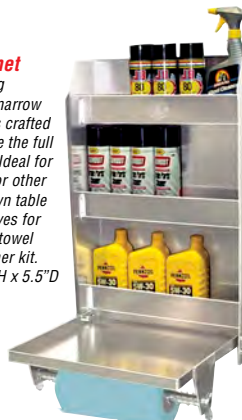
PIT-320A

Medium Trailer Cabinet

Designed with space saving dimensions, this compact narrow version of our best seller is crafted to fit in smaller areas where the full sized trailer cabinet won't. Ideal for trailers with double doors or other space limitations. Fold-down table for a work area. Three shelves for storage. Convenient paper towel holder. Locking pin & washer kit. Dimensions: 18.75"L x 30"H x 5.5"D (476 x 762 x 140mm).

Medium Trailer Cabinet

PIT-323



Helmet Shelves

Keep your equipment protected and in one handy spot. Shelf stores helmet, neck brace, gloves and crew ear protectors. Underside garment rack for hanging up to eight uniforms.

1 bay dimensions: 14.25"W x 12"H x 15"D (362 x 305 x 381mm).

2 bay dimensions: 28.50"W x 12"H x 15"D (724 x 305 x 381mm)

1 Bay Helmet Shelf PIT-330

2 Bay Helmet Shelf PIT-331



Combo Storage Trailer Cabinet

Designed to provide storage area to save work space, the Combo Storage Cabinet features 3 shelves to store a variety of supplies. The top shelf holds up to 9 aerosol cans. The middle shelf for quarts of oil, and it is also ideal for spray bottles. The bottom shelf for gallon containers, hand cleaners, anti-freeze, windshield solvents and more.

Dimensions: 22"W x 36"H x 8.5"D (559 x 914 x 216mm).

Combo Storage Trailer Cabinet

PIT-325



3 Bay Helmet Shelf

Keep your equipment protected, and all in the same spot. Shelf will store helmets, neck braces, gloves and ear protectors. Underside garment rack, capable of hanging up to eight items.

Dimensions: 42-3/4"W x 12"H x 15"D

PIT-332

Deluxe Helmet Shelves

A little twist to one of our best sellers. The difference from our Original Helmet Shelf is that we added full storage shelf. We also added a removable front tube for hanging items, such as clothing, tie-downs, gloves and more.



1 bay dimensions: 14"H x 14.25"W x 15"D (356 x 362 x 381mm).

2 bay dimensions: 28.5"W x 12"H x 15"D (724 x 305 x 381mm).

Deluxe 1 Bay Helmet Shelf

PIT-330D

Deluxe 2 Bay Helmet Shelf

PIT-331D



Clip On Trailer Tray

This clip on tray with easy on and off design provides ample table space for portable outside pit use. Large enough for all pit needs, yet stores easily inside trailer. Protective bumpers, support brackets and key punch brackets included. Dimensions: 38"W x 5.5"H x 17"D (965mm x 140mm x 432mm).

Clip On Trailer Tray

PIT-150

Flip Down Tray

This tray provides a handy table when you need some extra counter space. Flip up for quick storage.

Flip down for a handy table when needed.

Dimensions: 30"W x 3"H x 16"D (762 x 76 x 406mm).

Flip Down Tray



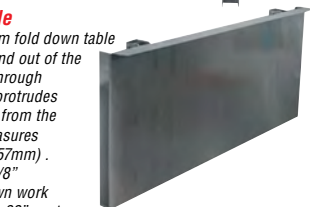
PIT-152

Fold Down Table

A full size aluminium fold down table that quickly folds and out of the way when you're through working. Folded it protrudes only 4 1/2" (114mm) from the wall. Opened it measures 44" x 18" (1118 x 457mm). Solid, heavy duty 1/8" aluminium fold down work surface. Mounts on 32" centres.

Dimensions: 44"W x 18"D x 4.5"H (1118 x 457 x 114mm)

Fold Down Table



Shelf & 5 Gallon Cooler

This shelf securely holds a round 5 gallon (19L) cooler. Mount to a wall or door surface to save work space. Includes cooler.

Shelf & 5 Gallon Cooler

PIT-342



Can & Cup Holder

No more searching around for that can of soft drink, beer, or coffee. Keep drinks handy and safe from spills in these can or cup holders. Made to fit cans or large drink cups

Can & Cup Holder

PIT-338



Pen & Calculator Holder

A great little gadget for organizing inside the trailer, garage or office. All aluminium tray for holding calculators, small notepads, paper clips, etc. Six round tubes are perfect for holding pens, pencils, highlighters or markers. Dimensions: 5" W x 6" H x 3.5" D (127 x 152 x 89mm).

Pen & Calculator Holder PIT-304



Deluxe Pen & Calculator Holder

We've added a clipboard to our popular Pen & Calculator holder for even more convenience. Great for writing notes, holding time slips, or storing loose papers.

Deluxe Pen & Calculator Holder PIT-304D



Removable Clip Board

Perfect when you need a place to write a quick note, hold a time slip, or store important papers. Unique design includes two Velcro strips which allow clip board to be mounted on roll bars, golf carts, pit bikes, etc. yet removable in seconds. Can also be permanently mounted using our self tapping screw or pop rivets.

Removable Clip Board PIT-780



Racer Log Book

Keep track of important race information with ATI's Racer Log Book. Our log book provides an inexpensive, excellent system to record on-track information as well as maintenance records and expenses, keeping your race operation performing at peak efficiency.

Racer Log Book



ATIZ31010

Magazine/Log Book Pouch

Holds your favourite racing magazines or your log books. Dimensions: 11.25"W x 2.5"D x 12"H (286 x 64 x 305mm).

Magazine/Log Book Pouch PIT-308



Cable Tie Holder

Keep cable ties in one easy to find location. Save work space and hassle of messy piles in cabinets. Dimensions: 6.5"W x 14"H (165 x 356mm).

Cable Tie Holder

PIT-RT2



D-Cell Flashlight Holder

Keep your flashlight at the ready with this sturdy holder. This handy item mounts to tool boxes, trailer walls, anywhere you need a flashlight. Dimensions: 2.75"W x 6.5"H x 3"D (70 x 165 x 76mm).

D-Cell Flashlight Holder

PIT-216



Air Hose Bracket

This hanging bracket neatly stores hoses in one handy spot. Bracket keeps you organized and looks professional in your shop or trailer. Dimensions: 6.5"H x 8"W x 5"D (165 x 203 x 127mm).

Air Hose Bracket

PIT-221



10lb Nitrous Bottle Racks

These racks keep 10lb nitrous bottles vertical and out of the way. They easily mount to the floor or wall. 2 bay dimensions: 14.75"W x 13"H x 7.25"D (375 x 330 x 184mm). 3 bay dimensions: 22.25"W x 13"H x 7.25"D (565 x 330 x 184mm). 4 bay dimensions: 29.5"W x 13"H x 7.25"D (749 x 330 x 184mm).

2 Bay 10lb Nitrous Bottle Rack PIT-249

3 Bay 10lb Nitrous Bottle Rack PIT-250

4 Bay 10lb Nitrous Bottle Rack PIT-251



Trailer Fuel Jug Rack

Self-arc welded .090 aluminium rack mounts easily on trailer floor or wall. Holds one round or square fuel jug safely inside your trailer. Dimensions: 11.5"L x 13"H x 12"W (292 x 330 x 305mm).

Trailer Fuel Jug Rack

PIT-180



Fuel Jug Racks

Self-arc welded .090 aluminium racks mount easily on trailer wall. Holds round or square fuel jugs safely inside your trailer. 2 jug dimensions: 23"L x 13"H x 12"W (584 x 330 x 305mm). 3 jug dimensions: 34.5"L x 13"H x 12"W (876 x 330 x 305mm). 4 jug dimensions: 46"L x 13"H x 12"W (1168 x 330 x 305mm).

2 Fuel Jug Rack

PIT-181

3 Fuel Jug Rack

PIT-182

4 Fuel Jug Rack

PIT-183



Canopy/Shelter Storage System

Store your pop-up tent secure to trailer or garage wall with Pit Pal Products fully adjustable storage system. Brackets are designed to fit 10' x 10' or 10' x 20' tents. System comes with 2 brackets and 1-1/2" wide heavy duty nylon safety belts. Dimensions: 5.75"H x 17"W x 4.25"D (146 x 432 x 108mm).

Canopy/Shelter Storage System PIT-195



Collapsible Chair Holder

Great solution for storing collapsible chairs. Stores up to 3 chairs. Dimensions: 4.125"H x 23.125"W x 7.125"D (105 x 587 x 180mm).

Collapsible Chair Holder PIT-303



Floor Jack Mounts

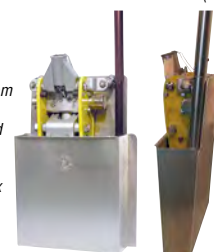
Up until now, one of the most difficult tools to stow away was your floor jack. The Pit Pal floor jack mounts keep jack secure for the long haul. Simply drop jack between rails and position front wheels in the saddles. Dimensions: 2.5"H x 17"W x 2.125"D (64 x 432 x 54mm).

Floor Jack Mounts PIT-190

Jack In The Pouch

A fully enclosed back and bottom wall mounted pouch for racing floor jack. Keeps jack contained while in transit. Made from .090 TIG welded aluminium. Dimensions: 17.5"W x 24.5"H x 5.062"D (445 x 616 x 129mm).

Jack In The Pouch PIT-194



Tie Down Strap Hanger

Keep all your ratchets and bungees off the floor and neat with our multiple strap hangers. Dimensions: 18"W x 3.25"D (457 x 83mm).

Tie Down Strap Hanger PIT-218



Mr. Hook Tie Down Hanger

Features a 17" long multiple strap hanger bar or ratchet tie downs and five individual 2" deep hooks for storing a variety of items. Dimensions: 18" W x 4" H x 3.5" D (457 x 102 x 89mm).

Mr. Hook Tie Down Hanger

PIT-213



Tyre Holder

Tyre cradles snugly in holder for a secure ride. Can be mounted on the floor or wall. Holds a 205/R15 tyre (85" Circumference). Dimensions: 29" x 11.5" x 8.5" (737 x 292 x 216mm).

Tyre Holder

PIT-289



Door Grabbers

These latches work automatically. Keep trailer doors from swinging shut. They feature aluminium male plunger and solid rubber socket.

Small Door Grabber - 1 1/2" Long PIT-DH42S

Large Door Grabber - 2 1/2" Long PIT-DH42L

X-Lge Door Grabber - 3 1/2" Long PIT-DH42XL



Universal Key Punch Brackets

Universal design bracket that makes anything clip on or off easily. Holds a variety of hard to store trailer and shop equipment.

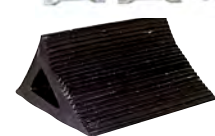
Universal Key Punch Brackets PIT-241



Wheel Chock

Moulded, ribbed, rubber wedge chock with 2 1/2" opening for cable or rope. These chocks are used to help keep your vehicle or trailer from rolling when parked.

Wheel Chock PIT-DR800



Door Horse

Finally a door horse with no assembly required at the track. Just fold out & your ready to go. Features locking side bars for added stability. Lightweight and portable. Dimensions: 39"W x 36"W x 42"D (991 x 914 x 1067mm).

Door Horse PIT-610



Trailer Aid

A fast, safe, and easy way to change a flat. No other jack is needed, simply ride onto the jack and change your tyre. Designed for double axle trailers up to 15,000lbs. (6800kg). 2 colours to chose from: black or yellow.

Trailer Aid - Yellow PIT-604

Trailer Aid - Black PIT-604BLACK



Pit Ramps

Allows floor jack to slide under chassis. Keeps front tyres secure while raising rear of car. Helps maintain oil pressure by keeping car level while rear is elevated when warming motor and drive line. Great when pitted in grass or uneven ground. Dimensions: 24"W x 2.75"H x 8"D (610 x 70 x 203mm). Sold as pairs.

Pit Ramps (Pair) PIT-280



Folding Aluminium Loading Ramp

Features heavy duty design 1,000 lbs. (455kg) distributed load capacity per ramp. Features include built in handle, "Sure Grip" positive traction loading surface, "Wheel-guider" edges, and rubberised tailgate protector. Sold as a single ramp.

Folding Aluminium Loading Ramp Each PIT-DLR7921



Pit Ramp Storage Rack

Easy storage for Pit Pal Pit Ramps while in transit. Fasten to wall. Dimensions: 20.75"W x 8.5"H x 3"D (527 x 216 x 76mm).

Pit Ramp Storage Rack PIT-279



Grease Gun Rack

HRP-6298



Duct Tape Holder

HRP-6390



Shovel Rack

HRP6391



Broom Rack

Small Broom Rack

HRP-6393

Large Broom Rack

HRP-6392



Brooms not included



Fuel Funnel Wall Rack

Triangle Funnel
Funnel Powder Coated
D Shaped Funnel
Funnel Powder Coated

HRP-6260 Triangle
HRP-6260P
HRP-6261 D Shaped
HRP-6261P



Fuel Jug Racks

4 Jug Rack Painted White.
HRP-6361

Paper Towel Rack

.090 Alum Thick Alum
1" Cross Tube.

Uncoated HRP-6430
Powder Coated HRP-6430P



Cord Wall Racks

Small Electrical Cord Wall Rack
5 1/2" Wide, 4" Deep.

Uncoated HRP-6275
Powder Coated HRP-6275P



Large Hose Wall Rack

10" Wide, 5 1/2" Deep.

Uncoated HRP-6280
Powder Coated HRP-6280P



Hose Reel Mount & Cover

Mount & .090 Alum Cover
Both Powder Coated White.

Mount HRP-6292
Cover HRP-6295



Tyre Gauge Holder

Mount To Wall .090 Aluminium
Small HRP-6380
Large HRP-6383



Ratchet Strap Rack

Keep those ratchet straps organized
and out of the way when you're not
using them.

Small Rack 200mm wide HRP-6005SMALL
Large Rack 450mm wide HRP-6005
Powder coated HRP-6005P



Towel Rack

5 1/2 X 5 125 X 13 1/2 Aluminium towel rack
comes uncoated or powder coated.

Mount to wall

Uncoated HRP-6195
Powder Coated HRP-6195P
Towels HRP-6194



Square Towel Rack

Scott towel rack
Alum shelf comes uncoated or
Powder coated. Mounts to wall.

Uncoated HRP-6193
Powder Coated HRP-6193P
Towels HRP-6192

Oil And Aerosol Trays

Aluminium 32" Wide Tray.

3-1/4" Deep Aerosol Bin HRP-6305
4-1/2" Deep Aerosol Bin HRP-6306



Aluminium 16" Wide Tray.
3-1/4" Deep Aerosol Bin
4-1/2" Deep Aerosol Bin

HRP-6300
HRP-6301



Towel Rack
HRP-6470



Large
Lubricant Wall Tray
HRP-6473



Torch Holder
Suits Nitrogen Bottles
HRP-6299



Medium
Lubricant
Wall Tray
HRP-6471

METAL SIGNS



FLOWTECH Metal Sign

18" x 7" metal sign with embossed Flowtech logo.
HO-FL10000FLT



Vintage Air Anniversary Logo Embossed Sign

Embossed Tin Garage Sign 36" x 14" Black & Gold.
VA809000-VAM

SO-CAL Belly Tank Metal Sign

Hand distressed
vintage tin sign!
Rectangular. 11.5
x 17.5.
S0001-93189



Tin Sign - HOT ROD
Magazine Belly Tank
Measures 11.5" x 17.5".
SOC-93210



Tin Sign - HOT ROD
Magazine Streamliner
Measures 11.5" x 17.5".
SOC-93211



Tin Sign - HOT ROD
Magazine Double
Threat Coupe
Measures 11.5" x 17.5".
SOC-93212



SO-CAL Logo Oval Metal Sign

The SO-CAL oval (32" w x 13" h) is stamped from aluminium, it's
great for garages, dens and, they make great gifts.
S0001-93176



Tin Sign -
Death Takes a
Ride - ROBERT
WILLIAMS
Robert Williams
exclusive design.
S0001-93202



SO-CAL
Metal Sign
Oil can Piston
S0001-93188

NOS Metal Sign

24" x 14" NOS
metal sign with
embossed logo.
NOS19327



WEIAND

Retro Metal Sign

20" x 20" Weiland Retro metal
sign with the new embossed logo.
HO10001WND



HOLLEY

Retro Metal Sign

18" x 18" Holley Retro metal
sign with the new embossed logo.
HO10003HOL



NOS Refill Metal Sign

9" x 17" NOS Refill metal sign
with embossed logo.
NOS19326

WEIAND Metal Sign
Weiland Power & Speed
Tom Betty Belly tank.
HO10004WND



HOOKER Metal Sign
12" x 19" Hooker metal
sign with embossed logo.
HO10145HKR



Tin Sign
SO-CAL Coupe
SO001-93218

LICENCE PLATES



MOON Eyes
Licence Plate
MNMG108



MOON Eyes California
Blue Licence Plate
MNMG081BL



MOON Eyes California
Black Licence Plate
MNMG081BK



MOON Eyes California
White Licence Plate
MNMG081GO

FLOOR MATS



Iron Cross Rubber Mats
16-1/2" x 25"
MNMQ025BK



MOON Rubber Mats
16-1/2" x 25"
MNMQ025BK



MOON Flamed Mats
36" x 20" Carpeted floor mats.
MNDKMP075FFBK



RAT FINK Rubber Mats
16-5/8" x 25"
MNR210

CLAY SMITH
Rubber Mats
W/ Woodpecker
Logo
16 1/2" X 25"
MNCSC37



MOON Rubber Utility Mats
Black W/ Yellow Eyes Logo
14" X 17"
MNMPO81BK



MOON EQUIP Logo
Utility Rubber Floor Mat
14" X 17"
MNMPO82BK



MOON EQUIP Logo
Rubber Floor Mat
16 1/2" X 25"
MNMPO80BK



CLAY SMITH Utility Mats
W/ Woodpecker Logo
14" X 17"
MNCSC38



MOON
Welcome Mat
Nice Thick Rubber.
MNMPO79BK

CLOCKS & NOVELTIES



SO-CAL Speed Shop Coffee Mugs

So-Cal Speed Shop coffee mugs. Choose from a range of designs and enjoy your coffee in style.

Red So-Cal Logo Mug	SO001-93193
Blue Oil Can Piston Mug	SO001-93192
Black Power Piston Mug	SO001-93195
Black So-Cal Coupe Mug	SO001-93213
Black Jimmy Shine Bike Mug	SO001-93220

MOON Can Coolers

Moon Eyeball logo with California written below. Made of durable fabric.

Black
Yellow

MNMG556BK
MNMG556YE



RAT FINK Licence
Plate Bolts
Sold as pairs.
MNR018CR

RAT FINK Air
Valve Cap
Sold as pairs.
MNR0280GR



RAT FINK Barstool
MNR0292

MOONEYES Barstool
Yellow Barstool With Moon Logo.
MNMG292



RAT FINK
Open/Closed
Sign
Open on front
Closed on back.
MNR0231



RAT FINK
Open &
Closed Sign
Open Front
& Closed on
Back.
MNR0230



HO10150HKR



HO10005WND



NOS19350



HO10004HOL

HOLLEY Group Neon Wall Clocks

The clock faces are surrounded by brightly beveled rims with a chrome finish. They measure 14.5" outside diameter and the neon is powered by a UL listed 12 volt AC adapter with a 6" cord. The clock mechanism requires one AA battery (not included).



Description	Part Number	HO11000ERL
Holley Neon Clock	HO10004HOL	
Weiland Neon Clock	HO10005WND	
Hooker Neon Clock	HO10150HKR	
Earl's Neon Clock	HO11000ERL	
Nos Neon Clock	NOS19350	

NOTE: Some clocks may be supplied with US style 110 volt power supply. Optional 240 volt power supply is required for Australian power outlets.
Which ROCKET stock Part No is 5RMP3130



Genuine Ford Parts
LC91446



Revoving Wall Lights

- Solid plastic construction with custom graphics on both globe sides
- On/Off pull chain with 4 modules - light turn on, globe revolve, light on and revolve, off
- For indoor use only . Comes with easy mount hardware
- Officially licensed
- Globe measures approximately 19" in diameter



Dodge Service
LC91450



Dodge Super Bee
LC91475



Ford Mustang
LC91480



Genuine Chevrolet Parts
LC91454



Mopar
LC91463



Mopar Vintage
LC91472



Chevrolet Corvette
LC91495



Shelby Cobra
Signature
LC91442



Shelby Cobra
LC91438

KEY RINGS



CLAY SMITH "Mr Horsepower" Keychain
MNCCK01



MOONEYES Shaped Key Rings
MNMKR026



MSD Keyring

The MSD keyring is a miniature, non functioning model of the famous 6AL ignition.

MSD Keyring

MSD9390



K&N Pod Filter Keyring

The K&N pod filter key ring measures 35 x 30mm and is made from genuine K&N filter media. It has a 8mm inlet and could be used in RC car applications or as a breather filter.

Pod Filter Keyring

KN87-0150

MOON - California Keychain

MNMKR024



MOONEYES Shaped Key Rings "Yellow"

MNMKR010



Ardu belt buckle bronze.
Fits 1" - 1 1/2" belt.
OTBBA



Lanyards

Perfect for holding track passes, keys, mobile phones, etc, these lanyards do it in style with your choice of Autometer, B&M, K&N or Mickey Thompson logos.

B&M Lanyard

K&N Lanyard

Mickey Thompson Lanyard

BM-LANYARD
KN-LANYARD
MT-LANYARD



Promotional Key Chain Torch

Part No

AF98-2006

AF98-2028

Description

Promotional Key Chain Torch 90o

Promotional Key Chain Torch Straight

STICKERS, TAGS & PATCHES

Stickers

Traditional Mooneyes Eyeball Sticker Yellow.

MNDM009 5"

MNDM010 3"

MNDM031 12"



DM054



DM058

Prism MOON Sticker

Reflective Prism Stickers Of The Moon Eyeball Logo.

MNDM054 3"

MNDM058 1.5"

MOONEYES Flake Oval Sticker

A Glitter/Metal Flake Base Sticker with Mooneyes in Freehand Script Artwork.
MNDM168YE 3-1/8" X 2"



RAT FINK (RF) Decal

Size: 6.5"X4.75"

MNRD002

Size: 3 1/2" X 2 1/4"

MNRD003



LADY LUCK Sticker

2" Tall

MNLL1-2

7" Tall Black

MNLL1-6

7" Tall White

MNLLD-2



MOONEYES Kustom Cycles Sticker

Metal flake design measuring 3-3/4"wx5"H

MNDM148



MOON Surf Board Sticker

9" Height x 5"Width

MNDM147



MOONEYES Sticker Sheet

MNDM067



RAT FINK Iron Cross Sticker

MNRD019



MOONEYES Traditional Sticker Sheet

MNDM002

MOON Sticker Sheet

Moonyes

Originals 8

Individual

Stickers

MNDM001



CLAY SMITH Stickers Left

MNCSD17L



Right

MNCSD17R



MR HORSEPOWER Stickers Left & Right
 MNCS018L Left
 MNCS018R Right
 (Height 6.5 inches x Width 11 inches)



SO-CAL Oval Tool box sticker
 Single sticker (11" x 3") will look great on your new Tool box!
 S0001-91033

SO-CAL Bellytank Sticker Sheet
 S0001-93197



VICIOUS Sticker Sheet
 S0001-93172



DARE DEVIL Sticker Sheet
 S0001-93171



JIMMY SHINE Sticker Sheet
 SOC-98015

SO-CAL Logo Tags
 This cool stamped stainless tag can be used on everything from headers, spreader bars to jackets
 S0001-60663



SO CAL Sticker Sheet
 S0001-91111



SO-CAL Patches
 Now you can sew the So-Cal logo onto your favourite apparel!
 Large Embroidered Patch S0SCU-9001PP02L
 Small Embroidered Logo S0SCU-9001PP02S

STROMBERG Decal Sheet

12 Genuine Stromberg decals on one US Letter size sheet.
 The maximum decal size is 5 1/2 inches.
 Outside Window Stick On STROM2206
 Inside Window Stick On STROM2306



AEROFLOW Sticker Sheet
 AF99-2001 Large and small stickers

Aeroflow Outlaw Nitro Funny Cars Sticker
 Nitro funny car sticker clear B/G. 135mm x 220mm
 AF99-2003



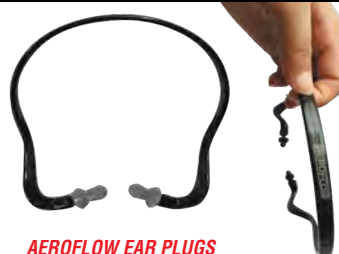
Rocket Sticker Sheet
 RP-STICKERS

ANTENNA TOPPERS

MOON - Yellow Antenna Topper
 MNMG015



MARKETING PRODUCTS



AEROFLOW EAR PLUGS
 Aeroflow premium ear plugs with head band
 AF99-2008

AEROFLOW Counter Display
 AF99-2005
 Aeroflow Hose Display & Catalogue Dispenser



AEROFLOW Banners
 AF99-2000 Aeroflow Logo Banner 1.4m x 400cm
 AF99-2030 Aeroflow Logo Banner 1m x 4m



Rocket / Aeroflow Show Bags
 Plastic bags with Rocket logo on one side and Aeroflow logo on other side.
 RP-SHOWBAGS



AEROFLOW BALL POINT PEN
 AF99-3005 Aeroflow black pen with Yellow Aeroflow logo

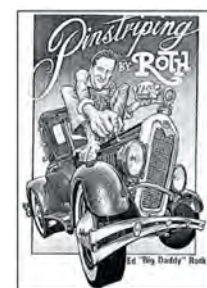


AEROFLOW WINDSCREEN PHONE HOLDER
 Aeroflow phone holder applies to windscreen. Holds phone and allows to swivel to convenient position.
 AF99-2007

BOOKS



Outrageous Pinstriding Book
 by Ed Roth
 MNR802BK0D



20 Pinstriding Stencils
 Book by Ed Roth
 MNR802BKPS



101 Pinstriping Ideas
Book by Ed Roth
MNR802BKHO



Pinstriping Book
by Ed Roth
MNR802BKPE

MSD Wiring Diagrams & Tech Notes

No race garage or trailer should be without this MSD bible. This comprehensive book covers current MSD components and shows you how to install them to a variety of different engines and ignition systems. There are pages of technical information including specifications, coil applications, wiring tips and troubleshooting. Countermen will find this book extremely helpful when customers are searching for an ignition system or asking tough technical questions.

MSD Wiring & Tech Notes Book



MSD9617

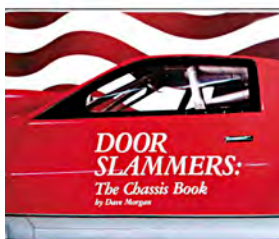
Door Slammers: The Chassis Book

If you own or are building a drag race car with doors, then you need to own COMP

Cams Door Slammers: The Chassis Book. It contains a wealth of knowledge not available from any other source. Hundreds of photographs and drawings help explain many of the technical aspects of tuning and operating your race car.

Door Slammers: The Chassis Book

C0158



DVDs & CDs

HOLLEY Carburettor Installation DVD

Two hours of everything you ever wanted to know about Holley Carburetors Virtual tours, exploded views, step-by-step under the hood installation including transmission kickdowns, advanced tuning, & troubleshooting. It is interactive, so you can easily find the chapters you need.

Holley Carburettor Installation DVD

H036-381



The California Kid DVD

In 1971 when Pete Chapouris started building his chopped '34 Ford 3-window coupe he had no idea that the car would end up on the November 1973 cover of Rod & Custom Magazine. He also had no idea that movie producer Howie Horowitz had spotted the magazine and would seek out Pete's creation to star, along with Martin Sheen, in the 1974 made for TV movie "The California Kid". The special SO-CAL Speed Shop edition of the DVD is personally autographed by Pete; it also includes his own written account of the car's history.

SOC-98029



DVD Install And Degree A Camshaft

This video takes you through the various stages of camshaft installation and the degreing process, completely explaining each step. Whether you're a first time builder or a professional, you'll refer back to this video over and over.

C0190DVD

MODEL ENGINES & CARS

Plymouth Hemi Cuda

LC84031



Hemi 426 Engine

LC84023

HEMI Dragster Engine

LC84028



Ford 427 SOHC Engine

LC84025



Chevy Street Rod

LC84026



Ford Dragster Engine

LC84029



Blown Small Block Chevy Engine

LC84035



Dodge HEMI Race Engine

LC84024



1:18th Scale

Vic Sr Roadster

Limited collector's edition

1:18th scale Vic Edelbrock Sr. 1932 Roadster

that includes the following high quality components:

- Removed front windshield
- Period correct tires
- Front and rear cylinder type shocks
- Dual Carburetor Intake
- Chrome floor shifter
- Round foot pedals
- Custom dash plaque
- Special gauges at each side of steering column
- "Edelbrock" script molded into cylinder heads
- All new fully operational hinged steel hood.

Each replica will be individually serialized on the chassis and comes in a full color non-window type collector box.

Part No: ED0337

ACME / GMP

Limited collector's edition diecast collectables in stock as they are released. Only limited stocks of these sensational models available so they don't last long. New models coming out all the time. Check with staff for latest models available.



SEAT COVERS

Logo Seat Covers

These universal throw over seat covers are a great gift idea and can be used to protect your upholstery or cover up torn seats. Featuring the logo they are as fashionable as they are functional. For front bucket seats only.

Autometer Seat Cover	AU-THROW
B&M Seat Cover	BM-THROW
MSD Seat Cover	MSD-THROW
Hookers Headers Seat Cover	HK-THROW
Hooker Troublemaker Seat Cover	TR-THROW





AEROFLOW SEAT COVERS

These universal throw over seat covers are a great gift idea and can be used to protect your upholstery or cover up torn seats. Featuring the Aeroflow logo they are as fashionable as they are functional. For front bucket seats only.

AF-THROW

Aeroflow seat throws

DUST PROTECTION



California Car Cover

The California Car Cover Company specialises in custom-fit car covers. As pioneers in the industry, they have dedicated a great deal of time researching exactly what automotive enthusiasts seek in a car cover. Factors such as weather conditions, ease-of-use, paint and upholstery protection and resistance to water, sun and wind come into account. As a result the needs of car cover consumers who want to protect their car, truck, street rod or SUV are fully met. Our covers are simply the best:

- Guaranteed to never scratch.
- We can custom make covers for any application.
- Elastic tensioners are sewn-in front and rear to facilitate a snug fit.
- Fabrics are precision-cut on computer-controlled equipment for optimum fit.
- We provide provisions for cable locks for added security.
- Extra wide 60" material used to reduce the number of seams required.
- Seams are overlapped and double-stitched for optimum seal and durability.
- Materials are tightly woven to prevent shrinkage from wet/dry cycles.
- Permeable fabrics treated with 3M Scotchgard for water repellency.

CALL ROCKET FOR MORE INFORMATION AND ORDERING

Car Covers Available :

Indoor Protection

California custom weave

- Stretch to Fit • Cotton Lining • Indoor Use Plushweave
- Only True 100% Cotton Car Cover • Ultra Soft Flannel Lining
- Our Most Popular Indoor Material
- 3M Scotchgard Treatment for Light Outdoor Use Softweave
- 100% Cotton • Indoor or Fair Weather Use
- 3M Scotchgard Treatment

Dustop

- Highly Dust Resistant
- Recommended for Indoor Use
- Great For Extended Storage



California Car Duster

The Original California Car Duster® literally works like magic. It utilizes the proven technology of baking a special paraffin wax into 100% cotton strands to assure that dust is lifted and removed, not just pushed around. The Original California Car Duster® gives cars the appearance of looking just washed. The traditional, classic wood handle, and heavy duty mophead preferred by car show entrants and enthusiasts.

Features:

- Compact, lightweight and easy to use
- Exclusive baked-on wax-treated strands lift dust
- Won't scratch paint
- Reduces number of car washings
- Comes with handy carrying case

Part No: CAL62442

FENDER COVERS



MOON Fender Cover

- Non-slip material will not slide off slick surfaces
- Soft and cushioned for protection
- Tools will not slip off fender cover
- Completely washable
- 22" X 34" standard size
- Strong PVC product reinforced with nylon mesh
- Impervious to motor oil, coolant, lacquer thinner, brake fluid, etc.
- Will not harm your paint.

MNMP011



EDELBROCK FENDER COVER

The Edelbrock Racing Series Fender Cover is perfect for mechanics and restorers alike. Made from a strong PVC foam and reinforced with nylon mesh, its impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The black non-slip material will not harm paint and adheres to slick surfaces, as well as keeping tools from sliding off. It measures 22" x 34" and is completely washable.

ED2324



"Ford Racing" Fender Cover

Protect that beautiful paint job from scratches, chemicals and oil with this strong, sturdy and slip-resistant "Ford Racing" fender cover. Measures 27" x 36" and is acid and grease resistant. Features handy "ridged" area in which to place small tools and parts.

Fender Cover 27" x 36"

FMM-1822-A2



SO-CAL Fender Covers

These tough vinyl fender covers, complete with the SO-CAL logo, measure 26w x 40L inches and feature a unique tool tray for handy access to tools and a soft vinyl foam backing for paint protection. Available in black only.

S0001-93037



Fender Covers

- 34" x 22" Rubber cover printed with Moroso and Competition Engineering Logos.
- Non-skid foam backing is safe for your car's finish and will not slide off while working.
- Protects fender paint from scratches and grease while working on engine.
- Acid and grease resistant, top surface is easily washable with mild solvents or detergents.

M099406

APRONS



MOON Apron
MNOM022

ISKY Apron

Black shop apron with Isky logo on front. Great for track side barbecues too.

Isky Apron ISKSA100



SIMPSON
Mechanics Apron
One Size Fits All
Part No: SI39035

FUELER APRON

SFI Approved 52.1, Protect's You Against Fuel & Oil Spills
SI39042



CAPS & BEANIES



AEROFLOW HATS

AF-CAP/SM
AF-CAP

Small Flex Fit Cap
Large Flex Fit Cap



AEROFLOW HATS WITH LED

AF-LEDCAP Large Flex
AF59-2032 Replacement battery
Fit Style Cap with LED in brim

Aeroflow Outlaw Nitro
Funny Car Cap
NITROCAP



Tank Script FLEXFIT® Hat

Black only.
S/M (6-3/4 - 7-1/4)
SOSSM-6002HC10S
L/XL (7-1/8 - 7-5/8)
SOSSM-6002HC10L



SHINE #5 Skull Stretchfit

Black only, embroidered design.
S/M (6-3/4-7 - 1/4)
SOJSM-6500HC10S
L/XL (7-1/8 - 7-5/8)
SOJSM-6500HC10L

Original Logo Flexfit Hat

L/XL Black SOSSM-6000HC10L
S/M Black SOSSM-6000HC10S
Sewn on patch



Aeromotive Logo Hat

Black AR093010

SHIRTS & JACKETS



HOLLEY Retro T-shirt

Fine Art You Can Wear™ – NEW & HOT, white 100% cotton Beefy TEE featuring a full-back screen printed Holley Retro artwork. Retro logo and engine are also featured on the left chest.

HO10000-SMHOL	Small	HO10000-XLHOL	X-Large
HO10000-MEDHOL	Medium	HO10000-XXLHOL	XX-Large
HO10000-LGHOL	Large	HO10000-XXXLHOL	XXX-Large



HOOKER WILLYS Pin-Up Retro White T-Shirt

The new Hooker retro pin up girl t-shirt features a killer gasser-style Willys. An exaggerated set of Hooker fender-well exit headers set it off while the classy pin up girl sitting on the Hooker Headers box takes this retro T to the next level!! Artist Christ Froggett showed his talents again on this one and the Hanes Beefy T is sure to please as well. Also available without pin up.

HO10149-SMHKR	Small
HO10149-MEDHKR	Medium
HO10149-LGHKR	Large
HO10149-XLHKR	X-Large
HO10149-XXLHKR	XX-Large
HO10149-XXXLHKR	XXX-Large



WEIAND Retro T-shirt

Fine Art You Can Wear™ – NEW & HOT, white 100% cotton Hanes Beefy TEE featuring a full-back screen printed Weiland Retro artwork. Retro logo and engine are also featured on the left chest.

HO10000-SMWND	Small	HO10000-XLWND	X-Large
HO10000-MEDWND	Medium	HO10000-XXLWND	XX-Large
HO10000-LGWND	Large	HO10000-XXXLWND	XXX-Large



EARL'S Retro T-shirt

NEW & HOT, white 100% cotton Beefy TEE featuring a full-back screen printed Earl's Retro artwork. Retro logo and engine are also featured on the left chest.

HO10001-SMERL	Small	HO10001-XLERL	X-Large
HO10001-MEDERL	Medium	HO10001-XXLERL	XX-Large
HO10001-LERL	Large	HO10001-XXXLERL	XXX-Large



HOLLEY 75th Anniversary Deuce T-shirt White

HO10005-SMHOL	Small
HO10005-MDHOL	Medium
HO10005-LGHOL	Large
HO10005-XLHOL	X-Large
HO10005-XXLHOL	XX-Large
HO10005-XXXLHOL	XXX-Large



STROMBERG Script

Super quality, American Apparel 100% combed cotton T-shirt, 'made in downtown Los Angeles, Calif'. Cool black with patinated vintage Stromberg Equipped logo. Also available in Anthracite Grey and White. All shirts are a tailored fit. Available In Medium To XXL
STROM1104-B



SHINE Truck T-shirt

Small up to 3XL
Back by popular demand this is the original Shine truck T complete with skeleton. Black only—double-sided design.
SOJSM-1507TC10



Tail Dragger Kids T-Shirt

For all the Kustom Kids this shirt has a large print on the front of the So Cal 36 ford.

SOSSK-3005TC10S	Size 4
SOSSK-3005TC10M	Size 5/6
SOSSK-3005TC10L	Size 6 & Up



SO-CAL Roadster T-Shirt

Small up to XXX-Large
Like our popular leather jacket, this T-shirt commemorates the SO-CAL Roadster. Large design on the back and a small script on the left chest.
SOSSM-1013TC10 Black



5 Window Coupe T-shirt

Small up to 3-XL
Chopped, channeled, and Hemi powered, all the elements that make up traditional hot rod's. Large logo on back and small logo on left side chest. Available in black or white shirt.
SOSSM-1031TC Black Shirt



MOON - T-Shirt (Black) with Yellow MOON Logo
 MNTM066BKXX XX-Large MNTM066BKL Large
 MNTM066BKXL X-Large MNTM066BKM Medium



MOON - T-Shirt (White) with Yellow MOON Logo
 MNTM001WHXX XX-Large MNTM001WHL Large
 MNTM001WHXL X-Large MNTM001WHM Medium



CLAY SMITH "Mr Horsepower" T-Shirt (Black)
 MNCST02BKXX XX-Large MNCST02BKL Large
 MNCST02BKXL X-Large MNCST02BKM Medium



CLAY SMITH "Mr Horsepower" T-Shirt (White)
 MNCST06WHXX XX-Large MNCST06WHL Large
 MNCST06WHXL X-Large MNCST06WHM Medium



Simpson Traditional T-Shirt - Black
 Large SI43054L
 Medium SI43054M
 Small SI43054S
 X-Large SI43054XL
 XX-Large SI43054ZX



SIMPSON AMERICAN FLYER TEE

Large	SI43058L
Medium	SI43058M
Small	SI43058S
X-Large	SI43058XL
XX-Large	SI43058Z



SIMPSON VINTAGE TEE

Large	SI44006L
Medium	SI44006M
Small	SI44006S
X-Large	SI44006X
XX-Large	SI44006Z



SIMPSON LOGO TEE

Large	SI44002L
Medium	SI44002M
Small	SI44002S
X-Large	SI44002X
XX-Large	SI44002Z



SIMPSON DRAG CHUTE TEE

Large	SI43057L
Medium	SI43057M
Small	SI43057S
X-Large	SI43057X
XX-Large	SI43057Z



SIMPSON RACER TEE

Large	SI43056L
Medium	SI43056M
Small	SI43056S
X-Large	SI43056X
XX-Large	SI43056Z



Front Print

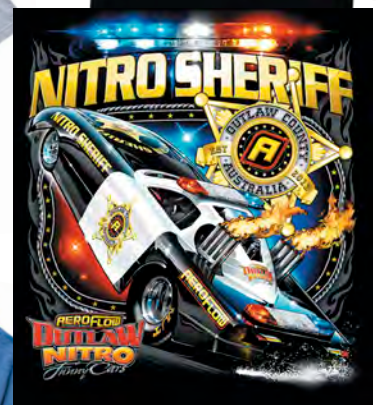
Back Print



KNIGHTS OF THUNDER SERIES SHIRT

Be part of the AeroFlow Nitro Funny Car Series with this awesome shirt. Black shirts with sleeve prints and full front and back print.

Part No	Description
RTOS-YOUTH MED	Youth Medium Series T-Shirt
RTOS-YOUTH LARGE	Youth Large Series T-Shirt
RTOS-S	Small Series T-Shirt
RTOS-M	Medium Series T-Shirt
RTOS-L	Large Series T-Shirt
RTOS-XL	Extra Large Series T-Shirt
RTOS-XXL	Double Extra large Series T-Shirt
RTOS-XXXL	Triple Extra large Series T-Shirt



NITRO SHERIFF ONFC SHIRT

The Nitro Sheriff AeroFlow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTNS-YOUTH 5	Toddler Size 5
RTNS-YOUTH SML	Youth Small Size 6-8
RTNS-YOUTH MED	Youth Medium Size 10-12
RTNS-YOUTH L	Youth Large Size 14-16
RTNS-S	Small
RTNS-M	Medium
RTNS-L	Large
RTNS-XL	Extra Large
RTNS-XXL	Double Extra large
RTNS-XXXL	Triple Extra large



Back Print

LA HOOKER ONFC SHIRT

The LA Hooker Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTLA-YOUTH MED	Youth Large
RTLA-YOUTH LARGE	Youth X Large
RTLA-S	Small
RTLA-M	Medium
RTLA-L	Large
RTLA-XL	Extra Large
RTLA-XXL	Double Extra Large
RTLA-XXXL	Triple Extra Large



Back Print

NITRO EXPRESS ONFC SHIRT

The Nitro Express Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RT57NE-Y	Youth Medium
RT57NE-YL	Youth Large
RT57NE-S	Small
RT57NE-M	Medium
RT57NE-L	Large
RT57NE-XL	Extra Large
RT57NE-XXL	Double Extra Large
RT57NE-XXXL	Triple Extra Large



Back Print

RED DEVIL ONFC SHIRT

The Red Devil Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTRD-SMALL	Small
RTRD-MEDIUM	Medium
RTRD-LARGE	Large
RTRD-XL	Extra Large
RTRD-XXL	Double Extra large
RTRD-XXXL	Triple Extra large



THE BANDIT ONFC SHIRT

The Bandit Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTBAN-YOUTH MED	Youth Medium
RTBAN-YOUTH LARG	Youth Large
RTBAN-S	Small
RTBAN-M	Medium
RTBAN-L	Large
RTBAN-XL	Extra Large
RTBAN-XXL	Double Extra Large
RTBAN-XXXL	Triple Extra Large



Back Print

DARK HORSE ONFC SHIRT

The Dark Horse Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTDH-YOUTH MED	Youth Large
RTDH-YOUTH LARGE	Youth X Large
RTDH-S	Small
RTDH-M	Medium
RTDH-L	Large
RTDH-XL	Extra Large
RTDH-XXL	Double Extra Large
RTDH-XXXL	Triple Extra Large



FIRE CHIEF WHEEL STANDER SHIRT

The Fire Chief Aeroflow wheel stander shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTCHIEF-SML	Small Fire Chief T-Shirt
RTCHIEF-MED	Medium Fire Chief T-Shirt
RTCHIEF-LRG	Large Fire Chief T-Shirt
RTCHIEF-XL	Extra Large Fire Chief T-Shirt
RTCHIEF-XXL	Double Extra Large Fire Chief T-Shirt
RTCHIEF-XXXL	Triple Extra Large Fire Chief T-Shirt



Back Print

THE TERMINATOR ONFC SHIRT

The Terminator Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTTERM-4T	Toddler Size 4 Terminator Shirt
RTTERM-5T	Toddler Size 5 Terminator Shirt
RTTERM-YS	Youth Small 4 Terminator Shirt
RTTERM-YM	Youth Medium 5 Terminator Shirt
RTTERM-SMALL	Small Terminator Shirt
RTTERM-MEDIUM	Medium Terminator Shirt
RTTERM-LARGE	Large Terminator Shirt
RTTERM-XL	Extra Large Terminator Shirt
RTTERM-XXL	Double Extra Large Terminator Shirt
RTTERM-XXXL	Triple Extra Large Terminator Shirt



Back Print

ONE BAD KIWI ONFC SHIRT

The Red Devil Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTOBK-SMALL	Small One Bad Kiwi T-Shirt
RTOBK-MEDIUM	Medium One Bad Kiwi T-Shirt
RTOBK-LARGE	Large One Bad Kiwi T-Shirt
RTOBK-XL	Extra Large One Bad Kiwi T-Shirt
RTOBK-XXL	Double Extra Large One Bad Kiwi T-Shirt
RTOBK-XXXL	Triple Extra Large One Bad Kiwi T-Shirt



Back Print

LET'S BOOGIE ONFC SHIRT

The Let's Boogie Aeroflow Outlaw Nitro Funny Car Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTLBYOUTH L	Youth Large
RTLBYOUTH XL	Youth X Large
RTLBS	Small
RTLBM	Medium
RTLBL	Large
RTLXL	Extra Large
RTLXXL	Double Extra large
RTLXXXL	Triple Extra large



Back Print

BERZERK NITRO HOT RODS SHIRT

The Berzerk AeroFlow Nitro Hot Rods Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTBERZERK-S	Small Berzerk T-Shirt
RTBERZERK-M	Medium Berzerk T-Shirt
RTBERZERK-L	Large Berzerk T-Shirt
RTBERZERK-XL	Extra Large Berzerk T-Shirt
RTBERZERK-XXL	Double Extra Large Berzerk T-Shirt
RTBERZERK-XXXL	Triple Extra Large Berzerk T-Shirt



Back Print

PSYCHO NITRO HOT RODS SHIRT

The Psycho AeroFlow Nitro Hot Rods Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTPSYCHO-S	Small Psycho T-Shirt
RTPSYCHO-M	Medium Psycho T-Shirt
RTPSYCHO-L	Large Psycho T-Shirt
RTPSYCHO-XL	Extra Large Psycho T-Shirt
RTPSYCHO-XXL	Double Extra Large Psycho T-Shirt
RTPSYCHO-XXXL	Triple Extra Large Psycho T-Shirt



SPOOKY NITRO HOT RODS SHIRT

The Spooky AeroFlow Nitro Hot Rods Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTSPOOKY-S	Small Spooky T-Shirt
RTSPOOKY-M	Medium Spooky T-Shirt
RTSPOOKY-L	Large Spooky T-Shirt
RTSPOOKY-XL	Extra Large Spooky T-Shirt
RTSPOOKY-XXL	Double Extra Large Spooky T-Shirt
RTSPOOKY-XXXL	Triple Extra Large Spooky T-Shirt



CHUCKY'S TOY NITRO HOT RODS SHIRT

The Chucky's Toy AeroFlow Nitro Hot Rods Shirt features large back print with logo on the front and both sleeve logos.

Part No	Description
RTCHUCKY-SML	Small Chucky's Toy T-Shirt
RTCHUCKY-MED	Medium Chucky's Toy T-Shirt
RTCHUCKY-LGE	Large Chucky's Toy T-Shirt
RTCHUCKY-XL	Extra Large Chucky's Toy T-Shirt
RTCHUCKY-XXL	Double Extra Large Chucky's Toy T-Shirt
RTCHUCKY-XXXL	Triple Extra Large Chucky's Toy T-Shirt



MOON Kids T-Shirt

XS (2-4)	MNTMC001WX
S (6-8)	MNTMC001WS
M (10-12)	MNTMC001WM
L (14-16)	MNTMC001WL



AEROFLOW T-Shirt

These high quality American made T-shirts feature a logo on front and full back print featuring the AeroFlow nitro funny car engine.

Part No	Description
AFNITR02-4T	Toddler AeroFlow T-Shirt (size 2-4)
AFNITR02-5T	Toddler AeroFlow T-Shirt (size 5-6)
AFNITR02-YS	Youth Small AeroFlow T-Shirt (Size 6-8)
AFNITR02-YM	Youth Medium AeroFlow T-Shirt (Size 10-12)
AFNITR02-S	Small AeroFlow T-Shirt
AFNITR02-M	Medium AeroFlow T-Shirt
AFNITR02-L	Large AeroFlow T-Shirt
AFNITR02-XL	Extra Large AeroFlow T-Shirt
AFNITR02-2XL	Double extra large AeroFlow T-Shirt
AFNITR02-3XL	Triple extra large AeroFlow T-Shirt



AEROFLOW Singlet

These high quality made singlets feature a logo on front and full back print featuring the AeroFlow nitro funny car engine.

AFNITR02SING-S	Small AeroFlow T-Shirt
AFNITR02SING-M	Medium AeroFlow T-Shirt
AFNITR02SING-L	Large AeroFlow T-Shirt
AFNITR02SING-XL	Extra Large AeroFlow T-Shirt
AFNITR02SING-2XL	Double extra large AeroFlow T-Shirt



SHINE Tattoo T-Shirt

Small up to 3XL
Straight from Shine's skin to your back this shirt was developed from Shine's Dennis McPhail tattoo. It's all the look without the pain. Black only—double-sided design.
Long Sleeve
SOJSM-1502TC10

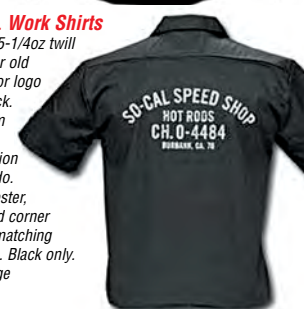
SO-CAL Cycle Script Crew Neck

Derived from the tank art on Shines chopper this sweatshirt will keep the cold out.
Black only—double-sided design, smaller design on front.
Small
SOSSM-7012SC-10S



Dickies SO-CAL Work Shirts

These short sleeve 5-1/4oz twill work shirts have our old distressed truck door logo screened on the back. And, we've left room over the pockets for any personalization you might want to do. 65% Fortrel®/Polyester, 35% cotton, mitered corner pockets and flaps, matching Dickies logo at hem. Black only. Small up to XX-Large
SOSSM-7001SP10



SO-CAL Cycle Script hoodie

Derived from the tank art on Shine's chopper this hoodie will keep the cold out.
Black only—double-sided design, smaller design on front.
Small up to XX-Large.
SOSSM-7000SC10



Long Sleeve T-Shirt (Black) with Yellow MOON Logo

XX-Large	MNTM112BK2X
X-Large	MNTM112BKX
Large	MNTM112BKL



Sweatshirt (Black) with Yellow MOON Logo

X-Large	MNSM060BKX
Large	MNSM060BKL



SIMPSON CLASSIX HOODIE

Large	SI44008L
Medium	SI44008M
Small	SI44008S
X Large	SI44008X
XX Large	SI44008Z



AEROFLOW HOODIE

These high quality American made hoodies feature a logo on front and full back print featuring the Nitro Express funny car.

AFNITR02HOOD-S	Small AeroFlow Hoodie
AFNITR02HOOD-M	Medium AeroFlow Hoodie
AFNITR02HOOD-L	Large AeroFlow Hoodie
AFNITR02HOOD-XL	Extra Large AeroFlow Hoodie
AFNITR02HOOD-2XL	Double extra large AeroFlow Hoodie
AFNITR02HOOD-3XL	Triple extra large AeroFlow Hoodie
AFNITR02HOOD-XXXL	Triple extra large AeroFlow Hoodie



SO-CAL Vintage Zip Up Hoodie

The new SO-CAL vintage style hoodie sports a classic chain stitched logo on the back and a small script on the front left chest. The garment is pre-laundered for a pre-shrunk and ultra comfortable light weight feel. Black only. Small up to XX-Large

SOSSM-7009SC10

CONVERSION FORMULAS

These are the basic conversion formulas. To convert the other way simply divide instead of multiplying. For example, to convert inches to millimetres multiply by 25.4 and to convert millimetres to inches divide by 25.4.

INCHES TO MILLIMETRES:

$$MM = \text{Inches} \times 25.4$$

FEET TO METRES:

$$\text{Feet} = \text{Metres} \times .3048$$

MILES TO KILOMETRES:

$$KM = \text{Miles} \times 1.609$$

CUBIC INCHES TO CUBIC CENTIMETRES:

$$CC = \text{In}^3 \times 16.387$$

LITRES TO US GALLONS:

$$L = \text{Gal} \times 3.7854$$

HORSEPOWER TO KILOWATTS:

$$HP = KW \times 1.34$$

FOOT POUNDS TO NEWTON METRES:

$$NM = \text{Lb/Ft} \times 1.356$$

POUNDS PER HOUR TO HORSEPOWER:

$$HP = \text{Lb/Hr} \times 2$$

GALLONS PER HOUR TO HORSEPOWER:

$$HP = \text{GPH} \times 12.5$$

LITRES PER HOUR TO HORSEPOWER:

$$HP = \text{L/Hr} \times 3.273$$

GALLONS PER HOUR TO POUNDS PER HOUR:

$$\text{Lb/Hr} = \text{GPH} \times 6.25$$

POUNDS PER HOUR TO CC PER MINUTE:

$$CC/\text{Min} = \text{Lb/Hr} \times 10.5$$

GRAMS PER MINUTE TO CC PER MINUTE:

$$CC = \text{Grams/Min} \times 1.297$$

RPM TO SPEED

Use this formula to calculate your speed at a given RPM or your RPM at a given speed. The tyre diameter should be entered in inches and the gear ratio is the diff ratio multiplied by the gear ratio or just the diff ratio for a 1:1 top gear. To calculate in MPH use 336 instead of 209.

$$KPH = \frac{(RPM \times \text{Tyre Diam.})}{(\text{Gear Ratio} \times 209)} \quad RPM = \frac{(KPH \times \text{Gear Ratio} \times 209)}{\text{Tyre Diam.}} \quad \text{Tyre Diam} = \frac{(KPH \times \text{Gear Ratio} \times 209)}{RPM}$$

ENGINE CAPACITY

This formula works in metric or imperial. If you enter the bore and stroke in Inches you will get the capacity of one cylinder in cubic inches (swept volume) and if you enter the bore and stroke in Centimetres you will get the capacity in CC. Then multiply by the number of cylinders.

$$\text{Swept Vol.} = \text{Bore} \times \text{Bore} \times \text{Stroke} \times .7854$$

ENGINE CAPACITY CC (Bore & Stroke in Inches)

This formula gives you the volume of the one cylinder in CC (swept volume) when you enter the bore and stroke in inches. You can use the volume of one cylinder to calculate compression ratio or multiply by the number of cylinders to find the engine capacity.

$$\text{Swept Vol.} = \text{Bore} \times \text{Bore} \times \text{Stroke} \times 12.8703$$

COMPRESSION RATIO

To calculate the compression ratio, divide the volume at BDC by the volume at TDC. The volume at TDC is the volume of the combustion chamber plus the head gasket and piston dish (or minus piston dome). The volume at BDC is the TDC volume plus the volume of the cylinder (swept volume). To find the swept volume in CC, use the formula above for engine capacity but this time do not multiply by the number of cylinders. In the example below we will calculate the compression ratio for a 383 stroker (4.030" bore x 3.750" stroke) with 64cc combustion chambers, a 9cc head gasket and a 12cc dish piston.

$$\text{Swept Vol.} = \text{Bore} \times \text{Bore} \times \text{Stroke} \times 12.8703$$

$$\text{Compression Ratio} = \frac{\text{TDC Vol} + \text{Swept Vol}}{\text{TDC Vol}}$$

Example: 4.030 Bore x 3.750" Stroke with 64cc Chamber, 12cc Dish & 9cc Head Gasket

1. Swept Volume: $4.030 \times 4.030 \times 3.750 \times 12.8703 = 783.8447cc$
2. TDC Volume: $64 + 9 + 12 = 85cc$
3. BDC Volume: $783.8447 + 85 = 868.8447cc$
4. Compression Ratio: $\frac{783.8447 + 85}{85} = 10.221$

INJECTOR SIZING

To calculate injector size you need to know how much horsepower your engine makes and divide by the number of injectors to find horsepower per injector. The formula below assumes a brake specific horsepower of 0.5 and injector duty cycle of 80%. Use the reverse formula to calculate the horsepower rating of an injector from it's flow rate.

To calculate injector size:

$$\text{Lb/Hr} = \frac{HP}{1.6} \quad CC = \frac{HP}{0.1523}$$

$$\text{To calculate Horsepower: } HP = \text{Lb/Hr} \times 1.6$$

$$HP = CC \times 0.1523$$

HORSEPOWER TO TORQUE

This formula shows the relationship between power, torque and RPM. If you know how much torque you are making at a given RPM you can calculate horsepower and if you know the horsepower you can calculate torque.

$$HP = \frac{RPM \times \text{Lb/Ft}}{5252} \quad \text{Lb/Ft} = \frac{HP \times 5252}{RPM}$$

TEMPERATURE CONVERSION GUIDE

CELSIUS (°C)	FAHRENHEIT (°F)
225	437
220	428
215	419
210	410
205	401
200	392
195	383
190	374
185	365
180	356
175	347
170	338
165	329
160	320
155	311
150	302
145	293
140	284
135	275
130	266
125	257
120	248
115	239
110	230
105	221
100	212
95	203
90	194
85	185
80	176
75	167
70	158
65	149
60	140
55	131
50	122
45	113
40	104
35	95
30	86
25	77
20	68
15	59
10	50
5	41
0	32
-5	23
-10	14
-15	5
-20	-4
-25	-13
-30	-22
-35	-31
-40	-40

EXTREME RACE
TRANSMISSION OIL
HEAT RANGE

STANDARD
TRANSMISSION OIL
TEMP

BOILING POINT
OF CAR WATER
WITH 15 PSI
RADIATOR CAP

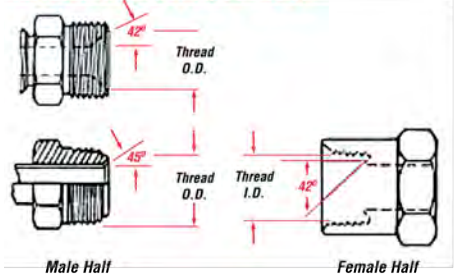
STANDARD ENGINE
RUNNING TEMP

FREEZING POINT
OF WATER

ENGINE
OIL
HEAT
RANGE

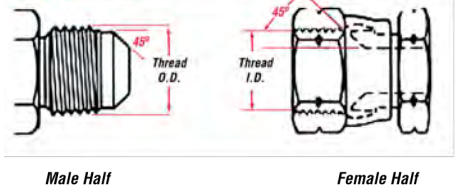
COMMON THREAD CONNECTIONS

S.A.E. INVERTED FLARE



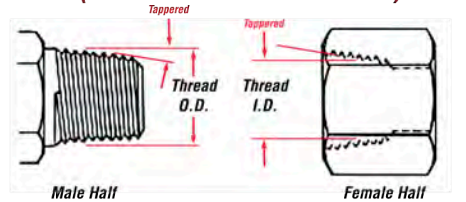
KRYPTALON
200 SERIES
250 SERIES
TEFLON

S.A.E. 45°

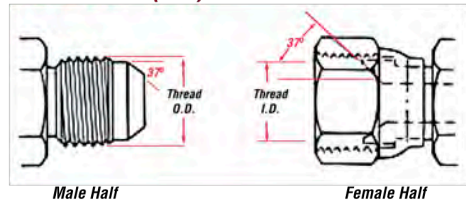


100 SERIES
450 SERIES
BRAIDED
RUBBER

NPT (NATIONAL PIPE THREAD)

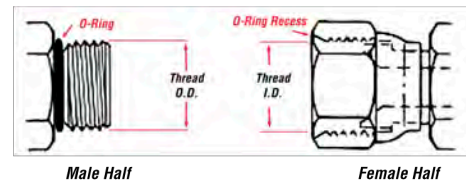


S.A.E. 37° (AN)



400 SERIES
RUBBER HOSE
WITH CLAMPS

ORB (O-RING BOSS)



Recommendations

For water and coolant you can use any of the hose ranges. Must use clamps on the 400 Series rubber hose. Replace hoses if engine temp rises over 100°C (212°F)

For engine oil minimum 100 or 450 series hose is recommended, 200 & 250 series are recommended for racing applications.

For Transmissions and power steering 200 or 250 series teflon hose must be used.

METRIC TO IMPERIAL

Metric equivalent to Imperial				
mm	x	0.04	=	ins
m	x	3.3	=	ft
m	x	1.1	=	yds
km	x	0.6	=	mi
cm ²	x	0.16	=	in ²
m ²	x	11	=	ft ²
m ²	x	1.2	=	yd ²
cm ³	x	0.06	=	in ³
m ³	x	35	=	ft ³
m ³	x	1.3	=	yd ³
l	x	1.05	=	qt
m ³	x	264.2	=	gal
g	x	0.035	=	oz
kW	x	1.34	=	lb
kg	x	2.2	=	hp
m/s	x	3.28	=	ft/s
N	x	3.597	=	ozf
N	x	0.224	=	lbf
N.m	x	0.737	=	ft.lb
j	x	0.737	=	ft.lb
N.m	x	8.85	=	in.lb
N.m	x	0.068	=	lb/ft
Hz	x	1	=	cps
j	x	0.0009	=	Btu

IMPERIAL TO METRIC

Imperial equivalent to Metric				
inches	ins	x	25.4	= millimetres mm
feet	ft	x	0.3	= metres m
yards	yds	x	0.9	= metres m
miles	mi	x	1.6	= kilometres km
sq inch	in ²	x	6.5	= sq centimetre cm ²
sq feet	ft ²	x	0.09	= sq metres m ²
sq yard	yd ²	x	0.8	= sq metres m ²
cu.in	in ³	x	16	= cu.centimetres cm ³
cu.ft	ft ³	x	0.03	= cu.metres m ³
cu.yd	yd ³	x	0.08	= cu.metres m ³
(liq) quart	qt	x	0.9	= litre l
gallon	gal	x	0.004	= cu.metres m ³
(advp) ounce	oz	x	28.3	= grams g
(advp) pound	lb	x	0.45	= kilogram kg
horsepower	hp	x	0.75	= kilowatt kW
ft per second	ft/s	x	0.304	= met.Per second m/s
ounce-force	ozf	x	0.278	= newtons N
pound-force	lbf	x	4.448	= newtons N
foot pounds	ft.lb	x	1.355	= newton-metres N.m
foot pounds	ft.lb	x	1.355	= joules j
in.pounds	in.lb	x	0.112	= newton-metres N.m
lb per foot	lb/ft	x	14.59	= newtons-metres N.m
cycles per sec	cps	x	1	= hertz Hz
Brit therm unit	Btu	x	1055	= joules j

FRACTION DECIMALS MILLIMETRES CONVERSION CHART

FRA	DEC	MM
1/64	.0156	.396
1/32	.0312	.793
3/64	.0468	1.190
1/16	.0625	1.587
5/64	.0781	1.984
3/32	.0937	2.381
7/64	.1093	2.778
1/8	.125	3.175
9/64	.1406	3.571
5/32	.1562	3.968
11/64	.1718	4.365
3/16	.1875	4.762
13/64	.2031	5.159
7/32	.2187	5.556
15/64	.2343	5.953
1/4	.250	6.350
17/64	.2656	6.746
9/32	.2812	7.143
19/64	.2968	7.540
5/16	.3125	7.937
21/64	.3281	8.334
11/32	.3437	8.731
23/64	.3593	9.128
3/8	.375	9.525
25/64	.3906	9.921
13/32	.4062	10.318
27/64	.4218	10.715
7/16	.4375	11.112
29/64	.4531	11.509
15/32	.4687	11.906
31/64	.4843	12.303
1/2	.500	12.700
33/64	.5156	13.096
17/32	.5312	13.493
35/64	.5468	13.890
9/16	.5625	14.287
37/64	.5781	14.684
19/32	.5937	15.081
39/64	.6093	15.478
5/8	.625	15.875
41/64	.6406	16.271
21/32	.6562	16.668
43/64	.6718	17.065
11/16	.6875	17.462
45/64	.7031	17.859
23/32	.7187	18.256
47/64	.7343	18.653
3/4	.750	19.050
49/64	.7656	19.446
25/32	.7812	19.843
51/64	.7968	20.240
13/16	.8125	20.637
53/64	.8281	21.034
27/32	.8437	21.431
55/64	.8593	21.828
7/8	.875	22.225
57/64	.8906	22.621
29/32	.9062	23.018
59/64	.9218	23.415
15/16	.9375	23.812
61/64	.9531	24.209
31/32	.9687	24.606
63/64	.9843	25.003
1	1.000	25.400

PRESSURE CONVERSION

PSI	KPA	BAR
10	69	0.7
100	689	6.9
200	1379	13.8
300	2068	20.7
400	2758	27.6
600	4137	41.4
800	5516	55.2
1000	6895	68.9
1500	10342	103.4
2000	13790	137.9
3000	20684	206.8
4000	27579	275.8
5000	34474	344.7
6000	41369	413.7

AIR FILTER CLEANING

AeroFlow's air filter cleaning products are specifically formulated for cleaning and re-oiling all AeroFlow reusable/washable filters and all types of oil-based air filters.



PART NO	DESCRIPTION
AF2000-5050	AeroFlow air filter cleaning kit contains 295ml (10oz) oil pump style 295ml (10oz) cleaner pumps style
AF2000-0606	AeroFlow air filter cleaner 295ml (10oz) pump style
AF2000-0533	AeroFlow air filter oil 295ml (10oz) pump style

AeroFlow Air Filter Cleaning and Maintenance Instructions

- Step 1**
Carefully use a soft brush to brush off any excess dust and dirt from filter. Spray AeroFlow Air Filter Cleaner across both sides of the filter and allow to soak for 10-15 minutes.
- Step 2**
Rinse filter with water from the inside until the water runs clear through the filter. Use low pressure water for best results. Make sure dirt is flushed out of the filter and rinse until all traces of the cleaner is gone. Using high pressure will damage the filter.igh pressure will damage the filter.
- Step 3**
Shake off excess water and allow filter to dry naturally for 6-8 hours. **DO NOT BLOW DRY FILTER.** Be sure to not apply any oil until the filter is completely dry.
- Step 4**
Spray AeroFlow Air Filter Oil evenly across the filter until completely covered with oil. Be sure to oil across each filter pleat spraying from about 2-3" away. Do not over oil as TOO MUCH OIL can affect the MAF sensor.

Pod filters



Panel Filters



Filter Elements





Cutaway showing our unique proprietary compression design.



KRYPTALON® ASSEMBLY INSTRUCTIONS



1. Measure desired hose length and wrap tightly with Aeroflow's non-stick cutting film, (part # AF98-2049), allowing at least 3 full rotations of the non-stick film.



2. Cut through the center of non-stick film while ensuring that you cut the hose at a 90 degree angle using Aeroflow cutters, (part # AF98-2052), or alternatively you can use a box cutting knife being careful not to fray the Kevlar braid.



3. Carefully slide the socket nut over the hose while keeping the non-stick film on the end of the hose.



4. Carefully slide the olive onto the end of the hose ensuring that the slots in the olive face towards the socket nut.



5. Carefully slide olive past non-stick film then remove the non-stick film and slide olive back up to end of hose. Apply a small amount of Aero-Seal (part # AF98-2023), onto the male thread of the Kryptalon® hose end and screw the socket nut onto the Kryptalon® hose end.



6. Secure the hose end socket using Aeroflow vice jaws (part # AF98-2001 or AF98-2002) or by using an Aeroflow aluminium wrench (part # AF98-2003 or AF98-2039). Tighten the Kryptalon® hose end clockwise until the socket nut is tight, ensuring the correct crush of the olive onto the hose. You should notice that the male thread of the fitting is not showing, covered by the socket nut.

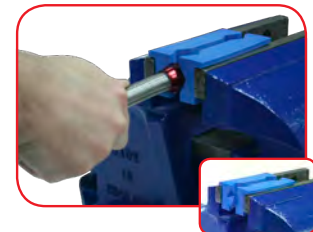
100 SERIES ASSEMBLY INSTRUCTIONS



Wrap masking or electrical tape tightly around the hose to prevent fraying and cut with hose cutters for best results.



Mark the hose with a felt pen to detect any movement while the assembly process is completed.



Place the socket in a vice, remove the tape from the hose and push it into the nut while twisting the hose. Aeroflow's soft jaw vice adapters (inset) are recommended to prevent damage to fittings.



Lubricate the threads on the hose and nipple with an aerosol and place the nipple in a vice.



Holding the hose, push the socket nut onto the nipple thread.



Tighten the fitting until the socket has a gap of approximately 1.5mm. Check that the mark on the hose has not moved from the end of the socket nut.



The Leaders in Performance Products

Rocket Industries
40 Huntingwood Drive
Huntingwood NSW 2148

Ph. (02) 8825 1900
Fax. (02) 8825 1911
Email. Sales @rocketind.com
Web. www.rocketind.com

CUSTOM PISTON ORDER FORM

Quantity Of Pistons: _____ Vehicle Make: _____

Engine Type: _____ Approximate HP: _____

Cubic Inch Displacement: _____ Max. RPM: _____

Bore Size: _____ Stroke: _____

Rod Length: _____

☐ Steel ☐ Aluminum

Rod Small-End Width: _____

Thickness Above Pin: _____

Compression Height: _____

(If Compression Height not known, Arias needs
Block Height, Stroke, Rod Length & Deck Clearance.)

Block Height: _____ Compression Ratio: _____

Head Gasket Thickness: _____ Deck Clearance: _____

Positive or Negative Volume Needed (If Known): _____

Piston Type: ☐ Dome ☐ Flat Top ☐ Dish ☐ Inverted Dome

PIN SPECIFICATIONS

Pin Diameter: _____ Pin Length: _____

Pins With Order: ☐ Yes ☐ No Pin Quantity: _____

Pin Usage: ☐ Standard ☐ Medium ☐ Heavy ☐ Extreme

Pin Fit: ☐ Yes ☐ No Offset Pin: ☐ 0.020 ☐ 0.040 ☐ 0.060

Locks: ☐ SpiroLoc ☐ Tru-Arc ☐ Single ☐ Double ☐ Wire

☐ No Locks ☐ Other: _____

ARIAS Pistons reserves the right to choose appropriate pin length if supplying pins

If Needed: ☐ Buttons ☐ Oil Rail Support Cyl. Qty: _____

APPLICATION INFORMATION

Pistons Designed For: ☐ Drag Racing ☐ Circle Track ☐ Road Race

☐ Street/Strip ☐ Marine ☐ Restoration

☐ Other: _____

Class: _____ Series: _____

ENGINE SPECIFICATIONS

Fuel Type: ☐ Gasoline ☐ Alcohol ☐ Nitro

☐ Nitrous: How Much HP: _____

Motor Type: ☐ Carbureted ☐ Injected

☐ Turbo Charged: Lbs. Boost: _____ ☐ Blown: Lbs. Boost: _____

☐ Other (Please Specify): _____


Purchasing Rings with Order: ☐ Yes ☐ No Cylinder Qty: _____

If NOT Purchasing Rings, Please Provide Ring Set Brand: _____

And Part Number: _____

Axial Ring Widths:  Axial Ring Widths:

Top: _____ 2nd: _____ Oil: _____

Radial Ring Widths:  Radial Ring Widths:

Top: _____ 2nd: _____ Oil: _____

CAMSHAFT SPECIFICATIONS

Type: ☐ Hydraulic ☐ Solid ☐ Roller

Gross Valve lift: In: _____ Ex: _____

Lobe Separation (°): _____

Degrees Installed: + _____ ° - _____ °

Valve Pockets Needed: ☐ Yes ☐ No

Pocket Depths Desired (If Known): In: _____ Ex: _____

Duration @ .050: In: _____ Ex: _____

Valve Lift # TDC: In: _____ Ex: _____

For Maximum Compression Situations, The Following Is Needed:

Valve Lift 10° - 15° AFTER TDC: In: _____

Valve Lift 10° - 15° BEFORE TDC: Ex: _____

CYLINDER HEAD INFORMATION

Head Type (23°, 18°, etc.): _____ Part #: _____

Head Brand: _____ Program #: _____

Combustion Chamber Size in CC's: _____

Valve Diameter: In: _____ Ex: _____

Free Drop (If Known): _____

Was Cylinder Head Milled?: ☐ Yes ☐ No

If Cylinder Head Was Milled, How Much?:

☐ Flat: _____ ☐ Angled: _____

ACCOUNT INFORMATION

Bill To: _____ Acct. #: _____

Address: _____

Ship To: _____ Acct. #: _____

Address: _____

Phone: _____ Fax: _____

Ship Method: _____ P.O. #: _____

CC #: _____

Name On Card: _____ Exp: _____

Deposit Amount: _____ Billing Zip Code: _____

Signature: _____ Date: _____

1. Shipping Address *We cannot deliver to PO box!

Home Phone _____
Name _____
Address* _____
City _____ State _____ Zip _____

2. Credit Card Billing Address

Name on card _____
Address _____
City _____ State _____ Zip _____
Work Phone _____

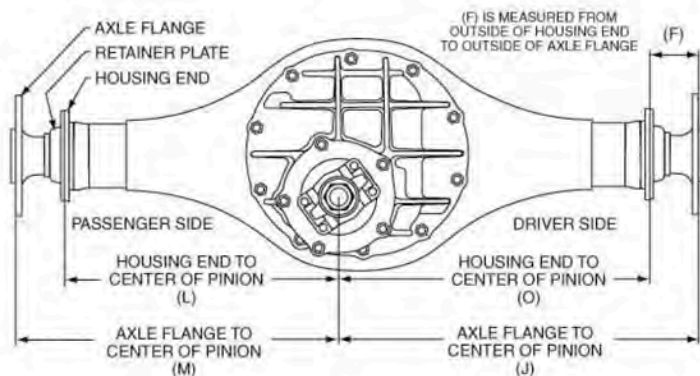
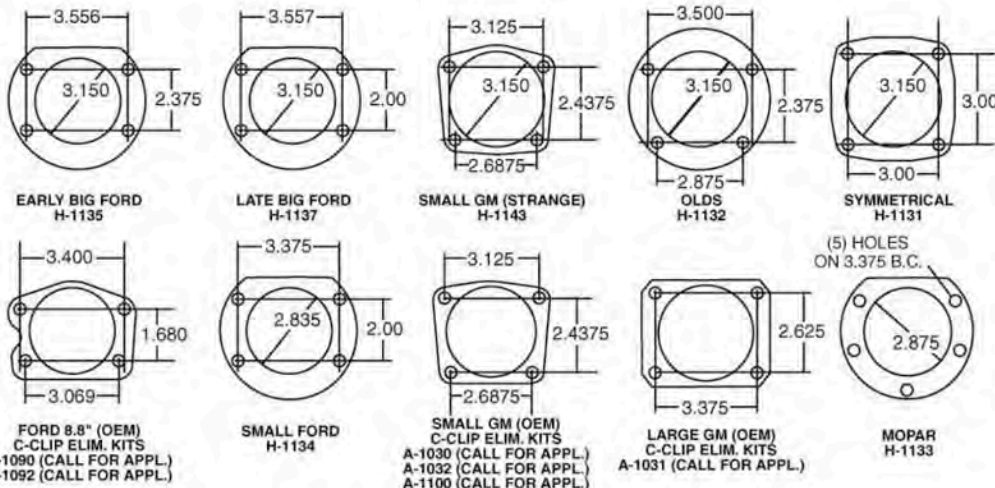
3. Billing Information

☐ Credit Card # _____
Expiration Date _____
☐ Certified Check/Money Order

Application (Street, Street/Strip, Drag, Oval) _____ Rear End (12-Bolt, 9", etc.) _____
Type & Brand of Center Section _____ No. of Splines _____
Flange O.D. (Std. is 6.245) _____ Type of Brakes _____ Vehicle Brakes are from _____
Driver Side "C" _____ Passenger Side "C" _____ "A" _____ "B" _____ "H" _____ "F" _____
Bolt Circle _____ Wheel Stud Diameter (1/2, 5/8) _____ Wheel Stud Length (2", 3") _____
What Type of Housing End? _____ (Circle Correct Type)

Below is a list of related parts available to correctly install your axles. Check any that may apply. A salesperson will contact you with pricing and package deals where applicable.

- ☐ Axle Bearings
- ☐ C-Clip Eliminator
- ☐ Ring & Pinion
- ☐ Bearing Retaining Plates
- ☐ Spool
- ☐ R&P Install Kit
- ☐ Wheel Studs
- ☐ Spool Bearings
- ☐ Other _____



To order a custom housing OR if you want us to calculate axle lengths, please provide the following information:

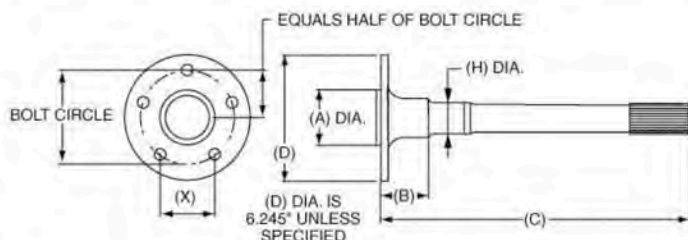
- Passenger Side Housing End to C.P. (L) _____
- Driver Side Housing End to C.P. (O) _____
- Housing End to Housing End (L) + (O) _____
- Passenger Side Axle Flange to C.P. (M) _____
- Driver Side Axle Flange to C.P. (J) _____
- Axle Flange to Axle Flange (Wheel to Wheel) equals (M) + (J) _____

NOTES: (1) Axle Flange to Axle Flange is measured from the OUTSIDE (Wheel Side) of the axle's flange to OUTSIDE (Wheel Side) of the opposite axle's flange.

(2) If you have listed only housing end to housing end or axle flange to axle flange - you must specify pinion offset.

NOTES: (3) (B) dimension should be measured with the axle bearing removed. If you cannot remove the axle bearing, insure that you supply a proper (F) dimension.

(4) (H) Dimension is not necessary if receiving bearings from Strange.





ROCKET

The Leaders in Speedway Products



www.rocketind.com

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General Sales:

(02) 8825 1900

Fax:

(02) 8825 1996

International Phone:

61 2 8825 1991

International Fax:

61 2 8825 1996

Website:

www.rocketind.com

Email:

speedway@rocketind.com

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Committed to the future of Australian Speedway

Welcome to the Speedway section of the 2019 Rocket Industries Products and Accessories Catalogue. These pages represent the level of commitment we have to supply you with the very best in Speedway parts and accessories. We are a genuine warehouse distributor, stocking products from over 150 leading manufacturers and suppliers. With over 40,000 different part numbers in stock we are able to ship most orders on the same day. We are serious about supplying you with the right parts. If we do not have a particular item you need, we will be happy to place a special order directly with our suppliers. We have established supply chains from overseas which enable fast and reliable service and parts sourcing without all the headaches and hidden charges.

Each and everyone at Rocket has a genuine passion for motorsport, many staff members have their own street machine, hot rod or race vehicle or are associated with a team. This depth of knowledge and understanding of the demands placed on a car under extreme conditions reflects in the pride and winning attitude of our team at Rocket.

At Rocket we are always looking forward and have allocated special sections of our business to key markets such as Speedway, Drag Racing & Hot Rods and Customs. We have employed dedicated professionals who are committed to supplying these markets with the best the aftermarket has to offer. Along with this is a dedicated warranty and support section which has the ability to offer our customers product testing and repairs on all our products with full factory support.

No matter how large or small your racing needs are Rocket's mission is to supply you with the right products at competitive prices - when you need them. Enjoy...

Quick Index

Chassis & Accessories

Chassis, Motor Plates, Rock Screens, Bumpers, Nerfs

S1 – S3

Body Panels & Accessories

Body Panels, Guards, Deflectors, Pans

S3 – S5

Front End Components

Front Axle Assemblies, Steering Arms, Combo Arms, Spindles, Direct Mount Front Hubs, King Pins, Front Arms & Bars

S5 – S6

Steering Components

Steering Boxes, Pumps, Hose Kits, Pit Man Arms, Steering Mounts, Steering Wheels, Fluids, Tie Rods & Drag Links, Radius Rods

S7 – S9

Sprint Car Engine Accessories

Front Cover Assemblies, Water Pumps, Radiators, Gauges, Ignition Components, Air Filters, Outerwears, Oil Pumps, Dry Sump Tanks, Exhaust

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Fuel Tanks & Accessories

Fuel Tank Mounts, Fuel Plate Assembly, Tank Assemblies, Bladders

S17

Wings & Accessories

Top Wings, Front Wings, Posts, Trees, Mounts, Rams, Pins, Clevis Ends, Straps

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Torque Balls, Torque Tubes, Housings, Drive Shafts, Uni Joints, Couplers

S20 – S21

Rear Ends & Components

DMI Rear Ends, Lower Shafts, Bird Cages, Spacer Kits, Wheel Nuts, Rear Arms, Shifters, Gear Sets, Jacobs Ladders, Shifters Assemblies, Ring & Pinion

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Shocks, Torsion Bars & Accessories

Stops, Arms, Alloy Shocks, Shock Covers, Pin & Stud Kits, Torsion Bars

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Speedway Fasteners

Nut & Bolt Kits, Stud Kits, Washer Kits, Spacer Kits, Rod Ends, Stainless Hoses

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Speedway Seats & Safety

Sprint Seats, Full Containment Seats, Seat Padding, Seat Covers

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Speedway Wheels

Rear Splined Wheels, Direct Mount Fronts, Covers, Caps, Bolts, Front Hubs, Bleeders, Bead Breakers, Tyre Sippers, Tyre Groovers, Air Tanks

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600 & Micro Chassis & Components

Chassis, Panels, Front Ends, Steering, Engine, Wings, Driveline, Rear End, Suspension, Hardware, Wheels

S37 – S40

Midget Chassis & Components

Chassis, Panels, Front Ends, Steering, Engine, Wings, Driveline, Rear End, Suspension, Hardware, Wheels

S40 – S41

Wingless

V6 Wingless Mounts, Extractors, Adaptors, Battery Cradle

S42

Pit Equipment, Tools & Trailer Organisers

Wrenches, Ignition Tools, Tape, Chassis Stands, Workshop Tools, Cabinets, Shelves, Hangers, Tool Trays, Racks, Wall Mount Brackets

S42 – S46

For the latest NEW Speedway Products and Product Specials join the Rocket Speedway mailing list.
Just email your details and email address to:

speedway@rocketind.com

With the integration of Our Speedway catalogue into the Main Rocket Catalogue some of the non specific Speedway sections have not been repeated. This means that you will have to refer to the main ROCKET Catalogue for products such as:

- Apparel - Shirts, Hats, Aprons & Gear Bags
- Trailer & Pit Accessories & Tools
- Engine Building & Tuning Tools
- All Performance Engine Parts & Accessories
- Hoses and Fittings
- Chemicals, Fuels & Lubricants
- Batteries & Chargers
- Air Filters & Breathers

A

Air Filters	\$10, \$41
An Cap & Plug Kit	\$46
Angle Finder	\$45
Arm Gaurds	\$3,
Axle Racks	\$43
Axles	\$5,\$21, \$22, \$37

B

Balaclavas	\$34
Ball Valves	\$13, \$14
Barrel Valves	\$12
Battery Cradle	\$42
Bead Breakers	\$36
Bell Cranks	\$13
Belt Tightening Tool	\$46
Bird Cages	\$24
Bladders	\$17
Bleeders	\$36
Bleeder Tank	\$36
Body Panels	\$3, \$4,
Bolts	\$29, \$30, \$31
Boots	\$34
Brakes	\$26, \$27, \$28, \$29
Brake Bleeding Tool	\$29, \$46
Brake Fluid	\$29
Brake Lines	\$29
Brake Pedals	\$2
Breathers & Filters	\$10
Bump Rubbers	\$26
Bump Cup	\$26
Bumpers	\$2, \$3

C

Cam Drives	\$9
Cam Seals	\$10
Chassis	\$1, \$37, \$40
Chassis Spuds	\$1
Chassis Stands	\$45
Chassis Tabs	\$1
Combo Arms	\$8
Crank Flanges	\$42
Crimping Tools	\$14

D

Dash Panels	\$4
Deutsch Connectors	\$14
Diffis	\$22
Direct Mount Hubs	\$5
Drag Links	\$9
Drive Shafts	\$21
Dry Sump Pumps	\$9
Dry Sump Tanks	\$10
Dzus Fasteners	\$4

E

Earphones	\$33
Engine Blanket	\$3
Engine Heaters	\$11, \$12
Engine Handles	\$45
Engine Mounts	\$1, \$2
Engine Oil	\$9
Engine Plates	\$1, \$2
Engine Rotator Tool	\$45
Engine Sling	\$45
Engine Stand	\$44
Exhaust Clamps	\$16
Exhaust Turn Downs	\$17

F

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Filters	\$10, \$13, \$14
Floor Pans	\$3
Front Axles	\$5
Front Engine Plates	\$1, \$2
Front Clip	\$1
Fuel Injection	\$12, \$13,
Fuel Lines	\$12, \$13
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Fuel Pumps	\$13
Fuel Shut Offs	\$13, \$14
Fuel Tanks	\$17
Fuel Tank Covers	\$45
Fuel Tank Racks	\$43

G

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Gear Trays	\$23
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High Speed Gauges	\$13, \$45
Honeycomb	\$11
Hoods	\$3
Hood Blanket	\$3, \$45
Hood Plates	\$3
Hood Savers	\$4
Hubs	\$5

I

Ignition Boxes	\$15
Ignition Leads	\$15
Ignition Switch	\$14
Injector Wash Plugs	\$13

J

Jack	\$45
Jacobs Ladders	\$24, \$25

K

Kick Panels	\$4
Kill Switches	\$14
King Pins	\$6
King Pin Reamer	\$45
Knee Gaurds	\$8

L

Leads	\$15
Leak Down Testers	\$13, \$45

M

Magnetos	\$14, \$15
Main Bypass	\$12
Midget Parts & Accessories	\$40, \$41
Motor Plates	\$1, \$2

Mud Scrapers	\$45
Mud Repellant	\$45
Mufflers	\$17
Mule Accessories	\$44

N

Nerf Bars	\$2, \$3
Nose Panels	\$3
Nose Wings	\$19
Nose Wing Posts	\$19, \$20
Nose Wing Racks	\$43
Nose Wing Straps	\$20
Nose Wing Tool Tray	\$43
Nozzles	\$12
Nuts	\$31

O

Oil, Fluids	\$8, \$9, \$10, \$11, \$13, \$22, \$29, \$45
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Oil Pumps	\$9
Oil Tanks	\$10

P

Padding	\$32
Pedals	\$2
Pit Equipment	\$42, \$43, \$44, \$45, \$46
Pitman Arms	\$8
Points Boxes	\$14
Power Steer Hoses	\$8
Power Steer Pump	\$6
Power Steering Fluid	\$8

Q

Quick Release Hub – Steering	\$9
Quick Release Brake Fittings	\$29

R

Radiators	\$11
Radiator Hoses	\$11
Radiator Racks	\$44
Radiator Scoops	\$4
Radiator Support Channel	\$4
Radio - One Way	\$33
Radius Rods	\$8
Radius Rod Clips	\$44
Radius Rod Covers	\$4
Radius Rod Rack	\$44
Radius Rod & Arm Building Tool	\$45
Ram Tube Seals	\$10
Rear Ends	\$22
Rear End Snout Facing Tool	\$45
Rear End Snout Heli Coil Kit	\$45

Return Manifolds	\$14
Rocker Covers	\$10
Rock Screens – Radiator	\$11
Rock Screens – Driver	\$2
Rod Ends	\$9
Roll Bar Padding	\$32
Run Out Measuring Tool	\$45

S

Safety Equipment	\$32, \$33, \$34
Safety Wire Drill Jig	\$45
Scoops - Nose	\$3
Scoops – Radiator	\$4
Scrub Bags	\$14
Seats	\$32
Secondary Bypass	\$12
Set Up Blocks	\$45
Shifters	\$24
Shocks	\$25, \$26
Shock Rack	\$42
Shock Towers	\$1
Side Panels	\$4
Sipers	\$36
Socks	\$34
Spacers	\$23
Spark Boxes	\$15
Spark Plugs	\$15
Spark Plug Leads	\$15
Spindles	\$6
Spindle Nut Wreches	\$45
Spuds	\$1
Stagger Tapes	\$36
Stands	\$45
Steering Arms	\$8
Steering Boxes	\$7
Steering Box Top Plates	\$7
Steering Box Mounts	\$1, \$7
Steering Gear Rack	\$43
Steering Pump	\$6
Steering Wheels	\$8
Studs	\$30, \$31
Suits	\$34
Sure Shot Pressure Sprayer	\$45

T

Tabs	\$1
Tachometers	\$15
Tear Offs	\$33
Tether Strap	\$9
Throttle Arms	\$13
Throttle Pedals	\$2
Throttle Linkage	\$13
Tie Rods	\$9
Timing Covers	\$10
Timing Lights	\$15
Timing Window Cover	\$10

Titanium Bolts	\$29, \$30, \$31
Torsion Arms	\$25, \$26
Torsion Bars	\$25
Torsion Bar Rack	\$42
Torsion Bar Reamer	\$45
Torsion Bushes	\$25
Torsion Stops	\$25
Torsion Tool Tray	\$42
Torsion Tube Bullets	\$45
Torque Balls	\$20
Torque Ball Housings	\$20
Torque Ball Housing Blanket	\$20
Torque Tubes	\$20
Torque Tube Hoops	\$1
Transporter Parts & Accessories	\$42, \$43, \$44
Turn Downs	\$17
Tyre Durometer	\$36
Tyre Gauge	\$36
Tyre Repair Kit	\$36

U

Underwear	\$34
Uni Joints	\$20

V

Valve Covers	\$10
Visors	\$4
V-Band Clamps	\$16

W

Wall Cabinets	\$43, \$44
Warning Lights	\$16
Washers	\$31
Water Heaters	\$11
Water Pumps	\$10
Weather Stations	\$12
Wheels	\$35, \$36
Wheel Balancer	\$36
Wheel Covers	\$35, \$36
Wheel Nuts	\$5, \$24
Wheel Spacers	\$23
Wheel Wrench	\$36
Wings	\$17, \$18, \$19
Wing Hoses	\$19
Wing Posts	\$18, \$19
Wing Racks	\$43
Wing Rams	\$18, \$19
Wing Trees	\$18
Wing Valves	\$19
Wicker Bill - Wing	\$18, \$19
Wingless Parts & Accessories	\$42

CHASSIS



XXX Raked Cage Sprint Car Chassis

Race proven quality and craftsmanship has shot the XXX product to numerous 410/360, winged and non-winged championships and race wins across the world. The 87/40 and 88/40 raised rail chassis has been designed with the most common dimensions available on the market today. Entirely constructed of certified and tested TIG welded 4130 Chrome moly tubing.

Technical Specifications

- 100% Chromoly Tubing • Weight: 195lbs. • Torsion Bar Split: 1 3/4"
- 1" Raised Rail • Torsion Bar Length: 30"

Features

- 90° Shock towers to save shock absorbers in accidents • Long rear radius rod provision
- Gnuiled torsion tubes for a slip free surface when mounting front wing post clamps
- Centre mount 1" nose wing post spuds • Half and full box steering mount provision
- Dual top wing post/tree mounts • Rake cage, suitable for tall or short drivers
- Right side intrusion bar • Torque tube hoop

Options

- 87" or 88" wheelbase

XXX 87/40 Sprint Chassis

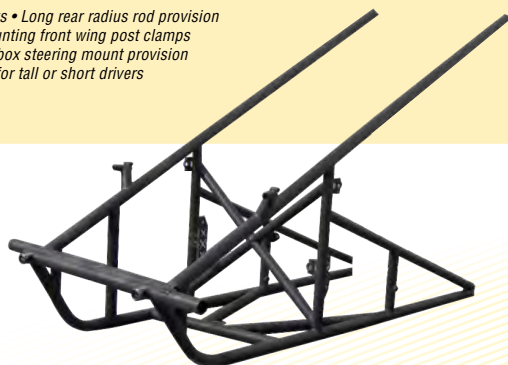
TXRCS1000872S

XXX 88/40 Sprint Chassis

TXRCS1000882S

XXX Sprint Car Chassis Replacement Front Clip

Full chassis from the Engine plate forward including down tubes. Constructed of the same 100% certified and tested Chromoly as the XXX chassis.



Available for Standard or Tall Chassis.
Call for details.



XXX Top Wing Spud

Spud and gusset available separately.
Wing Post Spud TXRC-SPUD-0023
Wing Post Gusset TXRC-SPUD-0017



XXX Fuel Cell Tabs

Suitable to replace the fuel cell mounts on any chassis using an outlaw style tank.

Upper Cell Mounts TXRC-SPUD-0016
Lower Cell Mounts TXRC-SPUD-0024



XXX Chassis Steering Box Clamp Left Side

Supplied complete with two bolts this kit will weld onto any chassis.
TXRC-SPUD-0021



Transponder Pouch

RS-JOE17510



SCI Billet Transponder Bracket

RS-SCI-1104

MOTOR PLATES



XXX Aluminium Rear Motor Plate

Black anodised. Lightened on inside so dirt can't get trapped in lightening pockets. All holes are drilled and tapped, with multiple pump mounting holes for standard or raised cam engines. Suit XXX, Maxim, and Eagle.
TXRC-SC-EG0006B



SCI Long Raised Rail Black Motor Plate

RS-SCI-1197



LRB 3° Motor Plate Wedge

Designed to create more forward drive, the pair fit between the chassis and the engine plate to create a 3° inclination.
RS-LRBWDGE-E/M



SCI Motor Plates

Designed to allow the chassis to flex at the front. CNC machined 2024 aluminium is black anodised and bushes are replaceable.

Bushed Front Motor Plate RS-SCI-1165
Replacement Bushes RS-SCI-1164



DMI Light Weight Aluminium Front Motor Plate

Pre drilled and tapped for oil tank bracket.
DMI-SRC2830

CHASSIS ACCESSORIES



XXX Sprint Car Halo

4130 chromoly, compatible with XXX and many other chassis. Encloses the top of the roll cage for greater driver safety. Built 24-5/8" wide and 7-7/8" from front to back.
TXRC-SC-CH-0020



Bolt On Head Protection Bars

Fit most chassis - call for compatibility.
BHR091

XXX Torque Tube Hoop

4130 chromoly. 6-1/2" centre - centre.
TXRC-SC-CH-0007

HRP Torque Tube Hoop

7" centre-centre
HRP-8065



HRP Wing Valve Tab
HRP-0009T.125



HRP Master Cylinder Tab
HRP-0137T



HRP Brake Pedal Tab
.200" hole O.D
HRP-0096T

HRP Half Box Steering Tab

Accepts half box style mounting brackets.
Sold individually.
HRP-0125T



HRP Down Tube Wing Spud

1.250" x .120"
HRP-3081W



HRP Brake Line Tab

Suitable for #3 Bulkheads.
HRP-0093F



HRP Nerf Bar Spud

Front & Side Nerfs
HRP-3050W
Rear Nerf
HRP-3060W



HRP SureLoc Shifter Tab

Weld on tab - suit DMI and Winters shifters.
HRP-0127T

HRP Radiator Mount Tab

4130 Chromoly, 7 1/2" long.
HRP-0090F



XXX Wing Tree Tab

Designed to replace rear wing tree tab on almost any sprintcar.
TXRC-CJ-14



XXX Wing Ram Tab

Chassis tab for hydraulic wing ram. Able to be fitted to any chassis.
TXRC-CJ-13



XXX Front Shock Towers

90 degree shock towers will suit any chassis.
Left Front TXRC-SPUD-0031
Right Front TXRC-SPUD-0032





MOOSE Bushed Front Motor Plate

Bushed where it bolts to the chassis, the torque and power of modern sprintcar engines give motor plates a beating. Replaceable bushes allow for longer service life.
MOO-2115



MOOSE Bushed 2 Piece Front Motor Plate

Black anodised billet aluminium two piece plates are bushed to bolt to the chassis, the torque and power of modern sprintcar engines give motor plates a beating. Replaceable bushes allow for longer service life.
MOO-2135



MOOSE Replacement Motor Plate Bushes
Supplied as a pair. Suits all Moose motor plates.
MOO-2045

SPP Chassis to Top of Block
3/8-16 x 2-1/2"
SPPHH375-16-2500

SPP Motor Plate to Chassis Bolt
3/8-24 x 2-3/8"
SPPHH375-24-2375

SPP Front & Rear Motor Plates to Block
3/8-16 x 1-1/8"
SPPHH375-16-1125

PEDALS

XXX Gas Pedal

Black powdercoated 4130 Chromoly tube 12" Long and 4" wide.
Weight: 0.6 lbs
TXRC-SC-CH-0006



HRP 12" Gas Pedal
4130 Throttle Pedal
Titanium Throttle Pedal

HRP-8105
HRP-8106



XXX Carbon Throttle Pedal
TXRC-SC-CH-0006C

HRP 9" Short Gas Pedal

4130 Chromoly steel coated black or titanium.
Chromoly HRP-8107
Titanium HRP-8108

HRP Brake Pedal

4130 Std Rail
Titanium STD Rail
Raised Rail
Titanium Raised Rail

HRP-8100
HRP-8101
HRP-8100RR
HRP-8101RR



XXX Brake Pedal Raised Rail

Black powdercoated 4130 Chromoly pedal to suit raised rail cars. 13" Long from chassis pivot to bottom. 2-3/8" centre - centre from chassis pivot to master cylinder spud. 5" wide.
Weight: 0.4 lbs
TXRC-SC-CH-0005

Triple X Race Co



XXX Carbon Fibre Raised Rail Brake Pedal
TXRC-SC-CH0005CF



SALDANA Floor Mount Gas Pedal
SAL-TP

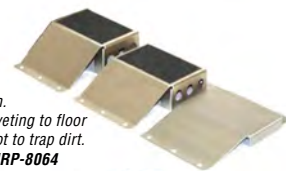
HRP Heel Riser Foot Retainer

HRP-8056



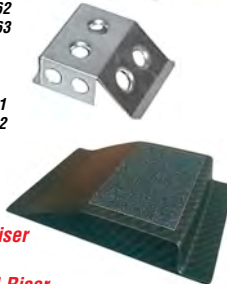
HRP Heel Riser

Fabricated aluminium.
Pre drilled for pop-ripping to floor pan, and designed not to trap dirt.
1/2" Heel Riser **HRP-8064**
1 1/8" Heel Riser **HRP-8062**
1 1/2" Heel Riser **HRP-8063**



SALDANA Heel Riser

1" Height **SAL-HR-1**
2" Height **SAL-HR-2**



XXX 1" Carbon Heel Riser

TXRC-SC-CF7297CF

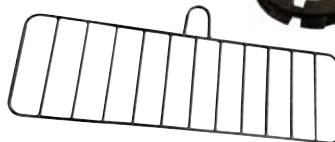
XXX 1 1/2" Carbon Heel Riser

TXRC-SC-CF6335CF

ROCK SCREENS

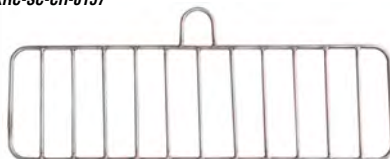
Rock Screen Clamp

TXRC-SC-CH-0158

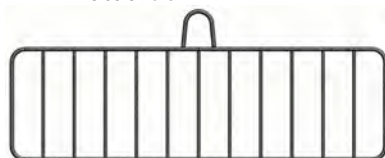


XXX SPRINT CAR ROCK SCREEN

XX Sprint Car Rock Screen. Black powder coated. Mandrel bent steel screen easily attaches to the roll cage uprights of most all Sprint Car chassis and adds protection for the driver from debris entering the cockpit. Slots are 2" apart. Width: 25", Height: 7 1/2". Color: Black, Slots: 2" wide.
TXRC-SC-CH-0157



XXX Titanium Rock Screen
TXRC-SC-CH-0157T



HRP Titanium Rock Screen
HRP-8068-S

BUMPERS & NERFS

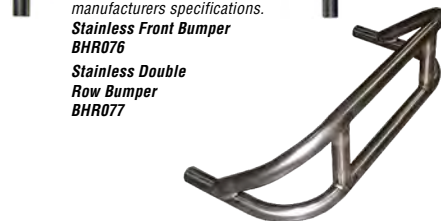


Front Bumpers

Designed to fit all major chassis manufacturers specifications.

Stainless Front Bumper
BHR076

Stainless Double Row Bumper
BHR077



Double Row Nerf Bars

The most protection for your headers, mufflers and car from being damaged. Double row nerfs also help to prevent jumping wheels in tight racing situations.

Left Hand Nerf BHR080
Right Hand Nerf BHR081



Nerf Bars

Jig Fabricated for Standard or up rail sprint car's. Designed to fit all major chassis manufacturers specifications. Stainless steel.

Shorty R/H Stainless BHR083
Shorty L/H Stainless BHR082
Long R/H Stainless BHR085
Long L/H Stainless BHR084

Double Row Front Bumper

TXRC-SC-BN-9276B



Front Bumper
TXRC-SC-BN-0019B



XXX Black Bumpers & Nerfs
Shorty R/H Shorty Nerf
TXRC-SC-BN-0002B



Shorty L/H Shorty Nerf
TXRC-SC-BN-0004B

Rear Bumper w/ Post & Braces
TXRC-SC-BN-0006B



Rear Bumpers

Available in different styles and designed to fit all major chassis manufacturers specifications and dimensions.

Basket Rear Bumper BHR078
Rear Bumper w/ Post & Braces TXRC-SC-BN-0012

SPP Titanium Nerf Bar Bolts
10/32 X 1-1/2"
SPPHL-10-32-1500



Bumper And Nerf Hardware Kit

Includes all nuts and bolts for front and rear bumpers, and left and right nerfs.
TXRC-SC-BN-3472

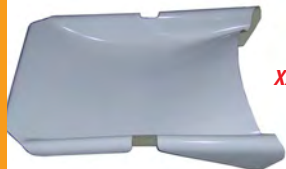


Titanium Nerf Bar Bolt Kit

Super light titanium nerf bolt kit with jet nuts. Includes all nuts and bolts for front bumper, rear bumper, left and right nerfs. Fits all cars. Bolt Material:

Titanium Bolt Size: 10-32 x 1.50"
Hex Socket Cap Nuts: 10-32 Jet Nut
TXRC-SC-BN-3500

HOODS & SCOOPS



XXX Clean Air Scoop
Suited to the XXX
"Clean Air" hood.
Gel Coat White
TXRC-SC-BW-0022

Available by special order in Black and Carbon Fibre

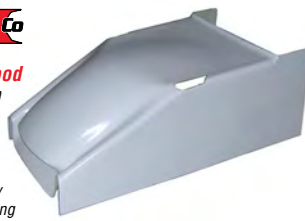


XXX Clean Air Hood

Takes only cool, clean air from the airbox and directs it to the injection. All dirty air is pushed over and around the hood away from the motor, keeping engine and air filter free of dirt and debris.

White Gel Coat TXRC-SC-BW-0023

Available by special order in Black and Carbon Fibre



XXX Dual Duct Scoop

Suits Dual Duct Hood.

Standard Cage – White Gel Coat TXRC-SC-BW-0050
Rake Cage – White Gel Coat TXRC-SC-BW-0075
Tall Chassis – White Gel Coat TXRC-SC-BW-0082

Available by special order in Black and Carbon Fibre

XXX Dual Duct Hood

Two outer inlets let engine breathe cool, clean air evenly into the injectors. Middle and side vents remove warm air from behind the radiator, and sweep it away from the engine bay and injection.

Standard Cage – White Gel Coat TXRC-SC-BW-0051
Tall Chassis – White Gel Coat TXRC-SC-BW-0068

Available by special order in Black and Carbon Fibre



XXX Sprint Car Dual Duct Inside The Rail Nose

Fiberglass nose for the "Dual Duct Inside The Rail" hood. Gel-Coated white. Two outer outlets (on the hood) lets engine breathe cool, clean air evenly into the injectors from underneath the nose. Style: Inside the rail dual duct. For use with hood TXRC-SC-BW-6837. Fits: Standard and Wedge Style 87" or 88" Chassis.
TXRC-SC-BW-6119

Available by special order in Black and Carbon Fibre



XXX Inside the Rails Dual Duct Hood

Two outer inlets let engine breathe cool, clean air evenly into the injectors. Middle and side vents remove warm air from behind the radiator, and sweep it away from the engine bay and injection.

Gel Coat White TXRC-SC-BW-6837

XXX Hood Plate

Hood Plates are sold separately for down tube style hoods. Aluminium. Pre drilled. Rivets to the outer side of the hood, and allows top flag to dzus in place.

TXRC-SC-BW-0100

Hood Blanket

Great for keeping the heat in engine and engine bay between races.

RS-KRP015



ARM GUARDS

XXX Left Hand Wedge Full Arm Guard

Full Enclosure Left Arm Guard. 2" Taller and Wedge Chassis. Fiberglass. Gel-Coated white. Completely encloses the left side of the cockpit leaving a small opening for driver entry/exit. Deflects air around the driver and rear of the car. Light and strong. Only fits cars with no left side safety bar.

Material: Fiberglass

Color: White

Finish: Gel-Coated

Style: For use on cars with no left side safety bar. Fits: 2" Taller and Wedge Style Chassis. 87" or 88".

Weight: 3.8 lbs

TXRC-SC-BW-6599



XXX Left Hand Arm Guard

Designed to shape around the left side safety cage and enclose the left side of the cockpit, deflecting air around the driver and the rear of the car.

Standard Chassis – Gel Coat White

TXRC-SC-BW-0003

Tall Chassis – Gel Coat White

TXRC-SC-BW-0057

Available by special order in Black and Carbon Fibre

XXX Wedge Right Hand Arm Guard

Moulded wedge shape for extra elbow room.

Designed to be used with new style "Dual Duct"

hood, and will work with most hoods on the market.

Tall Chassis – Gel Coat White
TXRC-SC-BW-0061



XXX Bubble Right Hand Arm Guard

Moulded with bubble shape for extra elbow clearance.

Gel Coat White
TXRC-SC-BW-0025

FLOOR PANS



XXX Aluminium

Wrap Around Floor Pan

Will suit XXX/Maxim style raised rail cars that use wrap around style floors. Measurement is obtained from centres of tube below motor plate, to rear K – brace.

15-1/2" Floor Pan TXRC-SC-BW-0013

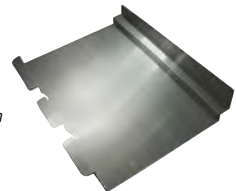
17-1/2" Floor Pan TXRC-SC-BW-0007

XXX Aluminium

Drop In Floor Pan

Radius bends for perfect drop in fit. Suits 15 1/2" centres from bar below motor plate to rear K – brace.

TXRC-SC-BW-0015

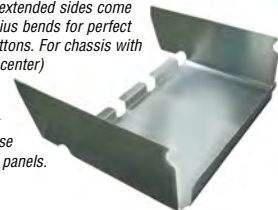


XXX Extended Side Floor

Aluminum floor Pan with extended sides come up above the muffler. Radius bends for perfect fit. Not drilled for dzus buttons. For chassis with 15 1/2" spread (center to center) from bar below motor plate to rear K-Brace.

Super strong 0.080" thick to protect your feet. For use with fiberglass upper kick panels.

TXRC-SC-BW-0016



HRP Aluminium

Drop In Floor Pan

Designed for standard rail cars.

HRP-8317



SPP Floor Pan to Chassis 1/4-28 x 1/2"
SPPHH-250-28-500

SPP Titanium Hex Head Floor Pan Bolt
10-32 x .625"
SPPHH-10-32-625

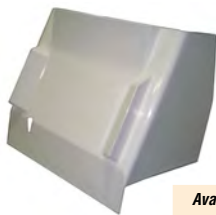


DASH PANELS



XXX Aluminium Dash

Aluminium dash notched for throttle linkage and motor plate brackets. 90° Top surface for Hood Attachment. Suit tall chassis.
TXRC-SC-BW-0008



XXX Inside the Rails Dash
Must be used in conjunction with the Triple X inside the rail hood.
Gel Coat White
TXRC-SC-BW-6447

Available by special order in Black and Carbon Fibre

SPRINT VISORS

HRP Aluminium Left Side Cage Visor

Universal design, to shield sunlight from the left side of the driver.
HRP-8330



HRP Aluminium Visor

Short style is slitted for hose clamps or cable ties. Long style is drilled for dzus button mounting.
7" Visor **HRP-8319S**
10-1/2" Visor **HRP-8319L**

LOWER PANELS



XXX Aluminium Kick Panel

Single piece left hand and 2 piece vertical split right hand side design. Notched for nerf bar spuds, standard and long radius rod pick ups and gear shifter.
TXRC-SC-BW-0005
TXRC-SC-BW-0006



XXX "Horizontal Split Design" Upper Kick Panels

Gel-coated fibreglass, notched for nerf bar spuds, splits horizontally above muffler. Convex "Bullet" design goes over radius rods.

R/H Upper White
R/H Upper Black
L/H Upper White
L/H Upper Black

TXRC-SC-BW-0031
TXRC-SC-BW-0031B
TXRC-SC-BW-0033
TXRC-SC-BW-0033B



XXX "Horizontal Split Design" Lower Kick Panel

Aluminium lower kick panel to be paired with upper horizontal split kick panel. Radius bends for perfect fitment, not drilled for dzus buttons.

R/H Lower Panel **TXRC-SC-BW-0030**
L/H Lower Panel **TXRC-SC-BW-0032**



Rear Enclosure Panel

Sprint Car Left Rear Enclosure Panel. Used to further enclose the rear of the cockpit keeping mud and debris off of rear end and components. Fits behind kick panels and compatible with fiberglass or aluminium kick panels on 2015 and newer model Triple X Sprint Cars with the straight rear cage upright.

Left - TXRC-SC-BW-8330

Right - TXRC-SC-BW-8331



Left Side Engine Enclosure

Engine packages are only getting more expensive, which is why it's paramount to protect the most expensive part of your car. The Triple X Engine Enclosure panels do just that - keeping heavy debris and clay away from your engine, ensuring that plug wires will always remain on and that your engine will look as good as it runs for years to come. Panels are two piece, split at the radius rod support.

Pair with right side panel (SC-BW-9832)

TXRC-SC-BW-9830



Right Side Engine Enclosure

Engine packages are only getting more expensive, which is why it's paramount to protect the most expensive part of your car. The Triple X Engine Enclosure panels do just that - keeping heavy debris and clay away from your engine, ensuring that plug wires will always remain on and that your engine will look as good as it runs for years to come. Panels are two piece, split at the radius rod support.

Pair with left side panel (SC-BW-9830).

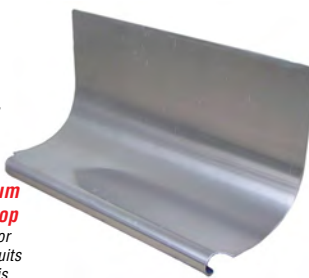
TXRC-SC-BW-9832

RADIATOR SCOOPS & SUPPORTS



XXX Aluminium Radiator Scoop

Must be drilled for dzus buttons, suits raised rail chassis.
TXRC-SC-CH-0003



HRP Aluminium Radiator Scoop

Designed to be used with standard rail chassis.
HRP-8327A

HRP Steel Radiator Scoop
Black powdercoated and designed to be used with standard rail chassis.
HRP-8327-MS



XXX Aluminium Radiator Support

Pre drilled dzues holes and cut out for radiator hose. Made to dzus at an angle to clear certain style hoods.

TXRC-SC-CH-0004



HRP Aluminium Airbox Front Panel

Protects bottom half of radiator, and serves as a mount for the radiator rock screen.

HRP-8301

HRP Sprint Car Radiator Support

Pre drilled dzues holes and cut out for radiator hose. Mounts in chassis at 90°.

2.125" Wide **HRP-8300**

2.625" Wide **HRP-8300-4**



Flat Radiator Deflector

Aluminium Flat Front Air Box. Built with the 1" raised rail angle. Dzues holes not drilled.
TXRC-SC-CH-6345

PANEL ACCESSORIES

See more panel fasteners on page 386



HRP Aluminium Hood Saver
HRP-8010V

XXX Stainless L/W Body Saver
TXRC-SC-BW-0026



Dzus Spring
.375 Spring
PANS6375



Light Weight Steel Button
.500" Button
HRP-0329



Light Weight Steel Plates
PAN8220



Aluminium Dzus Buttons
.500" Button **PANA6500**
.500" Black Button **PANABK6500**
.550" Button **PANA6550**

Large Diameter Head Dzus Buttons

Larger diameter gives greater surface coverage of the panel, giving it longer life. Also helps when the hole is opened out, as it will still hold the panel tight. Supplied individually, available in raw or black anodised finish.

Black Finish

PANBIGABK6500

7/16 Self Eject Button Black

7/16 Self Eject Button .500 grip **PANE6500BK**
7/16 Self Eject Button .550 grip **PANE6550BK**



Quick Fastener Wrench

This zinc plated spring steel tool reduces damage to fasteners and body panels, with three different sized radii to match the slots in various 1/4-turn fasteners. Includes non-slip, hand grip.
MO71600



Easy Grip Quick Fastener Wrench

Featuring an easy grip handle and redesigned zinc coated steel shank, the blade is contoured to fit inside the 1/4-turn fastener without stripping the slot.

MO71606

Quick

Fastener Washers

Quick fastener washers protect your car's finish from scratches. A must for the conscientious car owner.

Pack of 25.
MO71610



Panel Spring Adjuster Tool

The hassle of adjusting panel fastener springs is over. No more adjusting with a screwdriver or gripping with a pair of pliers. PANELfast's Panel Spring Adjuster is the right tool for the job. The panel spring adjuster is quick and easy to use, light weight and durable. It pulls the spring evenly like a panel button fastener would so you do not create any kinks or breaks in the spring. Has the ability of pushing or pulling the spring with an even amount of pressure and tension applied.

PAN7602



Triple X Race Co

XXX Front End Hardware Kit
Kit includes thrust bearings & washers, all grade 8 spindle bolts, rotor bolts steering arm bolts & grease zerks.
TXRC-SC-FE-0002



SPP Radius Rod to Front Axle Bolt
1/2-20 x 1-1/4"
SPPHH50020-1250A



SPP Titanium 9/16 Hex Radius Rod - Axle Bolt 1/2-20 x 1.250"
SPPRH500-20-1250

HUB SETS



DMI Black Widow Front Hubs

Increased material in the web of the hub and substantial perimeter weight savings make it the strongest hub available. Suit Weld and Sander wheels.

Black Widow Hub Set (Black)
Black Widow Right Front Hub (Black)
Black Widow Left Front Hub (Black)

DMI-SRC1971
DMI-SRC1968X
DMI-SRC1969X

DMI Hub Replacement Parts

Angular Contact Bearings
Oil Seal
Bearing Kit
Threaded Dust Cap
Wheel Stud Kit
Lug Nut

DMI-SRC1984X
DMI-SRC1988
DMI-SRC1990
DMI-SRC1995A
DMI-SRC1999
DMI-SRC1999A



DMI Gold Widow Front Hubs

Increased strength in the web of the hub where you need it most matched with substantial weight savings around the perimeter make it not only the strongest, but also the lightest hub available.

DMI-SRC1971G



WELD Racing Magnum Front Hubs

All hubs are forged aluminium and CNC machined for an outstanding finish. Hubs are supplied complete. Available with 3 - lug rotor provision for left front, or without. Offered in black or traditional gold anodising.

Left Front Hub Gold
Right Front Hub Gold
Left Front Hub Black
Right Front Hub Black

WEC8088-LT
WEC8088-RT
WEC8088B-LT
WEC8088B-RT

WELD Hub Replacement Parts

Stud & Lug Nut Kit
Bearing Kit
Hub Oil Seal
Billet Dust Cap
Gold Billet Dust Cap
Black Billet Dust Cap

WEC0223
WEC0229-B
WEC0321
WEC0323
WEC0323
WEC0323B



Countersunk (WELD)
SPPCS375-16-1250



Hex Head (DMI / WINTERS/ SANDER)
SPPBH375-16-1250



Titanium Lug Nut 3/8-16 Hex
SPPFLTN-375-16



DMI TETRIS Front Hubs

The newest and lightest hub DMI offer. These are the coolest hubs available!

DMI-SRC1964



Winters Complete Hub Set Gold

RS-WIN-3980 SET



Winters Complete Hub Set Black

RS-WIN-3980B SET

SPP Titanium Wheel Stud

Available in either countersunk or hex head to suit all brands of hubs. Sold Individually.



Billet Aluminium Dust Cap Oil Plug

Replacement billet dust cap and O-ring for a Midget/Sprint

3-Spoke Ultra Hub or Magnum Hub.

WEC0323-OIL Gold with oiling hole
WEC0323B-OIL Black with oiling hole
WEC0323 Gold standard
WEC0323B Black standard

SCI Oil Fill Dust Cap

Save yourself some time on your sprint car and midget program with this Oil Fill Dust Cap. The oil filled dust covers are designed for performance and time savings on maintenance. This kit comes with everything you need to convert your standard Weld and MPD front hubs from grease to oil. The specially designed dust cover works with an O-ring to create a great sealing surface in the hub to prevent oil leaking out of the front side of the hub.

RS-SCI-1200SET

Sprint Hub Bearing Spacer

These adjustable bearing spacers for Sprint and Midget race car front hubs will increase your wheel spin by over 1200%. They can be used with standard tapered roller bearings or angular contact ball bearings. These spacers will increase how freely your car rolls, putting more horsepower to the track and decreasing corner drag. Patented Adjustable Bearing Spacers increase wheel spin by over 1200%. Installing MPD bearing spacers will increase how freely your car rolls, putting more horsepower to the track and decreasing corner drag. Spacers can be used with standard tapered roller bearings, angular contact ball bearings. Once adjusted for your hub, you simply lock down your spindle nut for a perfect set of freewheeling bearings

MPD-013607



FRONT AXLES



XXX 50" x 2-1/4" Front Axle

Jig fabricated chromoly axles, suitable for Triple X or Maxim style cars. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly
- Wall Thickness: .120"
- Right Front King Pin: 12"/10"
- Left Front King Pin: 10"/9"
- Offset: 1" Left
- Weight: 14.5 lb

Chrome - TXRC-SC-FA-0002

Black - TXRC-SC-FA-0008



XXX 50" x 2-1/2" Light Weight Front Axle

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly
- Wall Thickness: .095"
- Right Front Kin Pin: 12"/10"
- Left Front King Pin: 10"/9"
- Offset: 1" Left
- Weight: 13.2 lb

Chrome - TXRC-SC-FA-0004

Black - TXRC-SC-FA-0010



XXX Wingless Coil Over 52" x 2 1/4" Front Axle

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly • Wall Thickness: .120"
- Right Front King Pin: 12"/10" • Left Front King Pin: 10"/9"
- Offset: 3" Right • Width: 52" • Weight: 16.5 lbs

Chrome TXRC-SC-FA-0200



HRP 50" x 2-1/2"

Light Weight Front Axle

Complete with a threaded panhard bar stud, aero tube uprights and threaded shock studs.

Technical Specs

- Material: 4130 Chromoly • Wall Thickness: .095"
- Left Front Caster: 10° • Right Front Caster: 12°

HRP-8041



FRONT END SET UP TIPS

Note: These instructions are specific to a 87/40 car.

Put Front Axle in the Car

1. Put the front end in the car; using a 3" block on the left side, and a 4" block on the right side.
2. Make the two right front radius rods the same length. Make the (single) left front radius rod (approx) 1/2" shorter than the right side rods. Leave the jamb nuts loose.
3. Hook up all three radius rods, and the panhard bar (tightening all nuts/bolts enough so none of them are loose).

Offset Front Axle 1" To The Left

- a. Offset the axle 1" to the left by:
 - a) Pick a side, and measure from the king pin (center) to a straight edge that runs vertically from the top rail to the bottom rail.
 - b) With the other side, measure from the king pin (center) to a straight edge that runs vertically from the top rail to the bottom rail.
 - c) Increase/Decrease the length of the panhard bar until the measurement on the left side is 1" more than the measurement on the right side.

Square The Front Axle

5. Determine the amount of desired right side lead. A good starting point for most tracks is 1/4". This will vary depending on driver preference and track shape/size.
6. With the right side of the car, measure from the leading edge of the motor plate to the back edge of the front axle. This measurement will vary depending on front axle diameter as follows:
 - 2 1/4" Front Axle = 45 7/8"
 - 2 1/2" Front Axle = 45 3/4"
- Adjust the right side radius rods evenly (each rod turned the same amount) until the above measurement is achieved.
- Note:** Another method to accomplish the same result is measure 14" from the center of the right front torsion tube, to the center of the front axle.
7. With the left side of the car, measure from the leading edge of the motor plate to the back edge of the front axle. This measurement will vary depending on front axle diameter and amount of desired lead as follows:
 - 2 1/4" Front Axle = 45 7/8" - (amount of desired lead)
 - 2 1/2" Front Axle = 45 3/4" - (amount of desired lead)

As an example, for 1/4" lead, the measurements would be (depending on the size of the front axle):

- 2 1/4" Front Axle = 45 7/8" - 1/4" = 45 5/8"
- 2 1/2" Front Axle = 45 3/4" - 1/4" = 45 1/2"

Adjust the left side radius rod until the correct measurement is achieved. **Note:** Another method to accomplish the same result is measure 14" from the center of the right front torsion tube, to the center of the front axle.

8. Repeat steps 6 and 7 until both measurements are correct. It's important to note this will take multiple attempts, as the opposite side measurement will change each time an adjustment is made.

Set the Caster

9. Measure the (current) angle of the car front and back by putting a angle finder on the bottom rail.
10. Mark the top of the right front radius rods with a sharpie (and any other pencil, pen, etc).
11. Place the angle finder on the right front steering arm.
12. Adjust the radius rods until the angle finder reads between 6 and 10 degrees, compensating for the (current) angle of the car.

The exact amount of caster will vary depending on driver preference. A good starting point is 8 degrees.

To adjust the caster, turn the right front radius rods exactly opposite amounts. This can be accomplished by keeping track of the number of turns done to the top rod, and doing the opposite on the bottom rod. Use the marks on the radius rods done in step 10 as a guide.

By turning the top and bottom right side radius rods equal and opposite amounts, you will not alter the squaring of the front axle, just the caster.

Set the Toe

13. Determine the amount of toe required. This is a driver preference, usually between 1/8" and 1/4". A good starting point is 3/16".
14. Loosen the jamb nuts on the tie rod.
15. Putting a tape measure through the frame (close to the radiator air box), measure the distance between the left side and right side wheel beads at the inside bead at the back of the wheel (the portion of the wheel "most" towards the back of the car).
16. Putting a tape measure through the frame (close to the torsion tubes), measure the distance between the left side and right side wheel beads at the inside bead at the front of the wheel (the portion of the wheel "most" towards the front of the car).
17. Adjust these measurements by turning the tie rod in/out until the front measurement is 3/16" (or the desired amount of toe) larger than the back measurement.
18. Repeat steps 15 to 17 until the desired amount of toe is reached.
19. Tighten the tie rod jamb nuts.

Recheck and Tighten

20. Recheck all the of the measurements above to ensure nothing moved during squaring. If any measurement is not accurate, undo all the steps, and restart the entire process at step 4.
21. Once all measurements are correct, tighten all jamb nuts (being careful not to move anything until all jamb nuts are tight).

KING PINS

DMI King Pins

Precision machined .859" diameter, available in steel and titanium with machined finish flange at one end.

Steel King Pin - .50 lbs.
Titanium King Pin - .27 lbs.
King Pin Cap - Short (Black)

DMI-SRC2039
DMI-SRC2059
DMI-SRC2045BK

King Pin Thrust Bearing Kit

DMI-SRC2003

WINTERS Steel King Pin

RS-WINT6476-02

WINTERS Titanium King Pin

RS-WINT6476-02T



King Pin Shims

King Pin Shim .030"
King Pin Shim .005"
King Pin Shim .007"
King Pin Shim .010"
King Pin Shim .015"

MPD-014202
MPD-014204
MPD-014205
MPD-014206
MPD-014207

SPINDLES



DMI Front Spindles

2024-T3 Aluminium Front Spindles. Available with steel or titanium snout. All snouts are Rockwell tested for hardness. "Trick" Spindle lock nut kit allows for finer adjustments.

Straight Steel Snout Spindle
Straight Steel Snout Spindle - Black
Straight Titanium Snout Spindle
Spindle Lock Nut Kit
45° Grease Zerk
King Pin Bush

DMI-SRC2000
DMI-SRC2000BK
DMI-SRC2020
DMI-SRC1997
DMI-SRC2005
DMI-SRC2035



DMI Spindle Nut Wrench

For removing dust cap from DMI GoldStar front hubs, and adjusting DMI Spindle Nuts.
DMI-SRC1998



MPD Front Spindles

Made of aircraft quality solid billet aluminium. Radiused on the outer edges to reduce weight and less prone to cracks. 10° King pin inclination, and honed bushes for a bind free fit.

Lite Weight Spindle
MPD014000SHLT

BY SPECIAL ORDER ONLY

MPD Spindle Nut Kit

Includes all hardware.
MPD-01420KLT



WINTERS Forged Spindles

Forged spindles have increased strength and durability at a great price. Tumble polished finish or black anodised, and supplied with a spindle lock nut kit.

Polished
Black Anodised
WINTERS Spindle Lock Nut Kit

RS-WINT3622P
RS-WINT3622BK
RS-KRP2377

HRP Winters Style Spindle Wrench

Suitable for Winters spindle nuts only.
HRP-6100



LOW PROFILE Grease Zerk

Suitable for any spindle, low profile gives more clearance around the axle and steering arms.

Supplied in a pack of six.
Grease Zerk
Grease Gun Needle

RS-KRP343
RS-GN

STEERING PUMPS

KSE Power

Steering Pumps

The most efficient, lightest and in the smallest package! Weighing in at 2.5 lbs, it is the lightest pump on the market. Fits all makes of Sprint and Midget chassis. It has the same bolt pattern and mounting as all KSE power steering pumps.



- Tear drop timed porting and large #10 inlet eliminates cavitation up to 10,000 engine RPM.
- 3000 PSI pressure capability with non-sticking poppet type relief valve set at 1400 PSI. Made possible by rigid construction and zero tolerance clearances with thermal expansion of only 0.0001 @ 200°F.
- Every KSE pump is flow and pressure tested to strict specifications.
- Carburized 8620 shaft with 3/8" hex drive male input and female output.
- Accepts all popular fuel pumps.

HPD Pump Counterclockwise Rotation
HPD Pump Drive Shaft
HPD Pump Adapter
HPD Seal Kit

KSC1068-002
KSC1027
KSC1067
KSC1069

Able to be used with raised or standard cam engines. Allows easy removal of power steering and fuel pump as one unit.
KSC1043



Adjustable to work on standard raised cam motors. Designed to work with KSE HPD and standard pumps
RS-LRBP58M-DS

SPP Steer Pump to Motor Plate Bolts
3/8"-16 x .700"
SPP018



SWEET MFG

POWER STEER PUMP

The Sweet P/S Pump is All new technology makes this new power steering pump hold up in the toughest conditions. It's flow control valve makes the steering both smooth and consistent from green to checkered.
Pump **SWE306-10300**



Sweet Pump Replacement Parts:

Pump Rear Cover
Drive Shaft
Drive Socket
-10AN Banjo Fitting
Internal Rotating Kit
Seal Kit
Pump Adapter

SWE321-41040
SWE321-41043
SWE321-41044
SWE321-41053
SWE321-81000
SWE321-81010
SWE325-30040



STEERING BOXES



Gen 2 Power Steering Box

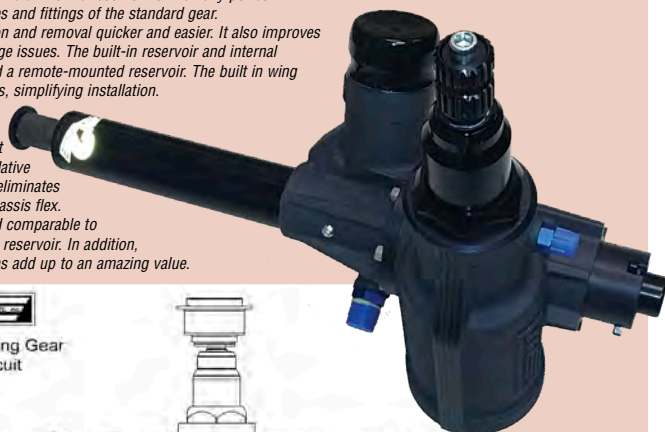
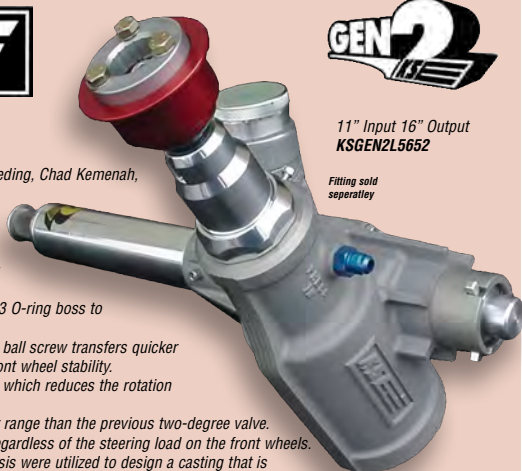
The GEN 2 was track tested for two years before it was released for production. KSE thanks a team of premier drivers including Craig Dollansky, Greg Hodnett, Brent Kaeding, Chad Kemenah, Mark Kinser, Steve Kinser, Jason Meyers, Daryn Pittman, Fred Rahmer, and Donny Schatz.

- Built in reservoir is the live tube of the gear. This cuts turbulence, aeration and provides the most cooling of any tank KSE has tested.
- Wing slider ports are O-ring sealed, utilising high flow #3 O-ring boss to 37 degree JIC #4 fittings.
- Positive feel, new four degree valve and 20% faster lead ball screw transfers quicker front wheel feedback to the hydraulic assist to improve front wheel stability.
- Inboard mount improves top steering gear mount rigidity, which reduces the rotation of the gear in the chassis.
- The new valve contours the pressure load over a greater range than the previous two-degree valve. This provides a more uniform feel in the steering wheel regardless of the steering load on the front wheels.
- Improved Durability through design and structural analysis were utilized to design a casting that is considerably stronger. The cross shaft tooth form is 40% stronger. Inboard mount eliminates the steering gear as a structural member of the chassis.
- The GEN 2 is comparable to the weight of the KSE Pro Lite gear. It is 25% lighter than the previous 1st generation KSE gear.
- Simplified Plumbing featuring a #10 line from the built-in reservoir to the pump inlet, and a #6 pressure line from the pump to the pressure port is all that is needed. The return to the reservoir is internally ported.
- The GEN 2 eliminates all external tubes and fittings of the standard gear.
- The inboard mount makes installation and removal quicker and easier. It also improves leg-room and minimizes throttle linkage issues. The built-in reservoir and internal plumbing eliminate hoses, fittings and a remote-mounted reservoir. The built in wing slide ports eliminate fittings and hoses, simplifying installation.
- Tight spots are caused by the steering load being greater than the pressure the pump can deliver. Output torque has been increased by 15% relative to pressure. The inboard mount also eliminates binding of the steering gear due to chassis flex.
- The industry leading GEN 2 is priced comparable to a standard KSE gear with a dead-tube reservoir. In addition, all the GEN 2 improvements and extras add up to an amazing value.

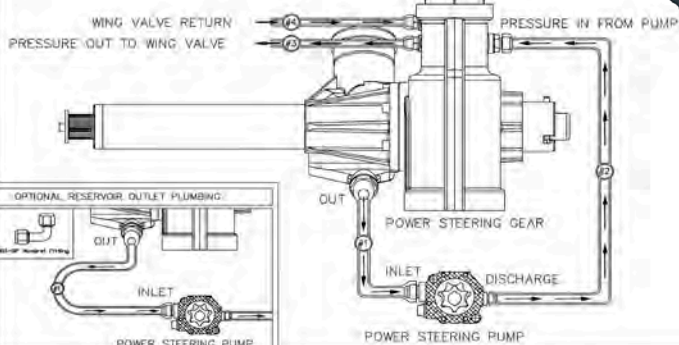
GEN 2

11" Input 16" Output
KSGEN2L5652

Fitting sold separately



Gen2 Power Steering Gear Plumbing Circuit



11" Input 16" Output
Black
KSGEN2L5652B

Replacement Parts

GEN 2 Seal Kit
KSG0035

GEN 2 Bottom Retaining Plate
KSG0028



KSE Pitman Arm Plug Suit
Hollow Output Shaft
KSG1068



KSE Pitman Arm Washer Suit
Solid Output Shaft
KSG1095

SPRINT CAR STEERING GEAR

Sweet Mfg. offers Sprint Car Steering Gears that are proven to be the highest quality and most dependable gears in just a few short years of production. Using Valving technology years ahead of the competition these gears are the lightest available. For the best results these gears should be paired with Sweet Mfg's Sprint Car Power Steering Pump.

SWE306-40110-235



KSE Splined Input Stub
KSG1025



Light Weight - Black
SWE310-40110-235



STEERING BOX MOUNTS

SCI Half Box Mount

Black anodised, quick & easy to install.
RS-KRP396P



SCI Heavy Duty Top Steering Plate

Deep socket style top steering plate, with much more surface area where the mount seats over the steering gear.
RS-SCI-1135-C



SCI Top Steering Plates w/ Shut Off

Black anodised billet top steering plates are available with side shut off mounts to suit Waterman style or Peterson style.

Waterman Style RS-SCI-1135-W
Peterson Style RS-SCI-1135-MPD



Sci Top Steering Mount

CNC machined with 6 selection mounting holes, so you can install your power steering box where the driver is most comfortable.
RS-SCI-1135



MOOSE BILLET STEERING TOP MOUNT & CLAMP

Long Steer Mount Suit Waterman Shut Off
Short Steer Mount Suit Waterman Shut Off
Long Steer Mount Suit Peterson Shut Off
Short Steer Mount Suit Peterson Shut Off

M00-3206
M00-3207
M00-3208
M00-3209

GEN 2 Weld on Mounting Tab

HRP-0125T

Suits half steering gear



HRP Top Steering Plates



Single mount hole for use with Waterman style fuel tap.
HRP-8285

No Fuel Shut off.
HRP-8298

Designed for use with Peterson or MPD style fuel shut off.
HRP-8286

SPP Top Steer Plate to Chassis Bolt

1/4-28 x 1-1/2"
SPPHH250-28-1500



SPP Steering Box Clamp Bolt
Hex Head 3/8-24 x 1.000"
SPPHH375-24-1000



SPP Half Box to Chassis Bolt
Hex Head 5/16-24 x .750"
SPPHH-312-24-750

POWER STEER FLUID SYSTEM



Pump to Valve RS-KAE-PS09
BMRS Wing Valve Hose Kit RS-KAE-PS11



Light Weight High Pressure Line

High pressure lines are designed to fit most applications. 90 degree fittings at each end allow a trouble free fit. Tested to 2600PSI.

17-1/2" L/W High Pressure Line

22" L/W High Pressure Line

13-1/2" L/W High Pressure Line

RS-KRP017

RS-KP022

RS-KAE-PS02



Light Weight Supply Line

BMRS low pressure supply line - 10 fittings. Fits directly to GEN 2 steer box and then a 90 into the pump.

RS-KP018

KSE ELIXER Racing Power Steer Fluid

With the frequency and pressure of racing power assist being twice that of stock systems, stock power steering fluid is just not adequate. The Elixer has a higher viscosity index, antifoaming, anti-wear, and antioxidation capabilities that minimize power assist fade, low corner speed assist loss, and decrease heat generation.

1 Quart

KSM1086



KNEE GUARDS

Sprint Leg Protector

Light weight aluminium formed to surround centre steering unit. Bead rolled for extra strength.

KI99500

Sprint & Midget Leg Protector

Knee guard attach to seat.

KI99600



Direct Mount Knee Gaurds

These lightweight mounts are designed for full boxes and clamp directly to the steering box.

RS-KR4000ULD



Adjustable Knee Gaurds

These mounts are designed for full boxes and are coated in rubber with fully adjustable telescopic tubes.

RS-KR3000ULR



Half Box Carbon Fibre Knee Gaurds

Made from Carbon Fibre for strength and minimal weight addition. Slides straight over the right hand side of the half box housing, and can be hose clamped or cable tied on the opposite side.

RS-KRP193

Suits Gen2 steering gear

Half Box Aluminium Knee Gaurds

Padded aluminium knee guard mounts directly to the steering box in the same fashion as the carbon model.

RS-KRP487



STEERING WHEELS & ACCESSORIES



HRP Steering Wheel

15" HRP flat aluminium steering wheel.

1-1/8" grip.

HRP-8028-125-15



SWEET MFG Steering Wheels

15" Sweet MFG flat aluminium steering wheel.

7/8" grip.

RS-70051A

15" Sweet MFG flat aluminium steering wheel, with 1" rubber coated grip.

RS-70151C



XXX Light Weight Steering Wheels

15" light weight aluminium steering wheel.

1-1/8" Grip - Black

TXRC-ST-0002BLK



JOES Ultra Light Steering Wheel

15" black anodised, aluminium steering wheel. 1" grip. 15" Wheel.

RS-13535-B

JOES Get More Grip Steering Wheel Tape

Customize your wheel for maximum comfort and help fight off fatigue. Eight wraps increase the rim diameter by 1/8".

RS-JOES13600



SPP Steering Wheel Bolt

Hex Head 5/16-18 x .625"

SPPHH-312-18-625



KSE Quick Release Steering Hub

Pull-Type Quick Release Hub, suitable for KSE Steering Gears.

KSG1027



STEERING ARMS



DMI Steering Arms Combo Arm

DMI-SRC2085



Right Hand Steering Arm

DMI-SRC2100



SPP Right Front Steer Arm Bolt Drilled

Reduced Hex 1/2-20 x 1.750"

SPPRH50020-1750D



SPP Left Front Steer Arm Bolts

1/2-20 x 2"

SPPCS50020-2000A



SPP

1/2" Press In Steel Steering Stud SPPHLS50020-2000

RADIUS RODS



XXX Radius Rods 1 1/8" diameter with 5/8" threads available in polished or anodised black

18.5" Polished	TXRC-SC-SU-0100
18.5" Black	TXRC-SC-SU-0100B
19" Polished	TXRC-SC-SU-0103
19" Black	TXRC-SC-SU-0103B
22.5" Polished	TXRC-SC-SU-0108
22.5" Black	TXRC-SC-SU-0108B
23" Polished	TXRC-SC-SU-0111
23" Black	TXRC-SC-SU-0111B
23.5" Polished	TXRC-SC-SU-0110
23.5" Black	TXRC-SC-SU-0110B
24" Polished	TXRC-SC-SU-0112
24" Black	TXRC-SC-SU-0112B
24.5" Polished	TXRC-SC-SU-0113
24.5" Black	TXRC-SC-SU-0113B

SPP Titanium Radius & Panhard Rod Stud Suitable for threaded radius rod chassis pick ups. 1/2-20 x 2.020"

SPPONS50020-2100

SPP Titanium Radius & Panhard Rod Stud 1/2-20 x 3.370"

SPPONS50020-3370

SPP Titanium 9/16 Hex Radius Rod - Chassis Bolt 1/2-20 x 2.625"

SPPRH500-20-2625

PITMAN ARMS



SCI Pitman Arm

Angled broach light weight pitman arms are quality assured and black anodised.

RS-SCI-1129

SPP Torsion Arm & Stop Pinch Bolt 3/8-24 x 1.875"

SPPHH37524-1875S



TIE RODS & DRAG LINKS

XXX Chromoly Tie Rods

1-1/8" plated 4130 chromoly available in 46" -50" lengths welded 5/8" spud ends

46" Chrome Tie Rod	TXRC-SC-SU-0212
48" Chrome Tie Rod	TXRC-SC-SU-0203
49" Chrome Tie Rod	TXRC-SC-SU-0205
50" Chrome Tie Rod	TXRC-SC-SU-0206



Black Chromoly Tie Rods

1-1/8" plated 4130 chromoly available in 46" -50" lengths with welded 5/8" spud ends

46" Black Tie Rod	BHR069
48" Black Tie Rod	BHR071
49" Black Tie Rod	BHR072
50" Black Tie Rod	BHR073

Drag Link Strap

This strap keeps your drag link in place during an accident. Required in most sanctioned events
HRP-CR011646



ROD ENDS & JAM NUTS



FK Rod End

Unsurpassed quality and reliability are attributes in FK Rod Ends genetic make up. 1/2" x 5/8" left hand and right hand thread rod ends are anodized in either black or classic red.

Right Hand Thread - Red	FK-ALRSM8
Left Hand Thread - Red	FK-ALRSM18
Right Hand Thread - Black	FK-ALRSM8B
Left Hand Thread - Black	FK-ALRSM18B

Jam Nuts

Available in aluminium or steel, and both employ 3/4" hex size.

Right Hand Thread - Aluminium	FK-AJNR10
Left Hand Thread - Aluminium	FK-AJNL10
Right Hand Thread - Black Alloy	PAN010A-3/4BK
Left Hand Thread - Black Alloy	PAN010LA-3/4BK
Right Hand Thread - Steel	FK-SJNR10-1
Left Hand Thread - Steel	FK-SJNL10-1

HRP Heim Washers

Aluminium 1/2" ID tapered spacer allows more freedom of the heim joint.
HRP-5350



FK Chromoly Rod Ends

Right Hand - 5/8" x 1/2"	FK-KMX10-8
Left Hand - 5/8" x 1/2"	FK-KMXL10-8

FK Steel Rod Ends

Right Hand - 5/8" x 1/2"	FK-ECM10-8
Left Hand - 5/8" x 1/2"	FK-ECML10-8



FK 5/8" Steel Jam Nuts

Available with a 3/4" or 15/16" hex size.

Right Hand Thread - 15/16" Hex	FK-SJNR10
Left Hand Thread - 15/16" Hex	FK-SJNL10
Right Hand Thread - 3/4" Hex	FK-SJNR10-1
Left Hand Thread - 3/4" Hex	FK-SJNL10-1



Black 5/18-18 Jam Nut Alloy

Right Hand Thread	PAN010A-3/4BK
Left Hand Thread	PAN010LA-3/4BK
Right Hand Flange	PANFA010BK
Left Hand Flange	PANFA010LBK



OIL FILTERS & ADAPTORS



K&N Oil Filters

- Drilled safety wire holes for racing
- 1" hex nut makes removal quick and easy
- Metal leaf spring provides a positive seal between element and lid
- Inner core provides extra structural support to prevent filter collapse.

Small Block Chev - Std Length

KNHP-3002

K&N Oil filters are available for most makes & models.
For more information please ring ROCKET.



ENGINE OIL FILTERS

Aeroflow oil filters have been designed to incorporate all the latest technology to provide great filtration with minimal restriction so that your engine performs at its best with great protection. Aeroflow filters use an improved coil spring design to replace the commonly used "leaf" style spring and incorporate CNC machined thread for a precise fit. An Ultra high-Temp silicone anti-drain back valve in some models helps to prevent dry starts increasing engine life. An extra-thick backing plate and housing offers superior strength and pressure fatigue resistance which provides added protection against pressure surges in racing applications, construction also includes a hi-flow heavy duty base plate that features a fully tucked double seam. Aeroflow oil filters use a Buna-N rubber gasket which is compatible with most racing fuels and lubricants. 24mm - 15/16" hex release nut allows simple and easy removal and incorporates a hole for use with lock wire. Aeroflow oil filters use a premium pleated synthetic blend media provides increased filtration at high flow rates with minimal pressure drop as well as a louvred centre tube that allows more flow area & eliminates media wear during pleat movement.

AF2296-3002

Chevy Long



Oil Filter Rock Guard

Protects oil filter from being damaged by rocks and debris.

Part No RS-101-S



BARNES Oil Filter Bracket

Lightweight billet aluminium, simply bolts to the front of the block using existing water pump holes. Eliminates excess plumbing.

Oil Filter Bracket
Oil Filter Bracket O-Ring Kit

RS-BAR8930
RS-BAR8000

PETERSON Inline Oil Filters with Bypass

Featuring a built in bypass, the filter has 25% more area than similar filters and is supplied with a 60 micron element. 75 or 100 micron elements available by Special Order.

2-1/2" Diameter x 7" Long.

#10 AN Bypass Filter
#12 AN Bypass Filter

PFS09-0451
PFS09-0452



For all Oil System Parts available
please refer to main ROCKET Catalogue.

OIL PUMPS & DRY SUMP SYSTEMS

DRIVEN XP4

Racing Engine Oil

A high zinc, petroleum formula racing oil, XP4 offers low cost protection for racers who want to use non-synthetic oil. Excellent protection for dirt and nitrous racers who want to change their oil frequently. Viscosity typical of SAE 15W-50.
Sold as 1 quart (946ml)
JGP00506



REDLINE RACING OIL

Racing oils provide more wear protection than motor oils for passenger vehicles, however, these products contain fewer detergents and are not suitable for street use

- Reformulated for improved frictional properties
- Special detergents for improved lubricity and less detonation
- Polyol ester base stocks provide more stability and film strength when exposed to excess fuel dilution
- Each of these products has no less than 2200ppm of zinc and phosphorus for antiwear



Description

40WT Race Oil (15W40)

40WT Race Oil 1 Quart (946 ml)
40WT Race Oil 1 Gallon (3.785 Liters)

Part No.

RED10404
RED10405

50WT Race Oil (15W50)

50WT Race Oil 1 Quart (946 ml)
50WT Race Oil 1 Gallon (3.785 Liters)
50WT Race Oil 5 Gallon (18.93 Liters)

RED10504
RED10505
RED10506



CAM DRIVE

Front cam drive for SBC with 1/2" female hex. For dry sump applications.
KSD-1023



BARNES 9117 Dry Sump Pump with Oil Filter Adapter

Incorporating all the race winning features of the 9017, with the added performance benefits of the newest, high efficiency rotors and an oil pressure bypass and oil filter adapter machined directly onto the pump's mounting flange. Giving you the easiest possible access to the oil pump, filter and pressure regulator.

BAR-9117-4CR 4 stage pump rotor scavenger
BAR-9117-5CR 5 stage pump rotor scavenger

BARNES 9017 Dry Sump Pump

Efficient, tried and true, Barnes' 9017 Series are smoother running than comparable pumps. Available in 3/8" Hex drive and four stage configuration.

BAR-9017-4C 4 stage
BAR-9017-4CR 4 stage rotor scavenger



PETERSON R4 Dry Sump Pumps

The most advanced oil pump available today. All new alloy 4 lobe rotors, proven in independent testing to provide excellent flow, amazing vacuum and rock steady temperature even at high oil temps.

Call ROCKET For More Details.



MOOSE Oil Tank Mounts

Two piece mounting system, top bracket uses a single bolt to mount to head, and then the bottom mounts to the motor plate. Black anodised. Sold individually. **M00-2510**



SALDANA Oil Tank Brackets

SAL-OTMB1

SALDANA Oil Tank Cap

Knurled and black anodised #16 cap suits all Saldana dry sump tanks. **SAL-PSRCAP**



SALDANA - WESMAR STYLE OIL TANK

Dry sump 6" O.D x 26" tall one piece aluminium oil tank. L/H side fittings have WESMAR clocking, -12AN pickup and -16AN return With internal breather tube. **SAL-OT626LHIB-WE**



Saldana Dry Sump Tank

#16 return and #12 pick-up. #16 breather inlet with internal twin baffle system, and oversized internal breather tube. Wesmar Clocking (pick up facing rear). **SAL-OT626LHIB-R**



SALDANA Dry Sump Tank

#16 return and a #12 pick up. This tank has an internal breather and is 26" tall x 6" diameter. **SAL-OT626LHIB**

Other SALDANA Dry Sump Tank sizes & configurations available by Special Order

VALVE COVERS



With machine drilled holes spray oil directly on the valve spring.



Provides constant spray of oil directly to valve spring (water shown in photo).

SALDANA Spring Oiling Valve Covers

Add life to your engine, with the VC3 valve cover set. Machined drilled holes in the rails squirt engine oil into and around valve springs, using #4 fittings to plumb into the covers from the dry sump oil pump system. **SAL-VC3**

SALDANA Standard Aluminium Valve Covers

Standard Covers **SAL-VC1**



ALL PRO GEN 2 VALVE COVERS

All Pro 13 & 11 degree heads with aluminum & steel rockers as well as many other brands of SBC heads. Pressure cast with 356 alloy & heat treated to T6 for the upmost in strength, durability and lightness. Designed to form a compartment around and keep an equal amount of oil on springs & rockers under hard acceleration, deceleration and cornering.

ALLPROGEN2CVR Natural
ALLPROGEN2CVR-B Black

AIR FILTERS & BREATHERS



K&N Breather Filters

3" Tall x 2-1/2" Diameter element. 1-3/8" Mounting flange diameter.

Filter with Rubber Top
Filter with Chrome Top
Precharger to suit 1430 & 1440
Filter with Chrome Top & Deflector



KN62-1430
KN62-1440
KNRU-0150PK
KN62-1513



K&N Fuel Injection Style Air Box for Sprint Cars

Light weight yet durable, K&N's Sprint Car Style air box is a must for any racer. Constructed from ultra light carbon fiber, weighing in at just under 3-1/2 lbs, if maximum airflow is what you are looking for, this airbox is your ticket, flowing up to 2700 CFM. The base is designed to fit Hilborn, Kinsler and Engler stacks. This airbox will allow your vehicle's engine to breathe all the clean air it needs to make you a winner. As with all K&N filters, it is washable and reusable. Simply use K&N oil and cleaner to service your filter.

Tall Sprintcar Airbox - Top Only **KN100-8564**
Tall Sprintcar Airbox - Complete **KN100-8567**
Short Sprintcar Airbox - Top Only 4.125" High **KN100-8591**
Base Plate Only **KN100-8565**

K&N Precharger Filter Wrap

For use with K&N air box.

Tall • KN100-8562PK
Short • KN100-8592DK



FOAM Filter Wrap

Fits tightly around your filter, when oiled, the wrap will stop dirt and sand and provide excellent protection against water and mud. Without restricting any airflow they can also be used dry working to stop dirt build up and extend the life of your filter. **RS-KNPT3301**



Outerwear Airbox Scrub Bag

The Airbox scrub bag is produced with a waterproof nylon material and equipped with a draw string to ensure water and chemicals are not let into the engine **RS-OUT10-1016-01**



K&N Cleaner & Degreaser

K&N Air Filter Cleaner is the only cleaner formulated to clean K&N Filtercharger elements. The use of any other cleaning solution can void the filter's warranty, and could damage the cotton material. Can also be used as a heavy duty degreaser.

12-fl. oz. Squirt Bottle **KN99-0606**
32-fl. oz. Squirt Bottle **KN99-0621**
1 Gal. Refill Bottle **KN99-0635**
5 Gal. Refill Bottle **KN99-0640**



Filtercharger Oil

K&N Air Filter Oil is the only oil specially formulated to work in combination with the cotton fabric in K&N Filtercharger® elements providing a superior air filtration system.

6.5-oz. Aerosol Can **KN99-0504**
12-oz. Aerosol Can **KN99-0516**

HRP Aluminium Sprint Airbox Base

A lightweight, yet cost effective option for replacing an airbox base. Holes are cut at 7.25" centres for ram tubes. For sealing the ram tubes, Seals-It rubber grommets hold the tubes firmly for an air tight seal.

Alloy Base Plate

HRP-8390F



HRP Filter Base Plate Mounting Uprights

Aluminium brackets suited to either standard or short K&N Airbox's.

Standard Base **HRP-8391-1**
Short Base **HRP-8391-2**



Seals-It Air Box Bo

Engineered for an air tight seal. Simply pop rivet these seal boots to the bottom of any air box. Tapered rubber boot design fits any and all stacks. Set of 4

2.000" - 2.500" Gold

RS-KN0148

2.750" - 3.150" Blue

RS-KN0150

CAM DRIVE & SEAL PLATES



ARP Accessory Cam Drive

- Forged ARP2000, 220,000 psi alloy chrome moly steel with corrosion-resistant oxide finish.
- Concentricity: .001 T.I.R. between shaft and hex, 1" and 1.5" length.
- Threads: form rolled 9/16" x .625" on cam end, 3/8" hex on drive.

1.0" Long

AR934-0005

1.5" Long

AR934-0006

ARP Cam Seal Plates

- Seal Plate: CNC machined 7075-T4 aluminium with Viton seal.
- Suitable for ARP accessory cam drive spud.

Small Block GM - 2.100

AR934-0007

Dart, Aluminium block - 2.380

AR934-0008



WATER PUMPS & FRONT COVER KITS



KSE Water Pumps

Std Water Pump
HPD Water Pump

KSD1001
KSD1057



KSD1013

KSD1035

KSD1089

KSD1033

KSE Water Pump Replacement Parts

Water Hose Block Mount **KSD1009**
Steel Water Pump Drive **KSD1011**
Alloy Water Pump Drive **KSD1011L**
Clear Lexan Timing Window Cover **KSD1013**
Universal Water Pump Repair Kit **KSD1033**
HPD Water Pump Impeller **KSD1035**
Std Water Pump Impeller **KSD1089**

LRB Timing Window Cover

Aluminium plate with an easily removable O-ring sealed screw that allows you to see and make accurate timing adjustments. **RS-LRBTCBLK**



RADIATORS & ACCESSORIES



AEROFLOW SILIVONE HOSES

AeroFlow has a massive range of silicone hoses to suit your speedway requirements including radiator hoses. See page 349 for full listing and sizes.

SALDANA Arctic Chill Direct Mount Radiators



The latest addition to the Saldana radiator product line up. Being attached to the engine constantly, allows quicker and easier engine changes on race night. The kit includes radiator, overflow tank, lower mounting brackets and a choice of a standard or HPD KSE water pump housing. The kit provides all necessary hardware, and #10 AN O-ring bung fittings are standard.

D/Mount Radiator Kit w/Std Pump
D/Mount Radiator Kit w/HPD Pump
D/Mount Radiator
Large Water Pump Housing
Small Water Pump Housing
D/Mount Repl. Bracket Kit

SAL-SRS15CFDMSM
SAL-SRS15CFDMLG
SAL-15CFDM-R
SAL-DMWP-LG
SAL-DMWP-SM
SAL-SRSDM-BRACK

SALDANA Short Sprint Radiator

Slides into radiator cradle for a simple fit. Lower overall height gives extra hood clearance. 20" Tall x 20" Wide 4 x 1/2" NPT Inlets, 1-1/2" Outlet. **SAL-SRS2020**

SALDANA

Standard Sprint Radiator

Slides into radiator cradle for a simple fit. 22" Tall x 20" Wide 4 x 1/2" NPT Inlets, 1-1/2" Outlet. **SAL-SRS15V**



SALDANA Sprint X-Flow Radiator

Double pass radiator designed for maximum efficiency. Brackets allow you to dzus right into your chassis. 20-5/8" Wide x 16" Tall. 4 x -8AN ORB Inlets, 1-1/2" Outlet **SAL-SRS15CF**

Saldana Big Daddy Short Sprint Radiator

Maximum Water Flow and Maximum cooling, this 2 row radiator gets the job done. Lower 20" height allows extra hood clearance. 4x -10 ORB inlets, 1-1/2" outlet. **SAL-SRS2020BD**



SALDANA Big Tube Narrow

Hood Sprint radiator

1 1/2" tube core for extra cooling and designed to fit within hoods that fit inside the down tubes. Cross flow for maximum efficiency and dzus right into the chassis. 20 5/8" Wide (tapers to 19 1/2" at top) x 16" Tall. 4 x -8AN ORB Inlets, 1 1/2" Outlet. Welded aluminium overflow tube. **SAL-SRS15CFBTHN**



PWR Sprintcar Radiators available by special order.



STANT Radiator Caps

Available in levered type or regular, for small or large water neck.

Large Cap, 22-24psi
Large Cap, 22-24psi - Lever Type
Large Cap, 30psi
Mini Cap, 22-24psi
Mini Cap, 30psi

SAL-RAC-001

SAL-RAC-002

SAL-RAC-003

SAL-RAC-004

SAL-RAC-005



REDLINE PETROL ENGINES WATER WETTER

- Unique agent for cooling systems that doubles the wetting ability of water
- Rust and corrosion protection allows for use of straight water in racing or reduced antifreeze levels in warm climates
- Improves heat transfer and reduces cylinder head temperature
- May allow more spark advance for increase power and efficiency
- Use one bottle for most passenger cars and light trucks, treats 3 to 5 gallons or 13.2 to 15.9 liters. Vehicles with larger cooling systems should use two bottles. Small cooling systems should use 1oz (3 to 4 capfuls) per quart
- Satisfies ASTM D2570 and ASTM D1384 corrosion tests for glycol-based antifreezes Reduces or eliminates bubbles or vapor barrier that form on hot metal surfaces to reduce coolant temperatures by up to 20°
- Superior heat transfer properties compared to glycol-based antifreeze
- Improves heat transfer and reduces cylinder head temperature
- Designed for use with all modern aluminum, cast iron, copper, brass and bronze cooling systems
- Cleans and lubricates water pump seals
- Reduces cavitations and complexes with hard water to reduce scaling



Description

Water Wetter Additive 12 oz (354 ml)
Water Wetter Additive 1/2 Gallon (1.90 Liters)

Part No.

RED80204

RED80205



Radiator Honeycomb

Fits most standard radiators. Protects from debris and mud Easy to clean and very strong. **SAL-RAC012**

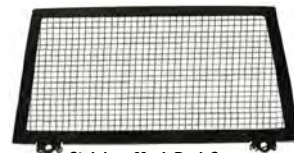


Honeycomb Fitting Kit

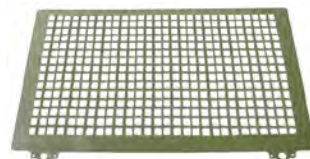
Fixes honeycomb panel to the radiator simply and quickly. **DP13001**

HRP Rock Screen

Two styles of rock screen to protect your radiator, in either stainless steel mesh, or laser cut aluminium plate for the toughest of protection. Both pieces are designed to be dzus fastened to the radiused air scoop in front of the radiator.



Stainless Mesh Rock Screen
Raw Finish **HRP-8067**



H/D Aluminium Rock Screen
HRP-8066



HOT HEAD PRO

Hot Head PRO Engine Heaters new racy appearance continues to be the lightest, most compact and powerful engine heater available for V8s, 6s and 4s. This rugged 10 year anniversary addition relies on our time tested internals integrated into a lightweight and impact resistant polymer case. The PRO is built specifically for water cooled engines above 1200cc. and is available in North America and "world power" models.

- Updated F1 quality JiffyTite quick connect fittings
- Flexible, generator friendly circuitry can handle 220V or dual 110V outlets and only requires a 3500 watt generator
- Two heating cycles, one for fast initial warm up that uses full power, the second to maintain your temperature, limiting generator demand to only 1650 watts
- Comes with correct twist lock plug to put on your 220V power cord
- Measuring only 18" x 12" x 10" (45 x 30 x 25cm) and weighs less than 20lbs (8.5kg.)
- Robust manufacturer's warranty
- This is the only racing product you can buy that will save you money

HPE-1515-50P (220v Compatible)

HOT HEAD

Check Valve Package

Available for 1-1/2" or 1-3/4" bottom radiator hoses. Required to plumb the engine heater into the engine's cooling system. This kit provides a check valve with male inlet and return dry brake fittings, dust caps and hose clamps.

HPE-CV-1.5-KT
HPE-CV-1.75-KT



HOT HEAD

Remote Check Valve Package

Available for 1-1/2" or 1-3/4" bottom radiator hoses. Remote mounting allows the heater hoses to plug into the check valve at any point you wish on the car in either tube or panel mount. This kit provides a check valve with male inlet and return dry brake fittings, push lock hose, remote bracket and high quality fittings, dust caps and hose clamps.

1-1/2" Panel Mount Remote Kit **HPE-REM-PM-PKG**
1-3/4" Panel Mount Remote Kit **HPE-REM-PM-PKG-1**
1-1/2" Tube Mount Remote Kit **HPE-REM-TM-1-1/2**
1-3/4" Tube Mount Remote Kit **HPE-TM-PKG-1.75**



HOT HEAD Dry Brake Dust Caps
Suitable for check valve.
HPE-DC-BLK

Moose Remote Engine Heater Mount
Mounts to Moose front motor plate or 'Barnes' type remote filter bracket.
2x -8 ORB & 2x 1/2 NPT ports. Black anodised finish.
M00-2015

Heating Element
HPE-15TE

JIFFY TITE Female Quick Release Dry Break - 1/2" Barb
HPE-FMQD-JT

JIFFY TITE Male Quick Release Dry Break -8AN O-Ring
HPE-MQD-JT



WEATHER STATIONS

COMPUTECH RaceAir Portable Weather Station
Weather only no tuning capabilities
Weather Station COMP-3000

COMPUTECH RaceAir Pro Portable Weather Station
Incorporating features such as automatic air sampling, internal fan, precision digital sensors for consistent air readings plus programs for Drag, Oval, Road and Kart racing. Programs are listed below:

- 2 Dial-In programs
- Run Completer
- Test & Tune
- Holley Jetting
- Fuel Injection Jetting
- Precision Jetting
- Mikuni Jetting
- Keihin Jetting
- Chassis Set-Up
- Throttle-Stop program

Weather Station ONLY
COMP-1000

Download Kit - Suit PC
COMP-1001

Computech Weather Station Pouch
COMP-3005



FUEL INJECTION



KINSLER Fuel Injection Systems and Parts
Full range of Kinsler injection parts available.

Contact **ROCKET** for more details.



KINSLER Titanium Ram Tube Pinch Bolt Set
KIN-TIT-P-RTA

KINSLER Barrel Valve
Supplied with 54K scroll and throttle arm.
8 Port Barrel Valve KIN-3504
16 Port Barrel Valve KIN-3564
54K Scroll KIN-3553
23K Scroll KIN-3556



KINSLER Nozzle's
1/2"-20 Thread. Set of 8 nozzles flow matched at the Kinsler Factory.
KINSLER NOZZELS available by special order only.
Replacement O-Ring KIN-2397

More available by special order.
Call **ROCKET** for details.

KINSLER

Aluminium Nozzle Plug
Designed to plug existing fuel injection nozzle ports. 1/2" - 20 thread with an O-ring for a perfect seal. Sold individually.
KIN-6160



MOOSE Down Nozzle Banjo
M00-2055



Replacement Sintered Bronze Filter.
KIN-2394



AF66-2100
Injector nozzle banjo with breather



AEROFLOW Low Profile Down Nozzle Filter
AF462-02

KINSLER Quick Release Main Bypass
Quick release for quick and simple main jet changes. Hard anodised aluminium, with #6 ends.
#6 Ends KIN-3112
Replacement O-Ring Kit KIN-3117



KINSLER IRL High Speed
Used by all the top teams. IRL high speeds are accurate, constant and allow for easy adjustment. #6 inlet and outlet.
49-106 PSI KIN-3970
57-123 PSI KIN-3971
88-230 PSI KIN-3972
Replacement Filter KIN-3989
Replacement Diaphragm & Pinle KIN-12090



IRL Valve Mount
Allows for sturdy mounting for the IRL valve. Will mount to any 1-3/8" tube, generally on the rear radius rod tube.
RS-IRLMNT



KINSLER Restrictor Jet Holder
Hard anodised aluminium #6 female to #6 male.
KIN-3161



KINSLER Diaphragm Bypass
Can be used as High or Low speed bypass, available with or without restrictor jet holder.
#6 inlet and outlet.
H Model Bypass KIN-3903
HR Model Bypass Includes Restrictor KIN-3904
Replacement Adjustment Screw & Nut KIN-3929
Diaphragm Bypass Rebuild Kit KIN-H/HR-KIT



KINSLER Aluminium High Speed Bypass
High flow, hard anodised poppet valve.
KIN-3157



KINSLER Aluminium Secondary Bypass
High flow, hard anodised poppet valve.
KIN-3030



KINSLER Brass Bypass Valves
High flow, poppet valve.
High Speed KIN-3081
Low Speed KIN-3076



KINSLER Brass Secondary Bypass
High flow, poppet valve.
KIN-3076



KINSLER K-Jets
Kinsler K-Jets are available in .002" increments from .050" - .110".
KIN-3715-___

Add jet size to prefix for part number.

KINSLER Jets .050" thru .120"

KINSLER Jet Holder Case
Jets not included.
KIN-3720



KINSLER Shim Kit
Set of 1 x 0.183" and 6 x 0.030" Shim's.
KIN-3034

KINSLER H & HR Model Bypass Rebuild Kit
KIN-H/HR-KIT

Replacement Adjustment Screw & Nut
KIN-3929



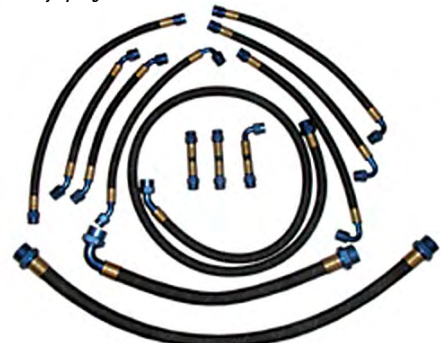
KINSLER IRL Diaphragm Kit
KIN-12091



KINSLER Diaphragm Only
Suitable for Diaphragm H & HR Bypass.
KIN-3944



KINSLER Bypass Spring Kits
Both kits include 5 springs to be used for either Kinsler or Hilborne #6AN Jetcan type bypass. The light spring kit includes a 0.016", 0.018", 0.019", 0.021" and 0.024" Spring. The heavy kit includes a 0.028", 0.032", 0.036", 0.039" and 0.042" spring.
Light Spring Kit KIN-3303
Heavy Spring Kit KIN-3304



BMRS Complete Fuel System Hose Kit
13 Piece kit fits most sprint cars and is constructed with BMRS crimped hose ends and light weight cloth hose, does not include fuel system.
RS-IC0KAE2010CPK

BMRS Fuel Supply Line Kit

2 Piece kit has a break in the centre for ball valve / fuel filter. BMRS crimped hose ends and light weight cloth hose, does not include ball valve or filter. **RS-IC0KAE2011FLK**

MOOSE Injector Wash Plugs

Keep contaminants from entering your engine while washing and doing maintenance. Available for all injector sizes. Supplied as a set of 4.

2-11/16" **MOO-2430**
2-13/16" Plugs **MOO-2440**
2.9" **MOO-2450**
3" Plugs **MOO-2460**

SCI High Speed Gauge Assembly

Designed for high accuracy and easy reading, the gauge is broken down in 1psi increments. Ball valve controls air flow easier than standard type regulators. **RS-SCI-1152**



KINSLER Leak Down Tester
KIN-5980

THROTTLE LINKAGES

KINSLER 5/16" Throttle Arm

Relieved around the 10/32" thread. **KIN-5556**



KINSLER 2 Piece Throttle Arm
5/16" Shaft **KIN-5520**
3/8" Shaft **KIN-5521**

KINSLER 2 Piece Throttle Stop

Per foot. **KIN-5524**

HRP Swedged Throttle Linkage Rods

5-1/2" Rod **HRP-TLKROD1**
9" Rod **HRP-TLKROD9**
11" Rod **HRP-TLKROD2**
12" Rod **HRP-TLKROD3**
13-1/2" Rod **HRP-TLKROD4**
15-1/2" Rod **HRP-TLKROD5**



KINSLER 3/8" Hex Linkage

Per Foot. **KIN-5454**

Quick Release Throttle Linkage Fastener

Allows for quick throttle linkage removal. Also Doubles as a quick release coupling for the rear end shifter.

Aluminium **RS-LEHM-3500A**
Steel **DMI-SRC2406**

SCI Throttle Linkage Kits

Available for floor or chassis mounted gas pedals. Supplied with 2x Tubular Rods, 4x Rod Ends + Jam Nuts, Bell Crank and 2 Piece Throttle Area for 3/8" Cross Shaft Injection set ups.

Floor Mount **RS-SCI571-F**
Chassis Mount **RS-SCI571-T**

SCI Light Weight Bell Crank

The nicest bell crank on the market, machined from 6061 aluminium fitted with a bearing pivot and fully radiused. **RS-SCI-1107**

SCI Heavy Duty Bell Crank

RS-SCI-1201-R

Extra Long Heavy Duty Bell Crank

RS-SCI-1201-XL

FUEL PUMPS & FILTERS



Kinsler Fuel Injection



KINSLER Tough Pump II

Tough because it combines one piece gear shafts with larger diameter roller bearings. All parts are high alloy steel case hardened and precision ground, whilst the housing is hard coated for consistent flow over a very long life. The Tough Pump can ingest dirt and debris that would cause other pumps to fail. Inlet port directs fuel straight to gears, rather than making a 90° turn like most pumps, this allowing excellent top end performance up to 14,000 engine RPM. Stronger housing controls clearances when heat builds into pump. Industry standard size.

Available in all popular gear sizes.
Contact Rocket for details.

500 Pump II w/ Manifold Option
Lip Seal - Pump Drive Shaft
Bearing - Drive Shaft
I.D Seal
Seal Sleeve O.D
Drive Shaft
Idle Shaft
Lip Seal - Bottom Plate
Lower Plate Install Tool
Top Gear Plate - Reverse
Bottom Gear Plate - Reverse
Brass Seal Sleeve

KIN-TP050071
KIN-TP000020
KIN-TP000032
KIN-TP000045
KIN-TP000046
KIN-TP050003
KIN-TP050004
KIN-TP000070
KIN-TP0000301
KIN-TP050005
KIN-TP050007
KIN-TP000040



WATERMAN Sprint Pump

Available with or without a bolt on three port manifold for simplified fuel line routing (as pictured). Machined from forged aluminium, featuring machined steel shafts and precision lapped gears. Each fuel pump is equipped with a swivel flange. The pump can be built in either clockwise or counter clockwise rotation. Each pump is flow tested to ensure optimum performance and shipped race ready.

4.3 GPM @ 4000 Rpm
4.8 GPM @ 4000 Rpm
4.3 GPM @ 4000 Rpm with Manifold
4.8 GPM @ 4000 Rpm with Manifold
Sprint 500 Gear & Plate Kit
Sprint 450 Gear & Plate Kit
Sprint Drive Shaft

W250450
W250500
W250450M
W250500M
W252000
W252000-450
W252003



Micro-Bertha Steel Sprint Pump

3 or 4 Port Manifold
Waterman Racing keeps raising the standard in sprint car racing with their new steel fuel pump. The steel fuel pump is designed to allow the body and gears to expand at the same rate creating a more consistent fuel flow. The pump isn't just better in performance - it weighs close to the standard aluminum pump. **Part No: W200050S 4.8 GPM**



SPP Titanium Fuel Pump Pinch Bolt

SPPRHFP250-20-1



Waterman WATERMAN PUMP

LUBE 80Z BOTTLE

Heavy duty, Waterman silicone fuel pump lubricant. This lubricant protects the o-rings and seals when fuel pump is stored. Pour in inlet and outlet and rotate pump. Also good for barrel valve and fuel shut-offs. **Part No: W258000**



PETERSON 600 Series Fuel Filter

Available with or without a built in ball valve, features a cleanable pleated 60 micron stainless steel element and hardcoated anodizing for compatibility with all fuels. Proven in NASCAR, Outlaws and more.

#12AN - 2" O.D x 5" with Ball Valve
Replacement 60 Micron Element
Replacement 100 Micron Element

PFS09-0609
PFS09-0660
PFS09-0699



PRO FILTER WITH BALL VALVE

Part No	Dimensions	ORB Ports	Flow(Micron)
AF66-2051	5.5" x 2"	-12	60
AF66-2051BLK	5.5" x 2"	-12	60
AF66-2051S	5.5" x 2"	-12	60

REPLACEMENT FILTER ELEMENTS

Part No	Flow(Micron)	Suits
AF59-2052	60 micron stainless steel element	AF66-2051
AF59-2051	100 micron stainless steel element	AF66-2051

PETERSON 600

Series Filter Mount

These brackets are used to mount Peterson oil and fuel filters to cage or chassis tubing and are supplied in pairs. Suitable for 1-3/8" tube and 2" filter. PFS09-0691

HRP Aluminium Fuel Filter Bracket

Black anodised and designed to suit 1-3/8" chassis tube. Secures around a 2" O.D. Filter. HRP-8116



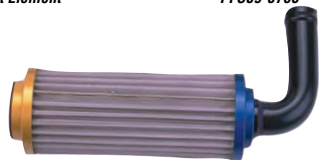
SCI Black Fuel Filter Clamp

RS-SCI-1138



PETERSON 700 Series Fuel Filter

These compact fuel filters feature a 60 micron reusable stainless steel screen element. Perfect for racing, the housing is billet aluminium and red anodized for use with all types of fuel. 1-1/8" OD x 4" Long #6 AN Filter Replacement Element PFS09-0720 PFS09-0760



PETERSON In Tank Fuel Filter

Peterson's in tank fuel filter uses a stainless plated element for superior filtration. Attached by slipping the pick up hose over the 90 degree 3/4" barb and secured with a clamp. Suit #12 pick up. PFS09-1461



FUEL SHUT OFFS & MANIFOLDS



Peterson Panel Mount Ball Valve

Great for mounting fuel shutoff to dash or bracket. Complete with offset handle. Has #6 inlet and outlet. PSF09-0910



PETERSON Inline Ball Valves

Produced from aircraft quality hardcoated aluminium balls and bodies along with teflon seals. #12 B-Nut #12 PFS09-0960 PFS09-0963



WATERMAN Sprint Fuel Shut Off

Compact, lightweight, and engineered to withstand the demands of dirt track racing. The major feature is a universal #6 port, which can be used for a low or high speed, main or fuel pressure check valve. Can be plugged completely for use as a 2 way fuel shut off. With a detent arm, the universal #6 port is open when the valve is in either the "ON" or "OFF" position. W935566



-6 ORB / -6AN Fuel Shut Off - mount direct to pump

KIN-6098



PETERSON Billet Manifolds

Ideal for fuel and oil lines where lines need to be consolidated for easier plumbing. Only 2 3/4" long. #6, #6 to #6 PFS10-0030 #6, #6 to #8 PFS10-0031 #6, #6, #6 to #8 PFS10-0041



Fuel Manifold & Bracket

Allows you to plumb your lines into the block, and then merge them all into one #8 AN line to the tank. The bracket bolts to the master cylinder tab, and holds the manifold in place. ORB fittings sold separately.

Manifold BLUE
Manifold BLACK
Manifold SILVER
Bracket

AF456-08-06
AF456-08-06BLK
AF456-08-06S
RS-KRP340

LRB Fuel

Manifold

Clamps to any 1-3/8" tube vertical or horizontal. Comes complete with three #6 AN and one #8 AN fitting. Flow through design machined from billet 6061 aluminium, and anodised black. RS-LRBFB8LK



IGNITION TOOLS



AF98-2070



AF98-2072



AF98-2071

LEAD CRIMP TOOL

The AeroFlow ignition lead crimp tool is perfect for helping you make professional quality crimps when assembling your ignition leads. Standard jaws suit 8.5mm (11/32") leads. Optional jaws are available to suit insulated and non insulated electrical terminals for auto electrical applications.

AF98-2070 Crimp tool with 8.5mm (11/32") lead jaws
AF98-2071 Crimp jaws suit insulated electrical terminals
AF98-2072 Crimp jaws suit NON-insulated electrical terminals



MSD Pro Crimp Tool II

The Pro-Crimp features interchangeable jaws allowing for a variety of different style crimps with one heavy duty tool. The slick ratchet action provides secure, factory quality crimps every time. MSD35051

MSD Pro Crimp Dies

Amp Pin Terminal Dies MSD3506
Amp Lug Terminal Dies MSD3507
Plug Wire Terminal Dies MSD3508
Weatheright Terminal Dies MSD3509
Deutsch Terminal Dies MSD3510



PRO MAG & ACCESSORIES

Getting Started

The following parts are required to get started with an MSD System.

- 12 LT Generator (Chevy) MSD7908
- 8.5mm Super Conductor Plug Wires MSD31549
- Electronic Points Box MSD8106



PRO MAG 12LT

The 12LT was designed specifically for Sprint Car racing where every ounce counts. MSD engineers were able to reduce the weight by almost 30%, and size of the 12 Amp Pro Mag for a better fit behind the injector. The 12LT is available for Chevy, Ford and Chrysler engines. Each application uses a billet aluminium housing that the generator assembly mounts to. With the lower housing clamped into position, any timing changes can be made by simply loosening the band clamp and rotating the generator. This saves time and is much easier than having to rotate the entire unit. Each generator is supplied with a special cap and rotor, bronze gear and connectors. An MSD8106 must be used.

Chevy MSD7908

Chrysler & Ford PRO-MAG available by Special Order

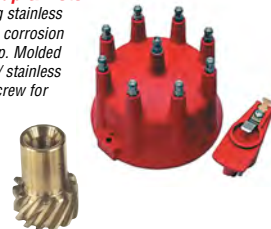


12LT Replacement Cap & Rotor

4" Cap and Rotor, sporting stainless terminals for resistance to corrosion caused by ozone in the cap. Molded out of Rynite and a brass / stainless steel rotor tip, plus lock screw for secure mounting to the mag shaft. MSD7919

MSD Bronze Gear

Chevy - .500" ID
MSD8471



Bronze Oversize & Chrysler / Ford Gears available by Special Order.

MSD Hold Down Clamp
Chevy MSD8110

MSD Band Clamp
MSD8148



MOOSE Billet MSD Degree Mount

Provides accurate, quick and easy timing adjustments at the track to suit varying conditions. MOO-2085

MSD Ignition Switch

This heavy duty single pole, single throw switch will stand up to the abuse of the racing world. Rated at 15 amps so it can handle the power of the Pro Mag 12. The housing is designed to survive high impacts and features a molded in elastomer seal between the toggle lever and bushing. MSD8111



SCI Kill Switch Assembly

SCI has designed this new kill switch assembly to fit most race cars out there. This kit comes completely wired from your switch to your MSD box as well as your TEL-TAC making installation easy.

RS-SCI-1181-W

MSD Deutsch Connectors

These connectors provide a sealed and locked connection and do not require special tools for disassembly.

2-Pin Connector MSD8181
4-Pin Connector MSD8183



OUTERWEARS Mag Scrub Bag

Manufactured from water repellent denier nylon. Great for keeping dirt and water out of the magneto during washing or transportation.
RS-OUT-MAG

**HRP Aluminium MSD, Tach & Switch Mount**

Groups the electronics together so they are easily and quickly removed. Bend allows it to follow the shape of the dash.
HRP-8120

**MSD Self Powered Timing Light**

An accurate timing light is extremely important to the performance of your engine. MSD's Self-Powered Timing Light is a tool every team should have. A great feature of the Self-Powered Timing Light is that it does not require 12 Volts. This means less wires hanging over the engine compartment and makes for quick, easy checks. The light uses 6 x AAA batteries. The light weight assembly is injection molded for great durability and produces an intense strobe that is easy to view through 5,000 rpm. The inductive pickup is detachable for easy storage.
MSD8991

**MSD Electronic Points Box**

With a built in Soft Touch Rev Control that will save your engine in the event of driveline failure or wreck. The rpm limit is adjusted with plug in modules and will produce a smooth, accurate limit.
• Includes Kill Switch (MSD 8111)
• Extra Endurance
• Requires 200-250 cranking rpm
• 8.4" Long x 4" Wide x 2.9" High - 3.7lbs.

Points Box RED **MSD8106**
Points Box BLACK **MSD81063**
Replacement Vibration Mounts **MSD8822**

**MSD Points Box****Mounting Plate**

Our new aluminium MSD tach plate streamlines swapping your electronics out for trouble shooting and the car wash. A quick and easy way to remove and replace your tach, MSD box and MSD switch with two connections and two dzus buttons. Lightweight and durable. Available in black and bare metal.

MSD Mounting Plate Raw
RS-SCI-1181

MSD Mounting Plate Black
RS-SCI-1181-B

**MSD Quick Release Panel**

Sheet metal mounting panel makes removing and installing your MSD box quick and simple. It is designed to mount on the engine side of the dash panel. A ground terminal and dzus fasteners are supplied.

12 Amp Electronic Points Box **MSD8102**

**SCI MSD Mounting Plate (Black)**

Our new aluminium MSD tach plate streamlines swapping your electronics out for trouble shooting and the car wash. A quick and easy way to remove and replace your tach, MSD box and MSD switch with two connections and two dzus buttons. Light-weight and durable.
RS-SCI-1181

KENNY'S Carbon**Fibre Quick Release Panel**

This light weight carbon fibre panel is perfect for mounting your points box and Tel Tac II & Pro for easy removal as one unit.
RS-KC32IPS-1

**MSD Tach & Kill Switch Mount**

MSD, Tach and Kill Switch Mount. Aluminium. All three on a custom aluminium plate that dzus to your dash for easy removal when washing and doing maintenance. Utilizes the stock mounting holes on each component. Tach face and switch mount flush to back of dash, and small holes in the dash facilitates reading the tach and allowing the switch to poke through. Clean and simple one piece design. Designed for a bent dash (see SC-BW-0700 for the same mount for a dash that is flat). Comes complete with dzus springs
Material: Aluminium
Length: 13.75"
Width: 4.5"
Weight: 5.9 Oz
TXRC-SC-BW-0701



AF4530-31239

**XPRO 8.5mm IGNITION LEAD SETS**

AeroFlow's 8.5mm(21/64") Universal spark plug wire sets come with the spark plug terminal and boots fitted with the other end open. Distributor cap boots and terminals for both late model type (HEI male terminals style) and early style (female terminals) are included so you can cut to the preferred length. The kit is supplied with a mini crimper. It is an 8 cylinder kit supplied with three 812.80 mm (32"), two 1219.20mm (48"), two 1270mm (50") and two 1422mm (56").
• Spiral Wound 8.5mm(21/64") lead wire
• Low Resistance (40-50 ohms per foot)
• High EMI Suppression
• Durable Silicon Sleeve with EPDM outer cover
• Available in Red or Black

Universal Plug Wire Kits

AF4030-31193	Black	Multi-angle, standard & HEI cap ends
AF4530-31199	Red	Multi-angle, standard & HEI cap ends
AF4030-31233	Black	90°, standard & HEI cap ends
AF4530-31239	Red	90°, standard & HEI cap ends

**MSD IGNITION****MSD 8.5mm Super Conductor Plug Wires**

Featuring a copper alloy conductor that is tightly wrapped around a special centre core to create a highly effective EMI choke. With this design, the wire has less than 50 ohms resistance per foot, but does not interfere with any other electronics! Each wire is numbered for its cylinder and all terminals, and boots are factory installed with 90° boots each end to suit Chevy Sprint Car engines.
MSD31549

**TACHOMETERS****TEL TAC Oval Track Pro Digital Tachometer**

Now also available in Black. The OTP is designed strictly for oval track use, dirt or pavement, 1/8 mile to full mile tracks. While on the track, the OTP will choose the two consecutive laps that had the highest RPM's, and after engine is switched off will display the four lowest and four highest RPM's from the laps it chose, in the order they were taken on the track. It will also show the highest RPM attained for the whole session.

OTP - Black
Replacement Wiring Harness



RS-TELOTP-BK
RS-TEL01235

TEL TAC II

The Tel Tac II displays the peak RPM once the engine is switched off.

TEL TAC II **RS-TAC2**

**SCI TEL TAC Quick Release Mounting Brackets**

Two piece bracket enables simple quick release mounting of Tel Tac tachometers. Brackets bolt on using existing hardware, and tach then dzues fastens to your car. Kit includes dzus springs.
RS-SCI-1100

**SPARK PLUGS****Autolite**

AUTOLITE Racing Spark Plugs
Non resistor, nickel plated racing application spark plugs. 5/8" Hex, 14mm thread diameter with a 3/4" reach.



Coldest
RS-AUTAR3931
RS-AUTAR3932
RS-AUTAR3933
RS-AUTAR3934
RS-AUTAR3935
Cool

**CHAMPION C & CX Series Spark Plugs NGK V-Power**

Suitable for aluminium cylinder heads with compression ratios from 11:1 to 16:1, where piston dome and cylinder head cause clearance problems between plug and piston. 14mm thread, 0.750" reach and 5/8" Hex.

REGULAR
Coldest
CHC53CX
CHC55CX
CHC57CX
CHC59CX
CHC61CX
CHC63CX
Cool



FINE WIRE
Coldest
CH53
CH55
CH57
CH59
CH61
Cool

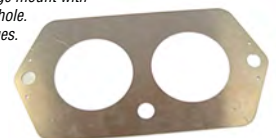
**High Performance Spark Plugs**

Economical price and improved ignitability 90 Degree V-Power centre electrode. Superior anti corrosion properties.

Coldest
NGK-R5671A-11
NGK-R5671A-10
NGK-R5671A-9
NGK-R5671A-8
NGK-R5671A-7
Cool

GAUGES & ACCESSORIES**HRP Gauge Mount Plate**

Aluminium gauge mount with ignition switch hole. Suit 2-5/8 Gauges.
HRP-8361



2 5/8 Gauge Panel

RS-J-J-101024

2 1/16 Gauge Panel

RS-J-J-101024S

AUTO METER Ultra

Light Liquid Filled Gauges



The toughest gauge in racing, Liquid Filled Gauges are designed to withstand the harshest race environments. They provide the strength and durability you have come to expect from Auto Meter.

Oil Pressure

Gauges include 1/8" & 1/4" NPT fittings and 6 ft. nylon tubing.

Oil Pressure 0-100PSI AU4621

Oil Pressure 0-200PSI AU4622

Water Temperature

140-280 Degree F 6ft. Capillary AU4631

120-240 Degree F 6ft. Capillary AU4632

140-280 Degree F 4ft. Capillary AU4631-SP4

2-1/8" Ultra Light Gauges also available - non liquid filled

AUTO METER Ultra Nite

Glow In The Dark Gauges



Easily identified by their anodised blue exterior, Ultra-Nite gauges offer unique features required in certain forms of racing. The luminescent dial glows at night for dimly lit tracks when no electrical power is available. A sealed, water resistant case keeps moisture and debris out. Made for harsh environments where light weight is desired.

Oil Pressure

Oil Pressure 0-100PSI AU4521

Oil Pressure 0-150PSI AU4523

Water Temperature

Light weight anodised aluminium fittings on the temperature gauges are ideal for sprint car racing.

140-280 Degree F 6ft Capillary AU4531

120-240 Degree F 6ft Capillary AU4532

140-280 Degree F 3ft Capillary AU4535

LONGACRE Oil Pressure

Warning Light Kit

This kit could save completely detonating an engine. The light switches on when pressure falls below 20psi. Includes switch, light, battery mount, pressure sender, 1/8 NPT fitting and instructions.

RS-LON4562



HEADER ACCESSORIES

MPD Chev Spark Plug Guards

Don't let mud or rocks ruin your race. These Spark Plug Guards have brackets that bolt to your headers. The lightweight Aluminum Guards mount with 2 quick connect fasteners.

Kit includes Right & Left guard, 2 Front & 2 Rear mounting brackets
MPG-018001



HRP Header Guards

Great for protecting header and spark plugs from getting damaged by debris while racing.

HRP-8329.LH

HRP-8329.RH



HRP Straight Tube Header Guards

Made from stainless steel for use with straight tube design headers.

Left Hand HRP-8336-LH

Right Hand HRP-8336-RH

HRP Radius Rod Mount Header Guards

Made from stainless steel for use with straight tube headers.

Left Hand

Right Hand

HRP-8337.LH

HRP-8337.RH



SCHOENFELD Reducer

3-1/2" to 3" ID

SCH-3035



Exhaust Clamps

Slides over the nerf bar, then attach to a tab welded to the muffler. Almost hidden from view it keeps the car looking clean, whilst firmly holding the exhaust system to the chassis (required under SCCA ruling).
BHR042

DMI Exhaust Port Covers

Spread Port Heads DMI-PLATES-SPR

STD SBC Port Heads DMI-PLATES-STD



SCI Billet O-Ring Exhaust Port

Covers suit Spread Port

RS-SCI-1207

3.5" Stainless Exhaust Band Clamp

SPIN-SBC35



V-BAND CLAMPS

Aeroflow V-Band kits comprise of mild steel weld flanges and a stainless steel clamp. New self-aligning V design.

The weld flanges have been designed with a male to female connection which not only helps align the bands but also provides multiple sealing surfaces which prevent leaks and warping. Mild steel weld flanges are plated in high lustre weld through coating to help prevent rust and corrosion. Aeroflow V-band clamps utilised a special designed stainless locking nut which does not melt or loosen with the high exhaust temperature like the inferior Nyloc nut.

Part No

AF92-3500

AF92-3500SS

ID

3.5" (88.9mm)

3.5" (88.9mm)

Weld Rings

Steel

Stainless Steel

Description

AF59-3500-1

AF59-3500-1



V-Band Clamps & Machined Steel Rings

A great way to fasten your mufflers to your headers. Removes quickly and easily for muffler replacement or storage. Clamp and Ring sets complete one header, so two kits service one car.

V-Band Clamp & Ring Set

V-Band Clamp

Steel Ring - each

RS-VBK350

RS-VBK

RS-SF350



SPP Titanium 12 Point Nuts

Suit Header Studs 3/8"-24.

SPPTPN-375-14



ARP 12pt. Header Studs

Stud kits are supplied with flanged lock nuts.

Studs - Black Oxide Coated AR100-1402

Studs - Stainless Steel AR400-1402

Studs - Stainless Steel AR400-1402

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Studs - Stainless Steel AR400-1402

Studs - Stainless Steel AR400-1402

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Studs - Stainless Steel AR400-1402

HEADER GASKETS



SCHOENFELD Header Gaskets

Suitable for spread port

SBC heads with down nozzles.

Suitable for spread port SBC

heads with down nozzles. 2" Port

Suitable for spread port SBC

heads with down nozzles. 1-7/8" Port

SCH-01531

SCH-01531

SCH-01532



Cometic Multi Layer Steel

Exhaust Gaskets -All Pro

CMC5868-030 (set)



PERFORMANCE GASKETS

FEL-PRO Header Gaskets

Made from high-temp high-density fiber material around a perforated steel core, for durability and heat resistance. They're precoated for easy removal.

Chevy Round Brodix Spread

Port 1.81" Dia.

FE1409

Chevy D -

Shape Port 1.78" x 1.70"

FE1445



HEADERS

SCHOENFELD Swept Forward Sprintcar Headers

Swept forward designed specifically for when mufflers are required. Sweeping the primaries forward allows for the collector to be brought forward leaving more room for the muffler to clear the tyres.



1 3/4" - 1 7/8" Std Port - 3 1/2" Collector

1 3/4" - 1 7/8" ASCS Head - 3 1/2" Collector

1-7/8" Std Port - 3-1/2" Collector

1-7/8" Johnson Port - 3-1/2" Collector

1-7/8"-2" Std Port - 3-1/2" Collector

1-7/8"-2" Spread Port - 3-1/2" Collector

1-7/8"-2" All Pro

2" All Pro

2" Spread Port - 3-1/2" Collector

SCH-1024LV

SCH-1024LVSP

SCH-1025L

SCH-1025LAJ

SCH-1025LV

SCH-1025LVDN

SCH-1025LVAP

SCH-1026LAP

SCH-1026LDN



Schoenfeld Standard LS1 Port Sprint Headers
(1-3/4"-1-7/8")
SCH-1024LV-LS1



SCHOENFELD Straight Tube Sprintcar Headers
Removes over 200 degrees of bend in comparison to standard headers, increasing flow and horsepower.

1-7/8"-2" Std Port - 3-1/2" Collector	SCH-10155LVDN
1-7/8"-2" Spread Port - 3-1/2" Collector	SCH-1055LVDN
1-7/8"-2" All Pro	SCH-1055LVAP
2" All Pro	SCH-1056LAP

Full range of Schoenfeld Products available by special order.



Adjustable Fuel Tank Clamp Bracket Kit

XXX Sprint Car adjustable tail tank clamp set. Made from super strong aluminium with a black anodized finish. The clamps are CNC lightened to maximize strength and minimize weight. Clamps split in the middle to mount to the tail tank bar, and the bolt heads are recessed to conceal them and protect from debris. Adjustable clamps facilitate the mounting of any brand of fuel tank to the chassis. Sold complete with bolts.

ID (for tank bar): 1.375"
Colour: Black Anodized

TXRC-SC-CH-7250

SALDANA Smart Trap Tank Assemblies

This design allows you to pick up almost every drop of fuel. The Smart Trap is lighter and more cost effective than that of other designs on the market.

28 Gal. Smart Trap Sprint Tank
SAL-OS228ST-T



Available in all Bladder sizes.



Cover Plate
.63 Aluminium Cover Plate with Screws.
SAL-SAC-002



Blank Cover Plate
Blank Bottom Cover Plate.
SAL-SAC-003



Rollover Valve
SAL-SAC-009



Flush Cap
Alum. Flush Cap only.
SAL-SAC-017



Gasket
Top Plate Gasket.
SAL-SAC-N-006



Cap, Plate, Valve
Aluminium Flush Cap, Plate, & Rollover Valve.
SAL-SAC-011



Top Plate Assembly
Flush Cap, Plate, Rollover Valve, Bolts and Gasket. SAL-SAC-019



SPP Titanium Button Head Bolt Top Fuel Plate Kit (x12)
SPPTFT-KIT



Nylon Washer
SAL-NYLON12



12 Bulkhead
SAL-SAC-021

MUFFLERS



SCHOENFELD 95 DB Muffler
3-1/2" Inlet & Outlet,
14" Long With
4-1/2" O.D Body
SCH-14272735-78



SCHOENFELD Knoxville Mufflers

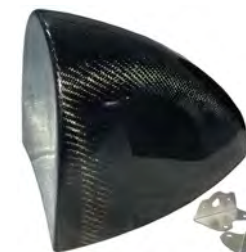
These mufflers are designed to control noise down to 100dba from 100 feet for 410 Sprintcars. Straight through design, 3-1/2" inlet and outlet.

SCH-112535



SCHOENFELD Exhaust Durn Downs

3" SCH-3025
3-1/2" SCH-3525



XXX Carbon Fibre Aero Fuel Tank Cover
TXRC-SC-BW9933CF



SALDANA Outlaw Tank Assemblies

Supplied with -12 top pickup, and all accessories to complete the fuel cell assembly including: flush cap assembly, front cover plate and bladder.

25 Gal. Sprint Tank	SAL-SB225
25 Gal. Sprint Tank - w/ Internal Baffle	SAL-SB225-B
28 Gal. Sprint Tank	SAL-SB228
28 Gal. Sprint Tank - w/ Internal Baffle	SAL-SB228-B
33 Gal. Sprint Tank - w/ Internal Baffle	SAL-OS234B-T



FUEL TANKS & ACCESSORIES



LRB Upper Fuel Tank Mounts

These clamp onto the horizontal bar in front of the tank. Adjustable to accommodate perfect alignment of the top fuel tank bolts. Made from solid billet 6061 aluminium.

LRB-F18RKT-B



MOOSE Fuel Cell Mounts

Black anodised billet aluminium clamps allow for easy fuel cell installation at the top. Clamps swivel on horizontal tube to align perfectly with the shell.

MOO-4500

SALDANA "Outlaw" Shell Only

25 Gal Sprint Shell	SAL-ST125
28 Gal Sprint Shell	SAL-ST128
33 Gal. Sprint Shell	SAL-OS33



25 Gal Sprint Bladder
28 Gal Sprint Bladder
28 Gal Sprint Bladder - w/ baffle

SALDANA Outlaw Bladders

Stronger and 25% lighter than any on the market.
SAL-SB125T
SAL-SB128T
SAL-SB128B-T



SALDANA Light Weight Top Plate Assembly

The new light weight Saldana top plate assembly features a screw on cap with a built in rollover / vent valve and one -8AN and two -6AN ORB return ports to accommodate for simple plumbing.

SAL-SAC-061

TOP WINGS & ACCESSORIES

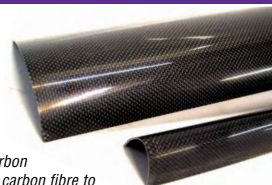


HRP Wing Caps

Available in simulated carbon fibre look plastic, or true carbon fibre to protect the front of your wing.

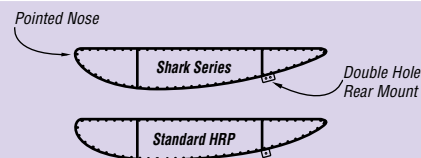
Top Wing Cap - Plastic
Top Wing Cap - Carbon Fiber
Nose Wing Cap - Plastic
Nose Wing Carbon - Carbon Fiber

HRP-8830
HRP-8831
HRP-8833
HRP-8834



HRP Wings

HRP's exclusive recessed rivet design, provides increased strength and aerodynamic efficiency. Centre sections are assembled, leaving you to choose and fit the pre CNC punched and assembled side boards of your choice.





HRP Racer Series Wings

High Quality, Low Cost Racer series wings feature HRP's recessed rivets, super right hand sideboard and are available in 2 1/2" dish or flat centre profiles. Flat packed in shipping tubes, the Racer series wings include top wing posts and a wicker.

2 1/2" Dish Racer Wing Kit with Super Board HRP-RCR0500-DKIT
Flat Dish Racer Wing Kit with Super Board HRP-RCR0500-FKIT



TOP WING KITS

Description	Part No
Top Wing 2.5" Dished Recessed Rivet 8" Super Board	HRP-SKD0512-S8K
Rolled Kit, .016 2024 T3 Aluminium	

HRP Shark Top Wing

New Shark Series Top wing features Aerodynamic Front Caps, Dove Tailed Rear Edges, Double Rear mount holes, Pointed Aerofoil Nose, and the same unsurpassed quality along with being in a lighter package.

HRP-SHK0512



HRP SHARK Carbon Fibre Wing Cap

HRP-8829



HRP SHARK Wickers

1" Shark Wicker	HRP-8855
2" Shark Wicker	HRP-8856
3" Shark Wicker	HRP-8857



HRP Top Wing Wicker Bills

HRP Wickers dzus fasten into place.

1" Wicker Bill	HRP-8860
2" Wicker Bill	HRP-8861
3" Wicker Bill	HRP-8862



HRP Shark Wing Cap

Plastic simulated Carbon Fibre look.

HRP-8837



HRP Wing Rivet Kit

Rivet kit contains enough to assemble sideboards and braces to centre.

Raw	HRP-VFT9001
Black	HRP-VFT9001-BLK
White	HRP-VFT9001-WHT

HRP Nose Wing Rivet Kit

Rivet kit contains enough to assemble sideboards to centre.

HRP-VFT9010



HRP Wing Individual Replacement Parts.
Please call Rocket for more details.

TOP WING POSTS



HRP Easy Glide

Top Wing Post

Forged "T" section and edges are radiused so there is no drag. Contoured bottom lets the belly of the Wing slide perfectly. Tig Welded for ultimate strength, and chromoly posts are chrome plated.

Easy Glide Wing Post - Titanium HRP-8810
Easy Glide Wing Post - Chromoly HRP-8811



XXX Top Wing Post

- Length: 12" - where wing sits to bottom of post
- Material: Plated 4130 Chrome moly
- Wall Thickness: .080"
- "T" Diameter: 5/16"
- "T" Height: 1/2" - from where wing sits to bottom of "T"
- Weight: 0.8 lb

TXRC-SC-TW-0004



HRP Easy Glide 75 degree Top

Wing Post

HRP-8811-A75



SPP Wing Post Pinch Bolt
5/16-24 x 1-1/2"
SPPHH312-24-1500



WING TREES



HRP Tubular Wing Tree

Chrome plated chromoly fully adjustable tree, makes height changes simple and fast. Suitable for HRP wings on XXX, J&J, Maxim and all the later model chassis. Available in 15" or 17" overall height.

HRP 15" Wing Tree	HRP-8080-15
HRP 17" Wing Tree	HRP-8080-17

HRP Wing Tree Inserts

Steel or titanium inserts, will fit either HRP or Triple X wing trees. Available with 1/4" or 3/16" adjustment holes.

Insert w/ 1/4" Holes	HRP-8085
Insert w/ 3/16" Holes	HRP-8085-203
Titanium Insert w/ 1/4" Holes	HRP-8085-TIT



HRP Wing Tree Ring Clips

Suitable for locking the adjustment on the wing tree.

Locking Ring	HRP-5920
3/16" Pin	HRP-5921

HRP Wing Tree Hitch Pins

Quick release pins to suit wing tree adjusters. Available for 1/4" or 3/16" O.D holes in the wing tree. Sold individually.

1/4" Pin	HRP-8084
3/16" Pin	HRP-8084-187



HRP Aero Tree - Insert Only

HRP-8083



XXX Top Wing Tree

Plated 4130 Chromoly. Adjustment holes in 1" increments, with 6" total adjustment. "X" design for lateral and horizontal strength.

- Width At Top: 26" • Width At Bottom: 25-3/4" / 26-1/2"
- Height: 18" - 24" • Diameter: 3/4" • Wall Thickness: .060"
- Wing Slider Mount: 3/8" Hole • Wing Mounts: 3/8" Hole
- Weight: 3.75lbs

XXX Wing Tree - Chrome
XXX Wing Tree - Black

TXRC-SC-TW-0002
TXRC-SC-TW-0002B



Sprint Car 16" Top Wing Tree

Top wing tree. 16" tall. 1" adjustment holes, with a total of 6" of adjustment. "X" design for lateral and horizontal strength. An important accessory for X Wedge design cars, the 16" tree helps you keep the back or your top wing lower, giving you the perfect top wing tilt for high speed tracks. Adjuster pins not included.

Plated - TXRC-SC-TW-0033
Black - TXRC-SC-TW-0033B



XXX Aero Wing Tree

Made from aero, plated 4130 chromoly (squish) tube. Aluminium adjusters with holes at 3/4" increments, and 3" total adjustment. "X" design for lateral and horizontal strength.

- Width: 26-1/4" • Height: 18-1/4" to 21-1/4"
- Wing Slider Mount: 3/8" • Wing Mounts: 3/8" hole • Weight: 3.75lbs

TXRC-SC-TW-0011B Black finish



XXX Tubular Wing Tree Adjusters

Diameter: 5/8" Height: 10" Top edge to centre of boss.

TXRC-SC-TW0012B



SPP Titanium Wing Tree Pin

1/4" with clip
SPPPIN-250-840



WING RAMS



HRP Manual Wing Slider

Aluminium body complete with rod ends and quick release pin.

HRP-8559 Manual Wing Slider

FK Wing Ram Rod End

Aluminium 3/8" x 3/8" female rod end to suit wing rams with 3/8" shaft.

FK-ALJF6



KSE STINGRAY HIGH PRESSURE WING CYLINDER (RAM)

8" STROKE RAM	KSG2001-008
10" STROKE RAM	KSG2001-010
10" WING RAM REBUILD KIT	KSG2007
8" WING RAM REBUILD KIT	KSG2007-8



SWEET Wing Rams

Built for high pressure and quick movement, this cylinder rounds out the complete system for a quick and consistent wing slider assembly. Sweet's 8.5" & 10" stroke wing cylinder specifically designed for oil use! Mate with Sweet valve for optimum performance. Rated to 1300 psi!

8.5" Travel Ram SWE306-10210
10" Travel Ram SWE306-10200

Rod End
Ram Seal Kit
Replacement 10" Shaft
Replacement 8.5" Shaft

SWE331-43037
SWE331-43040
SWE331-44005
SWE331-44013



HRP 8" Wing Ram HRP-8550
HRP 10" Wing Ram HRP-8551



SPP Wing Ram to Tree Bolt
3/8-24 x 1-1/2"
SPPHH375-24-1500

SPP Titanium Wing Ram Clevis Pin
3/8 x .750" SPPPIN-375-750



MPD Wing Slider Clevis
MPD-035810

BMRS 35" -3AN Hose STR-90
suit Sweet Ram
RS-GOD05-006

BMRS 22" -3AN Hose STR-90
suit Sweet Ram
RS-GOD05-010



JIFFY TITE Male Quick Release
Dry Break 1/8 NPT (-3AN)
RS-JIF22802

JIFFY TITE Male Quick Release
Dry Break 1/8 NPT (-4AN)
RS-JIF22403



JIFFY TITE Female Quick Release Dry Break -3AN
RS-JIF21403J

JIFFY TITE Female Quick Release Dry Break -4AN
RS-JIF21404J

WING VALVES

KSE Stingray Wing Valve

Utilizes high flow porting and precision seal technology for superior performance. Three piece billet aluminium design is as much as 30% lighter than other valves available.
KSG2000



Weld On Wing Tab for Sweet Wing Valve

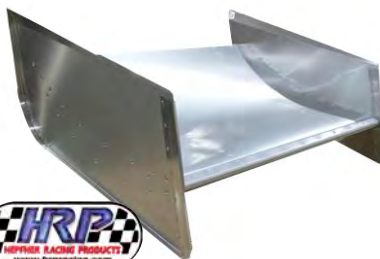
Mounts at 90 degrees suitable for Sweet valve only.
RS-3011727

SWEET Wing Valve

Sweet wing valve was designed with direct plumbing from the steer pump, allowing constant max pressure. This allowing quick wing adjustment without having to turn the wheel. Must use sweet cylinder steer pump and valve together.
SWE306-10100



NOSE WINGS



HRP SHARK NOSE WING

- Race proven aerodynamic shape
- Replaceable components
- .060" 2024 aluminum 1" tall wicker bill
- .020" thick 6061 aluminum skin
- Incorporates replaceable components

HRP SHARK NOSE WING
LH Shark Nose Board
RH Shark Nose Board

HRP-SHK0802-S
HRP-SHK1062
HRP-SHK1063



HRP Nose Wings

HRP offer 1" or 2" dish front wings with both inner and outer mounting positions. Optioned with Tall square sideboards, or super angled sideboards.
2" Dish - Super Board Angled
2" Dish - Tall Board

HRP-VFT0802-S
HRP-VFT0802-T

HRP Nose Wing Side Boards

L/H Super Board - 1" Dish
R/H Super Board - 1" Dish
L/H Super Board - 2" Dish
R/H Super Board - 2" Dish

HRP-VFT1058
HRP-VFT1059
HRP-VFT1058-2
HRP-VFT1059-2



HRP Nose Wing Brace

Strengthens the sideboard to the centre.
HRP-VFT9061

HRP Nose Wing Mounting Tabs

Nose wing mounting stab, suitable for inner or outboard mounts.
HRP-VFT1003



HRP Nose Wing Wickers

1/2" Aluminium Wicker
1" Aluminium Wicker

HRP-VFT1093
HRP-VFT1094

NOSE WING MOUNTS



DMI Nose Wing Posts

CNC bent aluminium 1" posts.
Straight Front Wing Post
Bent Front Wing Post

DMI-SRC2900
DMI-SRC2910



HRP Straight Nose Wing Posts

HRP 1" straight nose wing posts.

Stainless Nose Wing Post
Titanium Nose Wing Post

HRP-8004.SS
HRP-8004.TIT



HRP Bent Forward Nose Wing Posts

HRP 1" bent forward nose wing posts are available in stainless steel or titanium.

Stainless RH Nose Wing Post
Stainless LH Nose Wing Post
Titanium Nose Wing Post
Titanium Nose Wing Post

HRP-8058
HRP-8058-L
HRP-8059
HRP-8059-L



HRP Aero Nose Wing Posts & Clamps

Aluminium clamps mount on an angle on torsion tubes. Aero post are straight and bolt to the nose wing sideboard.

LH Aero Clamp
RH Aero Clamp
LH Aero Tube Post
RH Aero Tube Post

HRP-8054LH
HRP-8054RH
HRP-8055L
HRP-8055R



BHR Centre - Side Board Mount Nose Wing Posts - Pair
BHR045



HRP Stainless Steel 3/4" Straight Nose Wing Post
HRP-8060



HRP 4130 Nose Wing Clamps

Fabricated to suit 1" O.D posts, and utilise a single pinch bolt to secure to the torsion tube.
HRP-8018

3/4" Round Nose Wing Mount

Fits 3/4" tube. Constructed from Aluminium.
HRP-8158



XXX 3/4" Nose Wing Posts

Plated 4130 Chromoly, bent to mount from spuds on torsion tubes to nose wing sideboards. Right side is 3/4" longer than left side. Sold individually.

Right Hand
Left Hand

TXRC-SC-TW-0025
TXRC-SC-TW-0026



SPP Nose Wing Post to Post
1/4-28 x 5/8"
SPPHH-250-28-625



SPP Wing Post Pinch Bolt
5/16-24 x 1-1/2"
SPPHH312-24-1500



Black Nose Wing Aero Rear Strap

Nose Wing Aero Rear Strap. Black. Tabs on both ends to pick up chassis, and attach to nose wing side board Sold individually.
TXRC-SC-TW-0021B

Black Nose Wing Post 1"

Nose Wing Front Post. Black 4130. Center Mount.
For use with nose wing post clamps that go into the torsion tube pinch clamps and attach to the center of the nose wing.

1" TXRC-SC-TW-0028B
1" Bent Forward Design TXRC-SC-TW-0023B



XXX Aero Nose Wing Strap

Stainless steel strap bolts from chassis, to nose wing side board.
Height: 9.5", 10.25" and 11" Holes: 1/4" Weight: 0.38 lbs
TXRC-SC-TW-0021



HRP Maxim 3 Hole Nose Wing Straps

4130 Chromoly, black powdercoated. Suitable for Maxim or Triple X style chassis mounting to the side board of the nose wing.
Available in lengths described below with 5.187" offset.

10.25" - 9.50" - 8.75" Long HRP-8114-H3-1
7.50" - 6.75" - 6.0" Long HRP-8114-H3-4



HRP Maxim Nose Wing Straps

4130 Chromoly, black powdercoated. Suitable for Maxim or Triple X style chassis mounting to the side board of the nose wing.
Available in lengths described below with 5.187" offset.

11" Long HRP-8114-MAX11
9" Long HRP-8114-MAX9
8.5" Long HRP-8114-MAX8.5



HRP J&J Nose Wing Straps

4130 Chromoly, black powdercoated. Suitable for J&J style chassis mounting to the side board of the nose wing. Available in lengths described below with 6.0" offset.

11" Long HRP-8114-JJ11
9" Long HRP-8114-JJ9



U-JOINTS



DMI Uni Joints

The strongest in the industry - all DMI uni joints are supplied with Gladiator crosses, which never need servicing, making a strong assembly even stronger. Suit Chev / Mopar crankshaft. Spring & washer and bolts included.

Titanium Uni w/Alloy Yoke DMI-SRC2322
Full Titanium Uni DMI-SRC2323
Full Alloy Uni 16 spline DMI-SRC2325
Full Alloy Uni 32 spline DMI-SRC2325-32
2K11 H.D. Aluminium 32 Spline DMI-SRC2355-32
Steel Uni w/ Alloy Yoke DMI-SRC2345
Uni Spring & Washer DMI-SRC2327
Replacement Gladiator Cross DMI-SRC2336

Winters Performance Hercules U-Joint

The NEW heavy duty yoke and crank flange capsulates and centers joint assembly. U-Bolts securely retain the joint assembly eliminating clips. Machined from 7075 billet aluminum. 7075 Billet Aluminum

RS-WINT4950-16 16 Spline
RS-WINT4950-32 32 Spline



WINTERS 32 Spline Uni Joint

All aluminium 32 Spline Uni works with new Winters 32 Spline Driveshaft
RS-WINT3700-32



SPP Titanium Uni Joint Bolts
7/16"-20 x .875" 4 Pack
SPPRH-437-20-875



DMI Heavy Duty Steel Uni Bolt Kit.
DMI-SRC2312

TORQUE BALLS, HOUSINGS & TUBES



MPD Light Weight Billet Torque Tube

The finest torque tube available. Precision machined from 2024 billet aluminium. Flawlessly true, O.D 3" for greater torque ball surface area. Must be used with MPD Ball and Housing.
MPD-06460127

MPD Torque Ball

Machined from billet aluminium tube and hard anodised for extra durability.
MPD-064203



MPD Billet Ball Housing

Machined inside and out makes it super light. The unit is designed to keep the centre line closer to the uni pivot point. Removable collar allows for easy inspection, cleaning and greasing of the ball and uni.
MPD-068202



DMI Light Weight Torque Ball

Light and durable hard anodised alloy torque ball, suitable for all DMI housings and torque tubes. Also interchangeable with Winters driveline parts.
DMI-SRC2380
Replacement Ball for WP Style Driveshaft DMI-SRC2444



DMI-SRC2390

DMI Torque Tubes

DMI torque tubes are machined on O.D. and I.D. for trueness. They are 28" long overall and available in Light Weight or Heavy Duty versions, the collars are anodised black.

Torque Tube w/ HD Base - 6.91lbs
Torque Tube w/ LW Base - 6.66lbs
Torque Tube w/ LW Base - 6.66lbs - Black

DMI-SRC2390
DMI-SRC2393
DMI-SRC2393B



DMI Big Unit Torque Tube

DMI-SRC2387



DMI Body Armour Torque Ball Housing

The strongest steel housing on the market. Ball is perfectly aligned with uni centreline. Alloy inserts are replaceable. So you do not have to throw the whole assembly away. Also protects the driver from driveline explosions. Also interchangeable with Winters driveline parts.

Body Armour Housing
Replacement Insert

DMI-SRC2305
DMI-SRC2309



SCI Torque Tube

Newly designed torque tube aims to reduce flex, taking the whip out of the driveline, creating less vibration and strain on the u-joint and car. Available in 2.990" or 3.0"

RS-SCI-1128 3.000"
RS-SCI-1128-2.9 2.990

SEALS-IT Drive Line Seal

Great for keeping the dirt and grit out of the inside of your ball and torque tube. Suits many different housing designs, with SBC or Mopar Crank flanges.

DMI-SRC2301



Kevlar Torque Housing Blanket

Made from Kevlar for ultimate protection around your feet and legs. Also, fast and easy to get in and around the housing for maintenance.
RS-KRP326



BUTLER Torque Tube Pad

RS-BUT-8BP-4810



DMI Torque Ball Housing Stud Kit

Suitable for most housings, supplied with 4 x steel studs, and 4 x alloy high nuts.
Stud Kit DMI-SRC2307
Replacement High Nut DMI-SRC2311B



SPP Titanium Ball Housing Stud Kits – Includes Titanium nylon locking flange nuts

Suit VMAC Housing SPPVK-ATBH-KIT
Suit Winters Steel Housing SPPW-STBH-KIT
Suit DMI Steel Housing SPPDMI-STBH-KIT



SPP Torque Tube Stud Kit with Titanium 12pt Nuts

SPPTTSTKIT-TN-TP

SPP Ball Housing Retainer Bolt

5/16-18 x 1-1/4"

SPPPH312-18-1250



SPP Titanium 12 Point Nuts

Suit Torque Tube Studs 3/8"-24

SPPTPN-375-24



SPP Torque Tube Stud Kit

6 x 3/8-24-16 x 1.900"
 Supplied with ARP 12 Point Steel Nuts.
 SPPTTSTKIT-SN-TP



DMI Torque Tube Stud Kit

Steel Stud Kit
 DMI-RRC2006



DRIVE SHAFTS



DMI Gun Drilled Drive Shafts

Manufactured with 4340 steel or 6AL-4V titanium. All shafts are 16-10 Spline and gun drilled hollow, and true & strong. Various lengths available for any chassis / rear end combination.

39", 40" & 41" with XR-1 or std Winters w/ internal 10-10.
Steel 30" Tubular Driveshaft – 4.77lbs DMI-SRC2430
Titanium 30" Tubular Driveshaft – 2.66lbs DMI-SRC2480

39", 40" & 41" Using XR-2 w/ Internal 10-10
Steel 32" Driveshaft DMI-SRC2440
Titanium 32" Driveshaft DMI-SRC2470

39", 40" & 41" Using XR-1 or std Winters w/ DMI Swivel Coupler
Steel 26.5" Tubular Driveshaft – Swivel DMI-SRC2481
Titanium 26.5" Tubular Driveshaft – Swivel DMI-SRC2485

39", 40" & 41" Using XR-2 w/ Swivel Coupler
Steel 31" Tubular Driveshaft – Swivel DMI-SRC2482
Titanium 31" Tubular Driveshaft – Swivel DMI-SRC2486

32-10 Spline Steel DMI-SRC2430-32
32-32 Spline Steel DMI-SRC2431-32



WIINTERS Swivel Driveshaft 16 Spline-Ball

RS-WINT3942-03



WINTERS Style Swivel Drive Shaft

Replacement Gun Drilled Drive Shaft with install kit:
 28-1/4" X 32 Spline Suit 41" Chassis **RS-WINT3942032B**



Winters Swivel Installation Kit

The install kit includes the seal and snap ring used to secure your swivel spline drive shaft.
RS-WIN4282



Swivel Driveshaft Winters Style (32 Spline, 29")

DMI Steel Tubular 32 Spline Drive shafts are made from 4340 chrome moly steel for maximum durability. Very true and strong.
DMI-SRC2442-2932

Winters Lower Shaft Seal

This seal is used for a swivel spline rear.
RS-WINT7280



WINTERS Swivel Insert Only

RS-WINT2976

DMI Swivel Ball

DMI-SRC2444

REAR ENDS & COMPONENTS

Winters Rear Axles

This billet tubular rear axle is CNC machined and available in long spline or standard, lightweight and ultra lightweight.
 1.875" Wide **RS-WINT5778LT122**
 2.062" Wide (Ultra Light Weight) **RS-WINT5778UT122**

Replacement Parts:

1.875" I.D. Axle **RS-WINT5778L**

2.062" I.D. Axle **RS-WINT5778UL**

Heavy Duty Rear Cover Gasket **RS-WINT6729HD**



XR-2



BULLDOG XR-1 & XR-2 Rear Ends

For more information and availability please call.

BULLDOG XR-1 & XR-2 Replacement Parts

Suitable for XR-1 and XR-2 Rear Ends.

Breather Assembly	DMI-RRC1034
3/8" NPT Magnetic Drain Plug	DMI-RRC1031
Side Bell O-Ring	DMI-RRC1105
Ring Gear Back Stop	DMI-RRC1135
1/2-13 Adjusting Screw Ring Gear Back Stop	DMI-RRC1140
1/2" SAE Steel Back Stop Washer	DMI-RRC1145
Back Stop Aluminium Nut	DMI-RRC1150
Axle Bearing - Standard	DMI-RRC1210
Axle Bearing - Angular Contact	DMI-RRC1211
Axle Seal	DMI-RRC1217
Axle O-Ring	DMI-RRC1220
Axle Seal Spiral Lock	DMI-RRC1225
R&P Bearing & Posi Lock Kit	DMI-RRC1306
Small Pinion Bearing	DMI-RRC1310
Big Pinion Bearing	DMI-RRC1313
Pinion Bearing Spacer	DMI-RRC1315
Pinion Bearing Flange	DMI-RRC1320
Stub Shaft Bearing Retainer	DMI-RRC1325
Rear Cover Bearing	DMI-RRC1350
3/8-16 x 2" Stud - Q/C Cover	DMI-RRC1355
3/8-16 Aluminium High Nut - Black	DMI-RRC1361
3/8-16 Aluminium High Nut - Blue	DMI-RRC1361B
Internal 10-10 Coupler	DMI-RRC1400
Internal 10-10 Coupler - Aluminium	DMI-RRC1401
Snout Bearing	DMI-RRC1410
Internal 10-10 Seal	DMI-RRC1415
Internal 10-10 Bearing Spacer	DMI-RRC1420
External 10-10 Snap Ring	DMI-RRC1425

BULLDOG XR-2 Replacement Parts

XR-2 Rear Centre Section - Thermal Coated	DMI-RRC1006-01
XR-2 Aluminium Snout Spacer	DMI-RRC1008
XR-2 Snout Spacer O-Ring	DMI-RRC1009
XR-2 Fill Level Plug	DMI-RRC1016
XR-2 Shifter Cable Mount	DMI-RRC1056
XR-2 Housing Side bell - Thermal Coated	DMI-RRC1101-01
XR-2 Light Weight Axle 1.875" I.D - Black	DMI-RRC1208
XR-2 Ultra Light Axle 2.055" I.D - Black	DMI-RRC1202
XR-2 Silicone Rear Cover Seal	DMI-RRC1345
XR-2 Billet Aluminium Rear Cover	DMI-RRC1386
XR-2 Billet Aluminium Rear Cover - Black	DMI-RRC1386B
XR-2 Snout Bearing Locking Ring	DMI-RRC1406
XR-2 Seal for Bearing Locking Ring	DMI-RRC1407
XR-2 10-10 Lower Shaft - Steel	DMI-RRC1436
XR-2 10-10 Lower Shaft - Titanium	DMI-RRC1437
XR-2 Swivel Spline Lower Shaft - Steel	DMI-RRC1438
XR-2 Swivel Spline Lower Shaft - Titanium	DMI-RRC1439

DMI Vault Lock Gear

Cover

The Vault-Lock gear cover turns gear changes into a 15 second job! Eliminating the need to remove and reinstall every cover nut by utilizing the centre Vault-Lock design. Will fit Winters or DMI rears.



DMI-RRC1373

DMI Torque Tube Shims

.015" Shim	DMI-RRC1490
.030" Shim	DMI-RRC1491
.060" Shim	DMI-RRC1492

SCI Inspection Plugs

Suit DMI and Winters rear ends.

Large Hex Inspection Plug

Small Hex Inspection Plug

RS-KRP471B

RS-KRP471S

LRB Rear End Snout Cover

Anodised aluminium made to protect the snout of a spare rear end whilst travelling or storing in the shop.

RS-LRBNCVRBLK



Rear End Snout Saver

Billet aluminium spacer that installs between the torque tube and snout to create a cost effective "break point" in the event of a wreck that could damage your rear end or drive line.

RS-KRP338



DMI Bolt

Titanium Bolt for shifter cable bracket.

Suit XR-1 and Winters style bracket.

DMI-RRC1060



WINTERS 32 Spline

Swivel Drive Line Conversion Kits

This track tested assembly eliminates drive line bind, improves spline wear and retrofits in all standard Winters/DMI rears. A 28 spline lower shaft replaces the standard 10 spline, and a 32-32 spline drive shaft replaces the standard 31-16 spline.

Steel Lower Shaft Conversion Kit

RS-WINT3942-01

Titanium Lower Shaft Conversion Kit

RS-WINT2942-02

Winters Swivel

Spline Drive

Coupler

RS-WINT2975



HRP Winters Style

Shifter Cable Bracket

Designed to bolt onto Winters style rear ends only.

Stainless Steel HRP-8001.SS

Titanium HRP-8001.TIT



DMI-RRC1340

Teflon Q/C Cover Gasket



DMI-RRC1049

Cable Mounting Kit



WINTERS

Big Hex Inspection Plug

RS-WIN5920-01

WINTERS

Small Hex Inspection Plug

RS-WIN6857-01



WINTERS

10-10 Coupler Seal

RS-7242



WINTERS Pro Eliminator Rear Ends

The most common rear end used in all sprintcar racing. Magnesium centre section, with black thermal coating, 10-10 internal coupler, and a 52" long spline axle as standard. Available with 4.12 or 4.86 ring and pinion. **More options available call for more info.**

Pro Eliminator with 4.12 R&P

RS-WINTK837S

Pro Eliminator with 4.86 R&P

RS-WINTK837S-1

Swivel Coupler 4.86 R&P

RS-WINTK837S-1SW

Swivel Coupler 4.12 R&P

RS-WINTK837S-SW

Swivel Coupler 4.12 Polished R&P Titanium Lower Shaft

RS-WINTK837S-SWT

REDLINE SHOCK PROOF DIFFERENTIAL & TRANSMISSION OIL

- Film thickness greater than an SAE 75W250, yet low fluid friction like 75W90
- Many performance racing applications like Sprint/Midget/Dirt Late Model Differentials, Detroit Lockers and spools, NHRA Top Fuel and Funny Car rear ends
- Not recommended for most synchro applications due to the product's extreme slipperinessFully-synthetic formulas created from polyol ester base stocks, offer excellent lubrication under extreme conditions
- High viscosity-index (VI) to provide relatively constant viscosity and film thickness with varying temperature change
- Ester base stocks and friction modifiers provide additional slipperiness to lower operating temperatures by reducing the sliding friction in hypoid gears
- Superior shear stability and reduced oxidation compared to other synthetics and conventional gear oils
- Exceed API GL-5 specifications
- Engineered to provide the highest degree of protection and improvement of differential efficiency for better mileage, longer drain intervals, and less wear

Description

Heavy Load Shock Proof Gear Oil 1 Quart (946 ml)

Part No.

Heavy Load Shock Proof Gear Oil 1 Gallon (3.785 Liters)

RED58204

RED58205



QUICKCHANGE GEAR SETS



SCS Pro Series Gears

10-Spline gears are max lightened, where possible without sacrificing strength. Average weight savings are 1-1/2lbs! Since 1987 SCS have been the proven leader in ultra high performance gears, building gears that last from 9310 aircraft alloy for maximum strength. Crown shaved (ground before heat treated) to minimize backlash and run out, broached for exact 10-spline shaft fit and black oxide finished. SCS extra 5 step heat treating process, yields maximum gear life for high stress applications such as World of Outlaw Sprint Cars.

SCS-PRO_____ (Add Gear Set Number to end)

SCS Sportsman Series Gears

SCS now makes A Quality Gear, priced for the Sportsman Racers. The SPORTSMAN SERIES gears are CNC Crown Hobbed to produce a quality that meets the exacting standards accepted by SCS. The gears are not lightened and are made of 8620 material. They are Heat Treated as are the PROFESSIONAL SERIES, but will have a REM finish rather than the Black Oxide. Please note that the SPORTSMAN GEARS are engineered the same as the PROFESSIONAL SERIES and have the exact same Gear Ratios Available.

SCS-SP_____ (Add Gear Set Number to end)

PROFESIONAL & SPORTSMAN SCS 10 SPLINE QUICK CHANGE GEAR CHART

Gear Set Number	4.11 Ring & Pinion (9 - 27 Teeth)		Number of Teeth	4.86 Ring & Pinion (7 - 34 Teeth)	
01	4.11	4.11	28/28	4.86	4.86
02	3.96	4.26	27/28	4.68	5.04
05	3.94	4.28	24/25	4.66	5.07
15	3.90	4.33	19/20	4.61	5.12
15K	3.85	4.38	15/16	4.56	5.18
26	3.83	4.41	27/29	4.52	5.24
06	3.78	4.46	23/25	4.47	5.28
25	3.74	4.52	20/22	4.42	5.35
12	3.68	4.58	26/29	4.36	5.42
07	3.63	4.64	23/26	4.30	5.49
7K	3.58	4.69	21/24	4.23	5.54
17	3.55	4.76	19/22	4.19	5.63
8K	3.49	4.83	17/20	4.13	5.71
08	3.48	4.85	22/26	4.11	5.75
19	3.45	4.89	21/25	4.08	5.78
9K	3.42	4.93	25/30	4.05	5.83
09	3.39	4.97	19/23	4.01	5.88
11	3.35	5.04	22/27	3.96	5.97
03	3.31	5.10	25/31	3.92	6.03
13	3.29	5.14	20/25	3.89	6.08
18	3.25	5.19	19/24	3.85	6.13
4K	3.21	5.26	18/23	3.80	6.21
04	3.18	5.31	24/31	3.76	6.28
20	3.16	5.34	20/26	3.74	6.32
22	3.12	5.41	19/25	3.69	6.39
16	3.08	5.48	24/32	3.65	6.48
10	3.04	5.55	20/27	3.60	6.56
34	3.00	5.63	19/26	3.55	6.65
14	2.95	5.72	23/32	3.50	6.76
14K	2.93	5.76	20/28	3.47	6.81
35	2.91	5.80	17/24	3.44	6.86
32K	2.87	5.89	23/33	3.39	6.97
24	2.83	5.96	20/29	3.35	7.04
36	2.80	6.04	17/25	3.30	7.15
37	2.78	6.07	23/34	3.29	7.18
23	2.74	6.16	18/27	3.24	7.29
21	2.69	6.28	17/26	3.18	7.43
27	2.66	6.35	22/34	3.15	7.51
43	2.63	6.42	16/25	3.11	7.59
28	2.60	6.49	19/30	3.08	7.67
29	2.57	6.58	15/24	3.04	7.77
30	2.53	6.67	16/26	2.99	7.89
41	2.49	6.77	17/28	2.95	8.00
31	2.46	6.85	21/35	2.91	8.10
33K	2.43	6.94	16/27	2.88	8.20
33	2.41	7.00	17/29	2.85	8.28
31K	2.39	7.05	14/24	2.83	8.33
30K	2.37	7.12	15/26	2.80	8.42

GEAR TRAYS



Plastic Gear Case

Hard plastic case to store your Quick Change gears
RS-POP001



PIT PAL Quick Change Gear Tray

Slotted tray provides for gear drainage. And a funnel holder on the side helps to make cleanup easier.
PIT-128-S

WHEEL SPACERS



DMI Wheel Spacer Kits

Aluminium spacer kits are available in clear or black hard anodised, or also in super light magnesium.
10pc Aluminium Spacer Kit – Black DMI-SRC2590BK
10pc Magnesium Spacer Kit DMI-SRC2600A



MPD Wheel Spacer

MPD Racing's new Axle Spacer System utilizing a Split Cone Spacer Allows you to move the wheel in or out without going to your jack handle looking for the right size spacer. Once you have the spacing correct you simply move the existing spacers from the inside of the wheel to the center of the split cone or vise versa.
Kit includes the following, Split Cone, 2 of the 1/4" & 4 of the 1/2" spacers. Most cars will require an additional spacer between the System & the Birdcage.
MPD-087200



Rear Axle Spacer 19pc Kit

Sprint Car rear axle spacer kit. Kit contains a total of 19 CNC-machined billet aluminum spacers. Includes all the spacers needed to do both sides of the axle with infinite adjustments to within 1/4". Each spacer is machined to the correct ID to not rattle around on the axle.

Kit Includes:
- (2) Bearing Shoulders (anodized silver for easy identification)
- (2) Inner Cones
- (2) Outer Cones
- (4) 1/4" Spacers
- (4) 1/2" Spacers
- (2) 3/4" Lightened Spacers
- (2) 1" Lightened Spacers
- (1) 2" Lightened Spacer
TXRC-SC-SU-9947

AXLE NUTS



BK Axle Nuts

Suit all axles from DMI to Winters, and standard to ultra light.

Aluminium Nut (Black) - LH Thread	DMI-SRC2620B
Aluminium Nut (Black) - RH Thread	DMI-SRC2610B
Magnesium Nut - LH Thread	DMI-SRC2660
Magnesium Nut - RH Thread	DMI-SRC2650

SHIFTERS



DMI StratoShifter

The StratoShifter keeps your car locked in gear and keeps tension off all rear internals. The nicest shifter available period. Assembly includes cable, quick disconnect and all hardware. **StratoShifter Assembly** DMI-SRC2400

Shifter Cable - also suits Shurlock / Robison DMI-SRC2405

SCI Positive Lock Shifter

Positive lock design with a spring loaded handle, locks your car into or out of gear. **SCI-1115**

Quick Release Shifter Cable Fastener

Connects the shifter cable to the rear end shifter assembly. Also Doubles as a quick release coupling for the throttle linkage **Aluminium RS-LEHM-3500A** **Steel DMI-SRC2406**

Camlock Shifter Assembly

Sprint Car positive cam lock shifter. All Black Assembly with Aluminium Heim and Quick Release End. Cam Lock makes sure the car stays in gear and does not jump out. CNC-machined billet aluminium shifter which clamps to the frame just to the right of the driver. Includes all hardware with heavy duty cable. Cable length set so it does not have to be disconnected for any reason including squaring and blocking your car. Length (cable): 45" Weight: 1.05 lbs Material: Aluminium **TXRC-SC-SU-0521**

WINTERS Twist Lock Shifters

10/32 Thread Shifter **RS-WINT1285**
1/4"-28" Thread Heavy Duty Shifter **RS-WINT6689**

BIRD CAGES

DMI Bird Cage Spacers

Right Side Spacer **DMI-SRC2598**
Left Side Spacer - Spline Saver **DMI-SRC2601**
DMI Splined Left Side Birdcage Spacer **DMI-SRC2601**

DMI 3" Bird Cage Spacers

These allow standard bird cages to be used on axles designed for Double Wide Bird Cages.

DMI-SRC2580



DMI Bird Cage Sets

7075-T6 aluminium with one piece construction and double bearings on left side and right. No weak bolt on spacers and brackets, all come with left and right side brake mount provision..

DMI Bird Cage Set

DMI Bird Cage Set - Black **DMI-SRC2575**
Birdcage Bearing Spirallock **DMI-SRC2579**
Replacement Bird Cage Level **DMI-SRC2574**



SCI Billet Bird Cages

Designed with strength durability and style, and machined from 7075 aluminium. New stud style pick up for radius rod mounting and black anodised finish. **RS-SCI1157**



SCI Double Wide Bird Cages

These billet birdcages were built to combat the high side loads of a standard birdcage. Spreading the bearings is not a new concept but we have changed the design to more traditional style to balance the load even better. Less drag equals more speed. **RS-SCI-1157-DBL**

Replacement Bird Cage Bearings

Sealed double row angular contact bird cage bearing to suit most popular brands. **28mm Wide RS-5914-2RS/28** **32mm Wide RS-5914-2RS/32**



SPP Radius Rod to Bird Cage Bolt **1/2-20 x 1-5/16" SPPRH500-20-1375**



JACOBS LADDERS

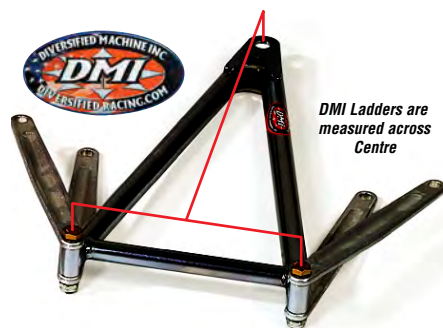
XXX ladders are measured across top arm



XXX Jacobs Ladders

Measured from centre of strap hole to centre of heim hole, and supplied with 7" 6061-T6 straps. Nuts and bolts not included. Jig fabricated and plated chromoly.

13-5/8" Ladder Kit **TXRC-SC-SU-0004**
13-5/8" Ladder Kit - Black **TXRC-SC-SU0004B**
14" Ladder Kit **TXRC-SC-SU-0008**
14" Ladder Kit - Black **TXRC-SC-SU-0008B**



DMI Ladders are measured across Centre



DMI Jacobs Ladders (Black as Standard)

Available in black powdercoated 4130 steel or titanium, supplied with straps and hardware.

13-1/4" 4130 Steel Ladder	DMI-SRC2515
13-1/4" Titanium Ladder	DMI-SRC2525
13-5/8" 4130 Steel Ladder	DMI-SRC2505
13-5/8" Titanium Ladder	DMI-SRC2530
14" 4130 Steel Ladder	DMI-SRC2510
14" Titanium Ladder	DMI-SRC2540
7" Replacement Strap	DMI-SRC2545
7" Replacement Strap - Black	DMI-SRC2545B



13-1/4" Ladder Only Black **RS-KRP297-1314**

13 5/8" Ladder Only Black **RS-KRP297-1358**



Carbon Fibre Jacobs Ladder Cover

Carbon Fibre Jacobs Ladder Cover. The newest way to keep your rear axle and centre section protected from debris. Connects to Jacobs ladder with your existing 1/2" bolt or pin and is held on at the back by the straps and bolts. Simple, Lightweight, Strong and keeps your expensive rear end looking brand new and free of rock chips that can break axles. **TXRC-SC-SU3894CF**

SCI Ladder Straps

Billet straps have the spacer built into them making it easier to install in those yellow or red flag situations. Sold as a kit of four. **RS-SCI-1199**



HRP Ladder Strap Spacer

Sold individually. **HRP-5390**



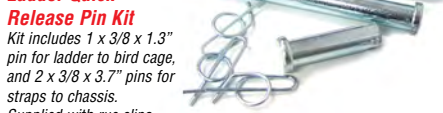
SPP Titanium Ladder Pins

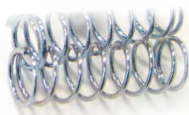
3/8 x 3.500" **SPPPIN-375-3500**
3/8 x 3.650" **SPPPIN-375-3650**
1/2 x 1.140" **SPPPIN-500-1140**



Steel Jacobs Ladder Quick Release Pin Kit

Kit includes 1 x 3/8 x 1.3" pin for ladder to bird cage, and 2 x 3/8 x 3.7" pins for straps to chassis. Supplied with rue clips. **RS-KRP223**





Jacobs Ladder Spring
Individual springs suitable for ladder strap to chassis pin / bolt.
RS-KRP222



Titanium Jacobs Ladder Pin Kit

Complete Kit Contains:
-Titanium 3/8" Jacobs Ladder Pins (2 1/4" from bottom of the head) with Clips. Fits 2015 and Newer XXX Chassis.
-1/2" Pin and Rue Clip with Easy to Remove Handle for the Jacobs Ladder to Birdcage
-New Nylatron Spacers for Jacobs Ladder Straps
TXRC-SC-SU-4900



Aluminium Stop 1 3/4" Split

DMI-SRC2140

DMI Stop Adj. Bolt

DMI-SRC2159



2" Split Stops Are Available By Special Order

DMI Torsion Stops

4140 Steel stops are heat treated and coated for protection.
Steel Torsion Stop 1-3/4" Split **DMI-SRC2160**



SCHROEDER Stop Retainers

RS-RWLAR-B

MSR Torsion Retainers

HRP-6207



FRONT TORSION ARMS

DMI Front Arms

2024-T3 aircraft aluminium torsion arms are offered in the popular standard length.



Left Front Arm - "S" Bend

DMI-SRC2115

Left Front Arm

Right Front Arm - 10 degree Broach

Right Front Arm

DMI-SRC2120

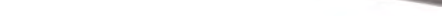
DMI-SRC2125

DMI-SRC2130



SCI Angled Broach Right Front Arm

Light weight 2024 aluminium, with an angled broach. Black anodised finish.
RS-SCI-1144



MSR Torsion Stop Retainer

RS-MSR (sold as Pair)



REAR TORSION ARMS



DMI Torsion Arms

Left Rear Arm **DMI-SRC2687**
Right Rear Arm **DMI-SRC2689**



SCI Rear Torsion Arms

Rear arms designed to suit all popular 1-3/4" split cars. CNC machined with full radiused edges, and black anodised.
Left Rear Arm - 14-3/4" x 3-1/8" Offset **RS-SCI-1141**
Right Rear Arm - 13" x 5-1/8" Offset **RS-SCI-1140**



SCI Heavy Duty Rear Torsion Arms

Designed to reduce the deflection in the arm, to help your spring rate stay constant. The toughest on the market.
H/D Left Rear Arm - 14-3/4" x 3-1/8" Offset **RS-SCI-1141HD**
H/D Right Rear Arm - 13" x 5-1/8" Offset **RS-SCI-1140HD**



XXX Long Rear Radius Rods & Mounts

34" Long chromoly radius rods pick up at the engine plate.
XXX Long Rear Radius Rod - Each, Black **TXRC-SC-SU-0122**
XXX Long Rear Radius Rod Mounts - Pair **TXRC-SC-SU-0120**



SPP Titanium Torsion Arm & Stop Pinch Bolt
3/8"-24 x 1.875"
SPPHH37524-1875S

SPP Titanium Lower Shock Stud
1/2"-20 x 3.020"
SPPONS50020-3020

TORSION STOPS



SPP Titanium Torsion Stop

Made from AIRCRAFT PLATE BILLET - not cheaper grade 5 like the competitors. This provides maximum strength and stiffness. Supplied with the highest strength titanium bolts and jam nuts available. Suitable for 1-3/4" tube split.
SPPTTSP-WB

SPP Titanium 15/16 Hex Jam Nut

5/8"-18
SPPJTJMN-625-18



TORSION BARS

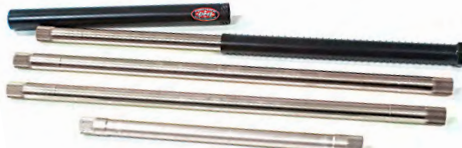


MPD Torsion Bars

Made of high quality alloy material, MPD strive to manufacture the best performing and most durable products in the industry.

30" x 0.975" Hollow Bar
30" x 1.000" Hollow Bar
30" x 1.015" Hollow Bar
30" x 1.025" Hollow Bar
30" x 1.050" Hollow Bar

MPD-300975HW
MPD-301000HW
MPD-301015HW
MPD-301025HW
MPD-301050HW



DMI Reactor Torsion Bars

Extensive testing has made the bar even better with a new smoother transition from effective length to bearing shoulder. When winning is a factor choose Reactor.

30" 800 Hollow Bar
30" 850 Hollow Bar
30" 950 Hollow Bar
30" 975 Hollow Bar
30" 1000 Hollow Bar
30" 1015 Hollow Bar
30" 1025 Hollow Bar
30" 1050 Hollow Bar

DMI-SRC-0800-30
DMI-SRC-0850-30
DMI-SRC-0950-30
DMI-SRC-975-30
DMI-SRC-1000-30
DMI-SRC-1015-30
DMI-SRC-1025-30
DMI-SRC-1050-30

T-REX TORSION BAR INSERT

The T-Rex Torsion Restraint System is designed to prevent arms or stops from being pulled off the bar. It is the safest system available. A World of Outlaws approved torsion restraining device. T-Rex locking plugs come standard with all 30" Hollow Torsion Bars.

DMI-SRC1500



DMI Torsion Bar Bushes

Available in heavy duty, light weight nylon material or also in traditional bronze. Two different wall thicknesses to choose from for different cars.

.095" Bronze Bushing **DMI-SRC2210**
.095" Plastic Bushing **DMI-SRC2220**
.120" Plastic Bushing **DMI-SRC2221**



Sprint Car Plastic Torsion Bush .095"

Sprint Car Torsion Bar Bushing. For 1 1/8" bars. Tapered for EASY installation. Long lasting high quality Nylatron. Nylatron is a trademark for a family of nylon plastics, typically filled with molybdenum disulfide lubricant powder. It is used to cast plastic parts for machines, because of its mechanical properties and wear-resistance.
ID: 1 1/8" (for 1 1/8" bar)
OD = 1.33" (for 1 1/2" x .095 Tube)
TXRC-SC-CH-0532



MOOSE Torsion Plugs

Never lose a torsion arm or stop again. The rod runs through the bar, and plugs on each end to prevent the arms and stops from sliding off.

MOO-1200 **Aluminium**
MOO-1205 **Black**



SHOCKS & COMPONENTS



PRO RED TOP Adjustable Shocks

Pro Shocks have now upgraded their adjustable shocks with new valve bodies for its Rebound and Double Adjustable shock lines.

The new rebound ranges include 3-8, 6-11, and 5-14.

- Detent system promotes a positive adjustment feel and provides better repeatability when setting shocks at the track.
- The 2 piece valve body improves serviceability of seals and reliability of internal components.
- A proven, no-leak sealing system.

Smooth Body Shock - 8" Body 8" Stroke **PRO-A836-11R**
Smooth Body Shock - 8" Body 8" Stroke **PRO-A846-11R**



Aluminium Shock

Smooth Body Shock - 6" Body 7" Stroke **PRO-A646T**
Smooth Body Shock w/ Bearings - 6" Body 7" Stroke **PRO-A647B**
Smooth Body Shock w/ Bearings - 6" Body 7" Stroke **PRO-A656B**
Smooth Body Shock w/ Bearings - 8" Body 8" Stroke **PRO-A849B**
Smooth Body Shock w/ Bearings - 9" Body 9" Stroke **PRO-A940B**
Smooth Body Shock - 9" Body 9" Stroke **PRO-A956T**
Smooth Body Shock w/ Bearings - 9" Body 9" Stroke **PRO-A956B**
Rebound Adjustable **PRO-A836-11R**
Rebound Adjustable 8" Stroke **PRO-A846-11R**



PRO Double Adjustable Smooth Body Shocks

The Double Adjustable shock uses the patented rebound system of the rebound adjustable shock adjusted by the allen screw in the base of the body. Compression is adjusted by turning the thumb wheel.

6" Body 6" Stroke **PRO-A637/38B**
8" Body 8" Stroke **PRO-A837/38B**

Custom Valving and Stroke's available by special order.



PRO Smooth Body Shocks

Pro have been the worlds innovation and shock technology leaders since 1983. A mix of on track testing, technical experience and engineering allow Pro Shocks to stand heads above the rest in performance and quality.



6" Body 6" Stroke - Small Body

PRO-SBA640B
PRO-SBA646B
PRO-SBA650B

6" Body 7" Stroke

PRO-A640B
PRO-A646B
PRO-A650B
PRO-A652B
PRO-A653B
PRO-A654B

8" Body 8" Stroke

PRO-A837B
PRO-A838B
PRO-A846B
PRO-A847B
PRO-A848B

7" Body 7" Stroke

PRO-A740B
PRO-A746B
PRO-A747B
PRO-A750B
PRO-A752B
PRO-A753B
PRO-A754B

9" Body 9" Stroke

PRO-A938B
PRO-A945B
PRO-A946B
PRO-A947B
PRO-A948B
PRO-A950B
PRO-A956B
PRO-A960B

Custom Valving and Stroke's available by special order.



PRO A1 Series Shock

The all new A1/ACF1 Single Adjustable Series has been designed based off of driver input and on-track performance. Through racing applications and in house dyno evaluation, PRO has developed the ultimate rebound adjustable shock. Each aluminium PRO Twin Tube Shock is carefully hand-built and comes with a serial numbered dyno graph for reference setting. PRO Shocks carries all of the popular valve combinations and custom valving options are available. Call Rocket for details.

- New valve body with 32 clicks of adjustment for fine-tuning.
- Low speed adjustable for the ultimate in driver feel.
- New steel billet piston design for internal sealing and endurance.
- Low friction steel bearing rotates freely and withstands high temperatures.



PRO A2 Series Shock

Keeping the drive to stay on top of the shock world, the engineers at PRO Shocks have designed a double rebound adjustable shock. The new A2/ACF2 Series offers independent high and low speed adjustability. By having a low speed adjuster through the rod end, the user is given the ability to make easier and faster valve changes. By separating the high and low speed in the system, the A2/ACF2 shock gives multiple rebound valving options while maintaining little to no hysteresis. With the adjustment range in the shock, the racer is able to fine-tune their car to maximum speed. Each shock will come serial numbered and dyno tested to ensure optimum performance and driver feel. Call Rocket for details.

- Independent high and low speed rebound adjustability.
- Large range of rebound options with little to no hysteresis.
- 32 clicks of low speed adjustment and 40 clicks of high speed adjustment for ultimate tuning.
- New steel billet piston design for internal sealing and endurance.
- Fluid recirculation system to balance internal pressures and give the ultimate in driver feel.



PRO A3 Series Shock

Incorporating the newest technology developed in our A2/ACF2 Series Double Rebound Adjustable Shock, the engineers at PRO Shocks created a triple adjustable racing shock. The new A3/ACF3 Series is a single compression double rebound adjustable shock. This shock gives you one more level on the competition to fine-tune your car for maximum speed. Using fluid recirculation, this shock has the ability to allow a wide range of adjustment while keeping hysteresis low, giving the ultimate in driver feel. Call Rocket for details.

- Single compression adjustable and double rebound adjustable.
- 32 clicks of low speed adjustment and 40 clicks of high speed adjustment for ultimate tuning.
- Fluid recirculation system to balance internal pressures and give the ultimate in driver feel.
- Extremely low hysteresis with a wide adjustment range.

PRO Bump Spring Seat

PRO-A110



PRO Shock End
PRO-B212

PRO Shock End
1" Extension
PRO-B212-1

PRO Shock End
9/16" Jam Nut
PRO-B201



Pro Shock
Bearing
Snap Ring
PRO-B211



PRO Shock
Travel Indicator
PRO-9900



PRO Shock
Bearing
PRO-B210

PENSKE Red Bump Rubber

RS-PNS-BR-28

PENSKE White Bump Rubber

RS-PNS-BR-32



Large Plastic Shock Cover

Stronger, Lighter, Less expensive: 3 great reasons why you should be adding the Triple X Small Body Shock Cover to your shopping cart today. Our shock cover has fit every small body shock we've tried it on (and believe us, we've tried a bunch) and will add many races of life to your shocks by keeping the body safe from rocks and debris.

XXX Plastic Shock covers are stronger than Carbon Fiber for superior shock protection. Snaps on tight without having to attach with tape or zip ties. They will not move once in place and require no tools to put them on.

TXRC-SH-0002



XXX Plastic Shock Cover

suit Large Body Shocks
TXRC-SH-0002



Shock Bump Cup

Suits A-series pro shocks
AF64-4500

SHOCK PIN KITS



HRP
8 Piece
Steel One
Nut Style
Pin Kit.
HRP-8400



SPP Titanium
Shock to Chassis Stud
Suitable for threaded
shock chassis pick ups
and threaded shock
mounts on front axles.
SPPNOS50020-2100

SPP Titanium Lower
Rear Shock Stud
1/2-20 x 3.020"
SPPONS50020-3020



SPP Titanium Top Rear
Shock Stud
1/2-20 x 3.370"
SPPONS50020-3370

SPP Titanium Top
Front Shock to Chassis
1/2-20 x 4.070"
SPPONS50020-4150



SPP One Nut Stud with
Internal Hex
1/2-20 x 1.895
SPPONS500-20-1895

RED DEVIL BRAKE KITS & COMPONENTS

RED DEVIL BRAKES



RED DEVIL Featherlite 200 Series Inboard Brake Kit

The lightest rotating mass of any ventilated 0.810" brake system designed solely for sprintcar racing. Utilizing a 10.4" x .810" ceramic coated titanium rotor, that is cross drilled and slotted for excellent heat dissipation and Red Devil's Featherlite 200 series caliper.

RED-ULB4108100

Replacement Parts:

200 Series Featherlite Rotor	REDTS8101040655
200 Series Caliper	RED-ULB1402078
200 Series Caliper O-Ring Kit	RED-ULB1800200
2 Pc Inboard Rotor Mount	RED-ULB9201104
Spined Aluminium Clamp Only	RED-ULB920-0150
Titanium Hub Only	RED-ULB9200300
200 Series Caliper Mount	RED-ULB9356258
200 Series Caliper Bridge Bolt	RED-ULB9802332
Rotor Bolt Kit	RED-ULB9806200
Inboard Bolt Kit	RED-ULB9806100

RED DEVIL Floating Caliper Left Front Brake Kit

Complete left front brake assembly using a 3 lug solid mount ceramic coated titanium rotor, and floating 100 series single piston caliper.

RED-ULB4107200

Replacement Parts:

3 Lug Rotor	RED-T2501000-3
100 Series Floating Caliper	RED-ULB1401006
100 Series Replacement O-Ring Kit	RED-ULB19016250
100 Series Floating Caliper Sliding Stud	RED-ULB9001310
100 Series Floating Caliper Bracket	RED-ULB9300255
3 Lug Rotor Bolt Kit	RED-ULB9806000

RED DEVIL Outboard Brake Kit

Using the 240 Series caliper, it is the first to provide a four piston caliper, delivering unparalleled performance compared to other combinations. This kit incorporates a ceramic coated floating titanium rotor.

RED-ULB4109400

Replacement Parts:

Floating Rotor	REDTF2501000655
240 Series Caliper	RED-ULB1402433
240 Series Replacement O-Ring Kit	RED-ULB1800240
Outboard Rotor Spacer	RED-ULB9001215
Outboard Rotor Hub	RED-ULB9201129
240 Series Outboard Caliper Bracket	RED-ULB9301253
Rotor Bolt Kit	RED-ULB9806080

RED DEVIL Floating Rotor Left Front Brake Kit

Complete left front brake assembly with a floating ceramic coated titanium rotor, and solid mount 100 Series single piston caliper.

RED-ULB4107600

Replacement Parts:

Floating Rotor	REDTF2501000655
100 Series Solid Mount Caliper	RED-ULB1401106
100 Series Replacement O-Ring Kit	RED-ULB19016250
Hub Mount	RED-ULB4101450
100 Series Solid Mount Caliper Bracket	RED-ULB9300333
Rotor Bolt Kit	RED-ULB9806080
L/F Caliper Bracket	RED-ULB9300255B



Red Devil .360" INBOARD Brake Kit (Titanium Black)

Save weight and increase braking with this lightweight rear brake kit. The .810"x10.4" rotor is ceramic coated for durability and performance and is mated to a billet caliper. The NEW improved FeatherLite Sprint Inboard caliper uses three retaining pins to secure the brake pads. Also NEW is the heavy duty 4 bolt Inboard Caliper Bracket available for both standard and small bells. The FeatherLite Caliper combined with our Ceramic Coated Titanium Rotor offers the best braking ability for your Sprint Car! Ultra Lite Midget Titanium Inboard Brake Kit, Non-Vented Rotor HD, 4 Bolt Mount. Lightest rotating mass of any .810 sprint car brake. Weighs only 2 lb, 11 oz for titanium. 4 piston caliper and brackets. Titanium 10" Single plane coated rotor. Four Bolt Rarend Caliper Mount. Radial Mounted four piston billet caliper. Includes pads, heat shields, and all hardware.

RED-ULB4108113BK



RED DEVIL New Inboard Mount Bracket

The new inboard caliper mount eliminates a possible weak point, it now utilises four pick up points on the rear end for greater strength, against twisting and failure under heavy braking loads.

XR1 & Standard Winters Rears
Winters V8 Rear

RED-ULB935-0541
RED-ULB980-1200

LRB Red Devil Floating Left Front Caliper Mount

Black anodised CNC machined aluminium.

RS-LRBDFCMBLKB



HRP Red Devil Outboard Caliper Bracket

Zinc coated 4130 chromoly steel.

HRP-8073-RD



LRB Red Devil 200 Series Caliper Mount

Utilises the regular two bosses on the side hat plus two side bell studs, eliminating caliper failures due to mount or stud failure. The studs on are girdled to increase reliability, and supplied with all hardware.

RS-LRBMDR10BLK

Ears required to mount to Winters V8 Rear.

RS-LRB-BMRD10-S



RED DEVIL Brake Pads & Heat Shields

Suited to ceramic coated titanium rotors, available individually to suit each Red Devil caliper variation, as are the matching heat shields.

100 Series Solid Mount Caliper Pads	RED-UL104PADS
100 Series Floating Caliper Pads	RED-UL123
100 Series Caliper Heat Shields	RED-ULB1700104
200 Series Inboard Caliper Pads	RED-UL200PADS
200 Series Inboard Caliper Heat Shields	RED-ULB1700200
240 Series Outboard Caliper Pads	RED-UL300PADS
240 Series Outboard Caliper Pads	RED-ULB1700300

RED DEVIL 3 Lug Rotor Adapter

For Red Devil solid left front rotor to be mounted on Red Devil direct mount hubs.

Adapter Plate
RED-ULB4101400
7/16" Bolt For Adapter
RED-ULB9804105



SPP Red Devil Left Front Rotor Bolts
1/2"-20 x .900" Suit Red Devil Rotor ONLY
SPP024



RED DEVIL Caliper Bleeder Nipples
RED-ULB9001400

CARBON FIBRE Red Devil Left Front Brake Guard

Offers protection by wrapping around the caliper, allowing no room for rocks and debris to damage the brake line or caliper.

RS-KRP507-ULB



SMITH TITANIUM BRAKES



SMITH TITANIUM Inboard Rotor

12" diameter .375" thick 6AL4V plate
SPPIBR-375-12

SMITH TITANIUM 4 Piston Inboard Caliper

Made from very stiff 7075-T6 billet alloy providing the stiffest pedal feel. The first brake caliper to ever come with ALL titanium hardware including: pistons, fittings, bleed screw, bolts (with super strong shoulder design). The titanium pistons block heat transfer into the brake fluid - making it the best piston material. Located at the exact centre line of the pad friction material provides for the best pad wear.

Specially designed piston seals provide minimum piston retraction - drivers LOVE this feel! Large titanium pistons that boost the clamping force by 600 lbs over other calipers Calipers are black hard coat anodized and beautifully machined by MOOSE BLOCKS, INC. Suits rotor diameters from 12" - 12.200" & thickness from .250" - .400"

7/16" Lug Mount - 3-1/2" Hole Spacing

SPPBC-R-SM

SMITH Titanium Inboard Brake Rotor Hub

We feel this is the best brake hub on the market. Supplied COMPLETE with all Titanium bolts and hard coat black anodized 7075-T6 billet alloy precision machined by Moose Blocks Inc. Featuring the only "run true" hub tolerance of .002" run out. Floating system allows rotor to expand during heat cycles and helps rotor stay flat. Easy on and off rod cap design with 3/8" bolts eliminates the hub from moving and pulls straight down to evenly clamp the full spline width. Splines are precision fit to Winters or DMI axles. These are two different size splines.

Inboard Rotor Hub suit DMI axle SPPSIBH-D
Inboard Rotor Hub suit Winters axle SPPSIBH-W

SMITH TITANIUM #15 Inboard Brake Pad Set

The best pads to break in a new rotor. They give maximum friction and are good for abuse. The temperature range on these pads is from cold to hot (dull red) - providing the highest stopping power cold or hot.

SPPBP-R-15

SMITH TITANIUM #12 Inboard Brake Pad Set

These pads have a slower bond to the rotor taking up to an entire night of racing to reach maximum grip. Once maximum grip is achieved, they provide maximum friction for extreme abuse. The temperature range for these pads is from cold to extreme hot (bright red) - providing the highest stopping power cold or hot.

SPPBPR-B12

SMITH TITANIUM Inboard Pad Shim Spacer

3.960" wide x 2.210" tall x .100" thick fits Smith Titanium and Wilwood calipers. Two required per caliper.

SPPBPSS-R

SPP Inboard Caliper Bolt

7/16-14 x 1.375"
SPPRH437-14-1375



SPP Titanium Red Devil Inboard Caliper Bracket Bolt

Housing Bolt Countersunk Reduced Hex
7/16-14 x 1.200"
SPPCSH43714-1200



SMITH TITANIUM 3 Lug Rotor
10.875" diameter .300" thick 6AL4V plate
SPPLFR-300-10875

Titanium Rotor Bolts

SPPCS-500-20-750

SMITH TITANIUM 2 Piston Left Front / Outboard Caliper

Made from very stiff 7075-T6 billet alloy providing the stiffest pedal feel. The first brake caliper to ever come with ALL titanium hardware including: pistons, fittings, bleed screw, bolts (with super strong shoulder design). The titanium pistons block heat transfer into the brake fluid - making it the best piston material. Located at the exact centre line of the pad friction material provides for the best pad wear. Specially designed piston seals provide minimum piston retraction - drivers LOVE this feel! Calipers are black hard coat anodized and beautifully machined by MOOSE BLOCKS, INC. Suits rotor diameters from 9" - 11" & thickness from .250" - .375" Removable mud guard to accommodate use both on Sprintcar Left Front & Outboard. Can also be used on Micro Sprint inboard Systems.

3/8" Lug mount - 3-1/4" Hole Spacing
SPPBC-LF-SM

SMITH TITANIUM Gold #1

Single Piston Brake Pad Set

Long lasting pads with medium friction. SPPBP-LF-G1

SMITH TITANIUM #15 Single Piston Brake Pads

Maximum friction made for uncoated titanium brake rotors, producing the highest stopping power of any combination in sprint car racing - GUARANTEED! SPPBP-LF-15

SMITH TITANIUM Left Front / Outboard Pad Shim

Spacer

2.000" wide x 2.250" tall x .100" thick fits Smith Titanium and Wilwood calipers. Two required per caliper. SPPBPSS-LF

SMITH TITANIUM Left Front Caliper Bracket

Black hard coat anodized 7075-T6 billet alloy SPPLF-MB-SMT1

Left front caliper bracket bolt SPPHH375-24-1000

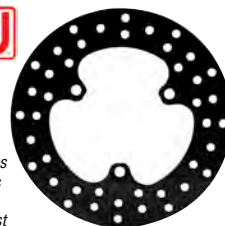
BRAKE ROTORS



WILWOOD 3 Lug Aluminium Rotors

Precision CNC machined from high strength billet plate. Symmetrical machining provides perfect balance, perfect flatness and the truest rotation. Black anodise prevents corrosion, best results are obtained with Q compound pads.

10-1/8" 3 Lug Rotor
10-7/8" 3 Lug Rotor



WB160-3411
WB160-3327



WILWOOD Scalloped Cross Drilled Floating Rotor

Eliminates all thermal stress and distortion. The rotor will run truer, longer and all stress on rotor mounts, and fasteners is gone, under high temperature operation.

Floating Rotor WB160-5855
Nut & Bolt Kit WB230-5567



WILWOOD Cross Drilled Steel Rotor

A durable light weight option where temperatures remain in the low to moderate heat range, and high heat spikes are only intermittent. Uses 8 x 5/16 bolts on 7" mounting. 12" O.D. and .372" thick.

WB160-0525



WILWOOD Scalloped Ventilated Iron Rotor

Excellent balance between lowest weight and ability to effectively manage heat. Rotor is 12" O.D and .810" thick, 8 bolt on 7" mount.

WB160-8136



WILWOOD Ventilated Iron Rotor

High value performance, and rugged durability. Quality at an affordable price. Uses 8 x 5/16 bolts on 7" mounting and is 12" O.D and .810" thick.

WB160-0277



WILWOOD Aluminium Sprint Rotor-42T

Wilwoods 3" x 42 splined axle mount rotors are manufactured from high strength billets with the same precision as our 3 hole mount front rotors. Full symmetrical machining provides perfect balance, perfect flatness and the truest rotation of any aluminium rotor being built.

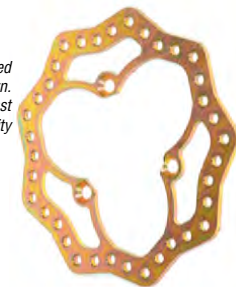
WB160-3275



DMI Light Weight Steel Left Front Rotor

Heavily scalloped and lightened to bring throwing mass down. 10-3/4" O.D rotor is built to last and have superior braking ability over aluminium.

L/W Steel 10-3/4" Rotor
DMI-SRC2705



DMI Floater Style Inboard Rotor Clamp

Clamps into position on the axle splines with 3 pinch bolts. Rotor floats on mount utilising supplied T-nuts, complete with grade 8 hardware. 3 Pc floating inboard mount suits 8 x 7" bolt circle rotors. Lightweight at 1.5 lbs. and strong.

DMI-SRC2932



Replacement Floating Key Kit
DMI-SRC2933

DMI Floating Inboard Rotor Mount

Single piece CNC machined forged aluminium, simply floats on axle splines. Axles must have splined shoulder on left side.

DMI-SRC2930



DMI Splined 6-Pin Rotor Mount Adapter

Brake Rotor Adapter, 2.750 x 42 Spline Axle to 3 Bolt Rotor Pattern.

DMI-SRC2701



DMI Inboard Brake Spacer

Floats between the rear end housing and the inboard rotor mount, preventing wearing out pads unevenly.

DMI-SRC2931



WELD 3 Lug Rotor Bolt Kit
Supplied with three 1/2" countersunk bolts and three nyloc nuts.
WEC0327



DMI Left Front Rotor Bolt Kit
Three piece countersunk bolt kit.
DMI-SRC1993



SPP 1/2"-20 x .750"
Suit Wilwood / DMI Rotor.
SPP024

BRAKE CALIPERS



WILWOOD DynaPro Single Caliper

Now with added wheel clearance. Billet caliper for left front or outboard brakes. The same winning design, with a 3 pin pad retainer. Available anodised black or polished aluminium. Suited to 1/4" or 3/8" rotors. Weighs 2.3lbs.

Anodised Black WB120-10188
O-Ring Kit for 1.75" Bore WB130-2655
Replacement Pad Retainer Clip WB300-9786



WILWOOD Billet Narrow DynaPro Caliper

Lightweight 4.1lbs design. Stainless steel pistons, high temp seals and anodised for protection. Available to suit 0.375" or 0.810" thick rotors, in dual side or single side fluid inlet.

0.375" Dual Inlet WB120-9734
0.375" Single Side Inlet WB120-9734-SI
0.810" Dual Inlet WB120-9736
0.810" Single Side Inlet WB120-9736-SI
O-Ring Kit for 1.75" Bore WB130-2655



WILWOOD Dynalite Single Caliper

Billet caliper for left front or outboard brakes. Suited to 1/4" or 3/8" rotors. Weighs 2.1lbs.

Anodised Black WB120-4062
O-Ring Kit for 1.75" Bore WB130-2655



WILWOOD Floating Dynalite Single Piston Caliper

Rigid and light weight at 1.4lbs, it uses a specific mount bracket designed for floating caliper. Suited to 1/4" or 3/8" rotors.

Wilwood Floating Caliper WB120-3277
O-Ring Kit for 1.75" Bore WB130-2655



LRB Single Piston Caliper Bracket

RS-LRB-WWFCM-BLK

LRB Left Front Caliper Mount
CNC Machined and black anodised, mounts single piston left front caliper with 11" diameter Rotors.

RS-LRBWFCMBLK



DMI Outboard Caliper Mount

For bolting Wilwood single piston calipers to either left or right rear birdcages.

DMI-SRC2581



DMI Left Front Caliper Mount suit 10 7/8"-11" Rotors

DMI-SRC2810BK



HRP Red Devil Outboard Caliper Bracket

HRP-8073-RD



DMI Left Front Caliper Mounts

Machined to precision tolerances, light and strong. Supplied with countersunk 1/2" bolts to bolt to spindle.

10" - 10-1/8" Rotors
10-3/4" - 10-7/8" Rotors

DMI-SRC2800
DMI-SRC2810

WILWOOD Bleed Screw Kit
4 piece kit suitable for all Wilwood, and some alternate brand calipers.

WB220-0627



WILWOOD Single Pin Retainer

Fits DynaLite caliper, 4 pack.

WB180-3862



WILWOOD Split Pin

Fits all DynaLite calipers
WB180-0055



Brake Pad Retaining Clip

Suit Dyna Pro Single Piston Caliper
WB300-9786

DMI Left Front Brake Line Rock Guard

Aluminium plate stops rocks and debris from tearing off the brake line from the caliper. Secures under caliper to caliper mount bolt.

DMI-SRC2820

WILWOOD Carbon Fibre Left Front Brake Guard

Brake guard protects caliper and brake line from being damaged by rocks and debris under racing conditions.

RS-KRP507-WIL



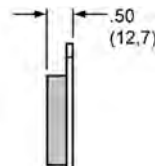
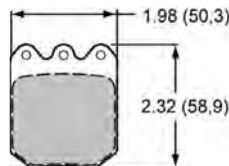
HRP Stainless Steel LF Brake Line Guard - suit

Wilwood

HRP-8011.SS



BRAKE PADS



Left Front Pads

Designed for single piston calipers, with three pin pad retainer clip. The 6812 can also be used in calipers with single pin retainer clip.

Composition Metallic - Titanium / Steel Rotors

Medium to high friction compound with a steadily increasing torque curve as operating temperatures rise. Intended for racing only, specialty alloy rotors such as titanium and light weight steel. Good wear and friction properties with high fade resistance.

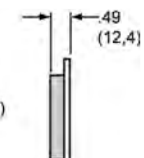
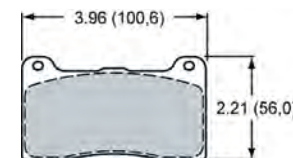
WB150-14354K

Purple Compound

Medium friction compound with good cold response. Intended souly for Sprintcars and Midgets with aluminium rotors. Low abrasion on both anodized and un-anodized surfaces. • WB150-9766K

Q Compound - Aluminium

Low friction performance pad with an increased service life, higher fade resistance and quick recovery time. Intended for aluminium racing rotors. • WB150-10144K



Inboard Pads

Pad type 7216 is used on inboard sprintcar applications in conjunction with Wilwood 4 pot Dynalite calipers utilising a bridge bolt pad retainer.

Composition Metallic - Titanium / Steel

Medium to high friction compound with a steadily increasing torque curve as operating temperatures rise. Intended for specialty alloy racing rotors such as titanium. Good wear and friction properties with high fade resistance • WB150-14346K

E Compound - Steel

Medium friction compound, with smooth engagement and consistent response from a flat torque curve. Provides a fast response without excessive abrasion on iron or steel rotors and very good wear properties. • WB15E-7266K

A Compound - Steel

Immediate cold response with highest friction values at all temperatures. Severe duty use on oval tracks, road courses, and other applications that require immediate high torque response. Long wear rate for sustained high heat braking. Compatible with all iron and steel rotors.. • WB15A-7263K

MASTER CYLINDERS



WILWOOD Combination Remote Master Cylinder Kit

Precision machined from high strength aluminium, includes both small and large reservoirs which can be mounted on the master cylinder or remotely for easier access. Standard mounting configurations provide easy applications for racing.

7/8" Combination M/C Kit **WB260-3376**
15/16" Combination M/C Kit **WB260-3376**
1" Combination M/C Kit **WB260-3378**

Rebuild Kits

Rebuild Kit, 7/8" Combination **WB260-3882**
Rebuild Kit, 1" Combination **WB260-3883**

WILWOOD High Volume Master Cylinder

The highest fluid capacity of any integral reservoir design. There is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events.

High-Volume M/C - 7/8" Bore **WB260-6765**
High-Volume M/C - 1" Bore **WB260-6766**

WILWOOD Residual

Pressure Valves

Retain a minimum brake line pressure to help eliminate excessive pedal travel. Residual pressure prevents fluid from flowing back without causing the brakes to drag. Made from billet aluminium.

2lbs. Residual Valve w/Fittings **WB260-3278**

Master Cylinder Return

Spring & Washer Kit

Riding the brake pedal and heating the fluid can lead to brake fade. This kit will eliminate most of those problems by adding enough return pressure to release the brakes fully.

RS-KRP352



SPP Master Cylinder to Brake Pedal Bolt
5/16"-24 x 2-1/4"
SPPHH312-24-2250

BRAKE LINES & FITTINGS

#2AN Brake Line Kits

Universal length makes them suitable for most chassis. These hoses allow you to create improvements on caliper piston pressure, improving braking power. Assembled with braided stainless hose and crimped style aluminium hose ends. Kits available to suit cars utilising 2 or 3 calipers.

2 Caliper Kit **RS-KAE002**
3 Caliper Kit **RS-KAE002-3**

#2AN Brake Lines with #3AN Fittings

These hoses allow you to create improvements on caliper piston pressure, improving braking power. Assembled with braided stainless hose and crimped style aluminium hose ends.

18" Long Straight/90° **RS-KAE0218**
20" Long Straight/Straight **RS-KAE020**
24" Long Straight/Straight **RS-KAE-B0224**
20" Long Straight/90° **RS-KAE007**

#2AN Cross Over Kit

Suitable for dual inlet calipers, when you are using #2 brake hoses through the car.

RS-KRP-514-2

KEVLAR Brake Lines

Super Light, flexible and strong Kevlar Brake hoses with aluminium fittings available in an assortment of lengths and styles.

-3AN 18" Long Straight/Straight
-3AN 18" Long Straight/90°
-3AN 22" Long Straight/Straight
-3AN 24" Long Straight/Straight
-3AN 24" Long Straight/90°

RED-G0D03-006
RED-G0D04-002
RED-G0D03-007
RED-G0D03-015
RED-G0D04-016



Cross Over Brake Line

For dual inlet calipers. **RS-KPC0014**



AEROFLOW Quick Release Dry Brake Fittings

Aluminium Q/R Coupling **AFQR103-03**
Titanium Q/R Coupling **AFQR104-03**
Stainless Steel Q/R Coupling **AFQR105-03**

QUICK RELEASE BULKHEAD FITTINGS

Quick Release EPDM seal with bulkhead. For use with brake* or clutch
*(NOT for road use Off-road and race use only)

AFQR103-03BH -3 Aluminium
AFQR104-03BH -3 Titanium

NOT suitable for fuel or oil.



QUICK RELEASE LIGHT WEIGHT TITANIUM FITTINGS

Aeroflow's Small Diameter Titanium quick release fitting are even lighter and more compact than before. These super lightweight small diameter fittings are made from Titanium. They have been tested up to 15000psi and are fitted with EPDM seals and are a perfect choice for brake*(NOT for road use Off-road and race use only) application.

AFQR104-03SD

NOT suitable for fuel or oil.

Pressurized Brake Bleeder

New simple and effective pressure brake bleeder. Add brake fluid to the canister, pump up the pressure and crack each bleeder until all the air is purged. Fits most master cylinders.

RS-KRP105



BRAKE FLUID

RED DEVIL Brake Fluid

This fluid is designed for extreme service, and has a boiling point over 600°. A non-silicone based fluid that will not turn black through severe heat like most competitive brake fluids. Red Devil Fluid also contains special additives to aid in lubricating and galling.

RED-ULB9001032



WILWOOD

EXP 600 Plus Brake Fluid

Highly refined blend developed for high performance under hardcore heat and pressure. A dry boiling point of 626°F, exceeding any DOT or SAE spec. EXP 600 Plus has a low moisture absorption rate. It also resists aeration and compressibility after numerous heat and pressure cycles.

WB290-6209



WILWOOD Hi-Temp 570 Brake Fluid

Specially formulated racing fluid with a dry boiling point of 570°F. This fluid can withstand the severe environments of racing. Low viscosity allows for easy bleeding, eliminating fluid aeration which is caused by foaming due to excessive pedal pumping.

WB290-0632



TITANIUM FASTENERS & KITS



SMITH Titanium Bolt Kit

The most complete kit available, and the strongest fasteners on the market. One nut shock style.

Maxim Kit **SPPMAX**
J&J Kit **SPPJJ**



ASTRO

Titanium Bolt Kit

Light weight titanium bolt & fastener kit to suit most common chassis. One nut shock style.

Maxim Kit **AST-MAX**
J&J Kit **AST-JJ**



FASTENER KITS

Assorted Nyloc Half Nut Kit

RS-KRP007



Assorted AN Washer Kit

A great selection of .060" AN washers to keep on hand. Organised in a plastic case.

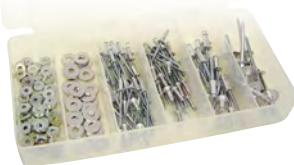
RS-KRP004



Assorted Pop Rivet Kit

A selection of steel rivets, aluminium rivets and backing washers to work with most sprintcar applications. Organised in a plastic case.

RS-KRP002





Aluminium Spacer Kit

Supplied in a plastic case, and great for when you need to space a shock or radius rod. Contains: 1/2" tapered spacers. 16 piece kit. RS-KRP001

Aluminium 1/2" Spacers

1/4" Spacer – 10 Pack	RS-AS1-10
3/8" Spacer – 10 Pack	RS-AS2-10
1/2" Spacer – Pair	RS-AS2-2
3/4" Spacer – Pair	RS-AS3-2
1" Spacer – Pair	RS-AS4-2
1-1/4" Spacer – Pair	RS-AS5-2



HRP Spacer Kits

All kits contain 70 pieces.

1/4" I.D Spacer Kit	HRP-5365A
5/16" I.D Spacer Kit	HRP-5365B
3/8" I.D Spacer Kit	HRP-5365C
7/16" I.D Spacer Kit	HRP-5365D



XXX SPRINT CAR BOLT KIT

Includes everything you need to put together your Triple X Sprint Car. Packaged separately so you know exactly where they go and complete with a list of all of its contents. Each package is marked with its location and extra nuts and washers are provided. All Bolts are Grade 8 with Nylock Thin Nuts and AN Washers. Complete with Torque Tube Studs, Jacobs Ladder Pins with Spring's and Clips, Perfect length Tail Tank Bolts, Lower Motorplate Bolts, Bell Crank, Pedals, Wings, Steering, Brakes, Front End, Engine Mounting to Chassis, Shocks, Radius Rods and More! TXRC-SC-CH-0100

INDIVIDUAL TITANIUM FASTENERS



Nerf Bar Bolts
SPP 10/32 x 1-1/2"
SPPHL-10-32-1500



Nose Wing to Posts & Straps
SPP 1/4-28 x 5/8"
SPPHH-250-28-625



Floor Pan to Chassis, Gas Pedal to Floor
SPP 1/4-28 x 1/2"
SPPHH-250-28-500



Top Fuel Plate to Tank
SPP 1/4-28 x 7/8"
SPPHH-250-28-875



Top Steer Plate to Chassis
SPP 1/4 - 28 x 1-1/2"
SPPHH250-28-1500



Wing Pinch Bolts to Chassis
SPP 5/16-24 x 1-1/2"
SPPHH312-24-1500



Steering Wheel Bolts
SPP 5/16-18 x 5/8"
SPPHH-312-18-625



Ball Retainer to Ball Housing
SPP 5/16-18 x 1-1/4"
SPPHH312-18-1250



Wheel Centre Pinch Bolt
SPP 5/16-24 x .750"
SPPHH-312-24-750



Wing Ram to Tree
SPP 3/8-24 x 1-1/2"
SPPHH375-24-1500



Torque Ball Housing to Motor Plate
SPP 3/8-16 x 1-1/8"
SPPHH375-16-1125



SPP 3/8"-24
SPP1PN-375-24



Fuel Pump Pinch Bolt
makes pump removal a breeze with extra-long jet head. SPPRHFFC250-2-1



Wing Slider Valve to Chassis
SPP 1/4-20 x 1/2"
SPPHH-250-20-500



Master Cylinder Rod End to Brake Pedal & Chassis
SPP 5/16-24 x 2-1/4"
SPPHH312-24-2250



Fuel Cell Bolts
SPP 5/16-18 x 3/4"
SPPTP-312-18-750



Bead Loc Bolts
SPP 5/16-18 x 1-1/4"
SPPHH-312-18-100



Torsion Stops & Arms, Pitman Arm Pinch Bolt
SPP 3/8-24 x 1.875"
SPPHH375-24-1875S



Rear Motor Plate to Chassis
SPP 3/8-24 x 2-3/8"
SPPHH375-24-2375



Front & Rear Motor Plate to Block
SPP 3/8-16 x 1-1/8"
SPPHH375-16-1125



Header Studs
SPP 14 Piece Kit – Includes Titanium Nuts SPPHS-KIT-SARP



Torque Tube Studs
SPP 6 x 3/8-24-16 x1.900"
Supplied with ARP 12 Point Steel Nuts
SPPTTSTKIT-SN-TP



SPP Titanium Red Devil Inboard Caliper Bracket – Housing Bolt
Countersunk Reduced Hex 7/16-14 x 1.200"
SPPCSH43714-1200



SPP Right Front Steer Arm Bolt Drilled
Reduced Hex 1/2-20 x 1.750"
SPPRH50020-1750D



SPP Steering Box Clamp Bolt
Hex Head 3/8-24 x 1.000"
SPPHH375-24-1000



SPP Half Box to Chassis Bolt
Hex Head 5/16-24 x .750"
SPPHH-312-24-750



SPP Steering Wheel Bolt
Hex Head 5/16-18 x .625"
SPPHH-312-18-625



SPP Torque Tube Stud Kit with Titanium 12pt Nuts
SPPTTSTKIT-TN-TP



SPP Titanium Hex Head Floor Pan Bolt
10-32 x .625"
SPPHH-10-32-625



SPP Titanium 12pt Bolt
5/16-18 x 1.750"
SPPTP-312-18-175



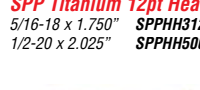
SPP Titanium 9/16 Hex Radius Rod - Axle Bolt
1/2-20 x 1.250"
SPPRH500-20-1250



SPP Titanium 12pt Head Bolt
5/16-18 x 1.750"
1/2-20 x 2.025"
SPPHH312-18-1750
SPPHH500-20-2025



SPP Titanium 9/16 Hex Radius Rod – Chassis Bolt
1/2-20 x 2.625"
SPPRH500-20-2625



SPP Titanium Hex Head Bolt
1/2-20 x 1.560"
1/2-20 x 1.750"
1/2-20 x 2.750"
1/2-20 x 3.750"
SPPHH-500-20-156
SPPHH-500-20-175
SPPHH-500-20-275
SPPHH-500-20-375



SPP Titanium Button Head Bolt Top Fuel Plate Kit (x12)
SPPTFT-KIT



SPP Titanium 9/16 Hex Radius Rod Bolt Kit
Includes titanium nylon locking jet nuts
SPPRR-KIT



SPP Titanium Ball Housing Stud Kits
Includes Titanium nylon locking flange nuts
Suit VMAC Housing SPPVK-ATBH-KIT
Suit Winters Steel Housing SPPW-STBH-KIT
Suit DMI Steel Housing SPPDMI-STBH-KIT

SPP Titanium Button Head Seat Bolts
3/8-24 x 1.750"
3/8-24 x 2.000"
3/8-24 x 2.250"
3/8-24 x 2.500"
3/8-24 x 2.750"
3/8-24 x 3.000"
3/8-24 x 3.250"
3/8-24 x 3.375"
SPPLBH37524-1750
SPPLBH37524-2000
SPPLBH37524-2250
SPPLBH37524-2500
SPPLBH37524-2750
SPPLBH37524-3000
SPPLBH37524-3250
SPPLBH37524-3375





Motor Plate to Top of Block

SPP 3/8-16 x 2-1/2"
SPPHH375-16-2500



Power Steer Pump To Motor Plate

SPP 3/8"-16 x .700"
SPPHH-375-16-700

Power Steer Clamp, Rear Wing Tree, Front Motor Plate to Chassis, Left Front Caliper



SPP 3/8-24 x 1"
SPPHH375-24-1000



Quick Release Ladder to Bird Cage Pin

SPP 1/2 x 1-7/16"
SPPPIN-500-1140



Uni Joint to Crank Bolt - Jet Head

SPP 4 x 7/16-20 x 0.875"
SPPRH-437-20-875



Inboard Caliper Bolt

SPP 7/16-14 x 1.375"
SPPRH437-14-1375

Left Front Rotor Bolts



SPP 1/2"-20 x .750"
Suit Wilwood / DMI Rotor
SPPCS-500-20-750



Front Axle to Radius Rod

SPP 1/2-20 x 1-1/4"
SPPHH50020-1250A



SPP 1/2"-20 x .900"
Suit Red Devil Rotor ONLY
SPPCS-500-20-900



Right Front Steering Arm to Spindle

SPP 1/2-20 x 2.025"
SPPHH500-20-2025



Lower Rear Shock to Arm

SPP 1/2-20 x 3.020"
SPPONS50020-3020



Lower Front Shock to Axle

SPP 1/2-20 x 1-1/4"
SPPHH5020-1250A

Panhard & Radius Rods & Shock to Chassis



SPP 1/2-20 x 3.370"
SPPONS50020-3370

SPP 1/2-20 x 4.070"
SPPONS50020-4150



Radius Rod to Bird Cage Bolt

SPP 1/2-20 x 1-5/16"
SPPRH500-20-1375



BIRD CAGE Heim Bushing

When you want to use a 3/8" pin or bolt to fix the ladder to the birdcage, these bushes slide into the bearing and turn the 1/2" hole into 3/8"
RS-MDR800

SPP One Nut Stud with Internal Hex

1/2-20 x 1.895
SPPONS500-20-1895



Universal One Nut Chassis Stud

Take any chassis with 1/2" through bolt style pick up's, run the guided M14 tap straight into the spud and you now have a threaded shock or radius rod mount. Use Smith's universal Titanium stud that are an M14 thread on the chassis side and the standard 1/2"-20 on the bearing side and you now have an extremely light and simple set up!

M14 / 1/2"-20 Titanium Stud SPP50020M1415189

M14 Tap SPT-M14-M1.5

Black Steel 1/2"-20 Hi-Lok press fit steering stud.
Arms must be reamed for fitment. SPPHLS50020-2000



SPP Titanium Stud

Suitable for Steering and Pitman arms, threaded radius rod and shock chassis pick ups and threaded shock mounts on front axles. 1/2-20 x 2.020"
SPPONS50020-2100



SPP O-Ring Spacer

SPP7075-OR-375



SPP O-Ring Spacers

Aluminium spacers, with O-Rings seated inside so they do not fall off the bolt or stud they are mounted on.

0.375" Spacer -

0.875" Spacer - Suit Shocks

0.250" Spacer -

Suit Steering Arm Bolts / Studs

SPP7075-OR-375

SPP7075-OR-875

SPP7075-OR-250

RACEBOLT

Nerf Bar Bolt Kit

12 x 10/32" steel cap screw, supplied with nuts and washers.
RB-148BK



WHEEL STUDS



SPP Titanium Wheel Studs

Available in either countersunk or hex head to suit all brands of hubs. Sold Individually.

Hex Head (DMI / WINTERS / SANDER)

Countersunk (WELD)

SPPBH375-16-1250

SPPCS375-16-1250

NUTS, WASHERS, RUE CLIPS & RIVETS



NYLOC Half Nuts

3/16 UNF Nyloc Half Nut - EA

3/16 UNF Nyloc Half Nut (Black) - EA

1/4" UNF Nyloc Half Nut - EA

1/4" UNF Nyloc Half Nut (Black) - EA

5/16" UNF Nyloc Half Nut - EA

5/16" UNF Nyloc Half Nut (Black) - EA

3/8" UNF Nyloc Half Nut - EA

3/8" UNF Nyloc Half Nut (Black) - EA

7/16" UNF Nyloc Half Nut - EA

7/16" UNF Nyloc Half Nut (Black) - EA

1/2" UNF Nyloc Half Nut - EA

1/2" UNF Nyloc Half Nut (Black) - EA

SPPSHN-187

SPPSNLN-10-32

SPPSHN-250

SPPSNLN-250-28

SPPSHN-312

SPPSNLN-312-24

SPPSHN-375

SPPSNLN-375-24

SPPSHN-437

SPPSNLN-437-20

SPPSHN-500

SPPSNLN-500-20

SPP 1/2-20 Aluminium Half Nyloc Nut

SPPPHN-500-2024



Spring Cotter Pins

Small Cotter Pin HRP-5910
Large Cotter Pin HRP-5911



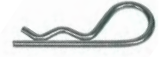
Rue Clips

Sold individually

5/16" HRP-8409-5/16

3/8" HRP-8409-3/8

1/2" HRP-8409-1/2



Steel Jet Nut Kit

RS-KRP008

Rue Clip - Addition

Cotter Pin Small

Cotter Pin Medium

HRP-8409-1/4

HRP-5910

HRP-5911



SPP Titanium

15/16 Hex Jam Nut

5/8"-18
SPTJMN-625-18



SPP Titanium 5/8 Hex Jam Nut

7/16-20
SPTJMN43720-625



SPP 12pt Nut with Captive Washer

1/4-28 SPTPSN-250-28
5/16-24 SPTPSN-312-24

SPP

1/2-20 Titanium Nyloc
Jet Nut
SPTJTN50020-330



SPP Chassis

Weld on Half Nuts

Designed to weld onto your chassis pick up points, so that a stud or bolt will thread in without having to attach a nut separately.
1/2"-20
SPPSHNFL-500-20



SPP Titanium Hex Nuts

3/8"-16
SPPFLTN-375-16

SPP Aluminium Jet Nuts

10/32" SPPJTNA187-10-32

1/4"-28 SPPJTNA-250-28

5/16"-24 SPPJTNA-312-24

3/8"-24 SPPJTNA-375-24



SPP Jet Nuts

10/32" SPPSJTN187-10-32
1/4"-28 SPPSJTN-250-28
5/16"-24 SPPSJTN-312-24
7/16"-20 SPPSJTN-437-20
1/2"-20 SPPSJTN-500-20



SPP Titanium Ladder Pins

3/8 x 3.500" SPPPIN-375-3500
3/8 x 3.650" SPPPIN-375-3650
1/2 x 1.140" SPPPIN-500-1140



SPP Titanium Wing

Ram Clevis Pin

3/8 x .750"
SPPPIN-375-750

SPP Titanium

Wing Tree Pin

1/4" with clip
SPPPIN-250-840



SPP AN Washers

3/16" SPPSSW-187
1/4" SPPSSW-250
5/16" SPPSSW-312
3/8" SPPSSW-375
1/2" SPPSSW-500



SPP Aluminium Washers

3/16" SPPAW-187
1/4" SPPAW-250
5/16" SPPAW-312
3/8" SPPAW-375
1/2" SPPAW-500

HRP Rivet Packs

Kits contain 250 multi grip rivets.

1/8" HRP-VFT9050

3/16" HRP-VFT9051

3/16" - Black HRP-VFT9051BLK



SEATS & ACCESSORIES



89 SERIES CONTAINMENT SEAT

KIRKEY RACING ALUMINIUM SPRINT CAR SEAT KIT. Designed for Sprint Cars and Modifieds. Four (4) sizes available, (14", 15", 16", 17"). Smaller sizes fit Midgets and 600 Micros. Kit comes with black cloth cover. Easily removable cover has additional 1/2" energy absorbing padding for extra lumbar support. 10 degree layback. Designed to accommodate all head and neck restraints. Constructed from TIG welded .100" 5052 grade aluminum. Additional MIG welding adds strength. Contoured elongated bottom reinforced for added thigh and hip support. Energy absorbing padding on seat bottom. Rib and reinforced shoulder supports have extra 1/2" energy absorbing padding directly on seat. Head restraint is adjustable both vertically and laterally and uses molded high density energy absorbing impact pads that eliminates upholstery. Head restraint can also rotate down for additional peripheral vision. Fabricated aluminum connector brackets for easy head adjustment. Left side of head restraint angled and shortened to allow easy entry, exit. Right side leg extension built in, left side cut back for easy entry, exit. Lap and sub belt openings have molded rubber grommets to eliminate belt wear. Designed to accommodate all seat belt systems. Mounts direct to chassis or with use Kirkey mounts.

Part No	Description
KI89140KIT	14" Containment seat kit
KI89150KIT	15" Containment seat kit
KI89160KIT	16" Containment seat kit
KI89170KIT	17" Containment seat kit

KIRKEY Lightweight Sprint Deluxe Seat

The same advanced sprint car seat with added features:

- Strategically placed flared openings to lighten and strengthen the seat
- Full covers or light-weight four piece modular covers are available.
- Extra thick, high density foam on rib support for added comfort and safety.
- Seat cover clips eliminate snaps.



14"	L/W Sprint Seat	KI56100LW
14.5"	L/W Sprint Seat	KI56200LW
15"	L/W Sprint Seat	KI56300LW
15.5"	L/W Sprint Seat	KI56400LW
16"	L/W Sprint Seat	KI56500LW
17"	L/W Sprint Seat	KI56700LW

14"	L/W Sprint Deluxe Black Cloth	KI58111LW
14.5-15.5"	L/W Sprint Deluxe Black Cloth	KI58311LW
16-17"	L/W Sprint Deluxe Black Cloth	KI58511LW



SCI Billet Bottom Seat Spacer

Coped to fit lower seat tube and notched for sub belt
RS-SCI-1186-B

SPP Titanium Button Head Seat Bolts

3/8-24 x 1.750"	SPPLBH37524-1750
3/8-24 x 2.000"	SPPLBH37524-2000
3/8-24 x 2.250"	SPPLBH37524-2250
3/8-24 x 2.500"	SPPLBH37524-2500
3/8-24 x 2.750"	SPPLBH37524-2750
3/8-24 x 3.000"	SPPLBH37524-3000
3/8-24 x 3.250"	SPPLBH37524-3250
3/8-24 x 3.375"	SPPLBH37524-3375



KIRKEY Custom Fabricated Seats

Available tailor made to suit any drivers body, in any type of car.

Call **ROCKET** for details.



Kirkey SFI Spec. 45.2 Impact Absorbing Padding

Designed for the SCCA's rule implementing impact absorbing padding in the seat base. Sheet size 17.5" x 12.5" (trim to fit).
KI99406



KIRKEY Seat Side Supports

Customize any Kirkey seat by bolting on these Head, Shoulder and Leg Supports. Easily installed and add safety and comfort. Increased side support to the thighs, shoulders and head under heavy cornering and in side impact. Made of the same grade aluminum as the seat and are available in the same upholstery materials and colours.

Head Supports

Right Hand Head Support	KI00100
Left Hand Head Support	KI00200
Right Hand Cloth Cover - Black	KI00111
Left Hand Cloth Cover - Black	KI00211
Right Hand Cloth Cover - Red	KI00112
Left Hand Cloth Cover - Red	KI00212

Shoulder Supports

Right Hand Shoulder Support	KI00500
Left Hand Shoulder Support	KI00600
Right Hand Cloth Cover - Black	KI00511
Left Hand Cloth Cover - Black	KI00611
Right Hand Cloth Cover - Red	KI00512
Left Hand Cloth Cover - Red	KI00612

SPP Titanium Button Head Seat Bolts

3/8-24 x 1.750"	SPPLBH37524-1750
3/8-24 x 2.000"	SPPLBH37524-2000
3/8-24 x 2.250"	SPPLBH37524-2250
3/8-24 x 2.500"	SPPLBH37524-2500
3/8-24 x 2.750"	SPPLBH37524-2750
3/8-24 x 3.000"	SPPLBH37524-3000
3/8-24 x 3.250"	SPPLBH37524-3250
3/8-24 x 3.375"	SPPLBH37524-3375



HRP Titanium Seat Washer

Extra large 1" Diameter, to ensure the bolt can not pull through the seat under heavy loads or impacts.
HRP-5000



KIRKEY Light Weight Leg Supports

Customize the Kirkey Lightweight seats with these matching leg supports. For use on 56LW and 58LW Series seats only.

Right Hand L/W Leg Support	KI00300LW
Left Hand L/W Leg Support	KI00400LW
Right Hand Cloth Cover - Black	KI00311LW
Left Hand Cloth Cover - Black	KI00411LW
Right Hand Cloth Cover - Red	KI00312LW
Left Hand Cloth Cover - Red	KI00412LW



KIRKEY Lumbar Support

High density padding gives added support to lower back area.
KI99020



KIRKEY Head & Shoulder Support Kits

Allows you to take advantage of the added safety that a head and shoulder support system offers. This kit must be used complete in order to be effective, the head section cannot be used separately. Made from .100" 5052 grade aluminium and padded with energy absorbing impact foam. Kit includes the head and shoulder restraints with cloth covers, brackets and all mounting hardware.

Support Kit - Black Covers	KI98711
Short Left Side Support Kit - Black Covers	KI98711-S
Tubular Support Kit - Black Covers	KI98811



KIRKEY Roll Bar Padding

Suitable for 1-3/8" - 1-3/4" tubing, and in multiple colours.

Black	KI99001
Red	KI99002
Blue	KI99003

KIRKEY High Density Roll Bar Padding

Suitable for 7/8" - 1-3/8" tubing.

Black	KI99021
-------	---------



Example of finished foam insert

KIRKEY Molded Seat Foam Insert Kit

Our new molded foam seat insert kit is designed to add form fitting high-density padding to the bottom and lower lumbar of your current seat. Everything you need is included in the kit. Please note that this kit is designed to be used with a seat that fits the driver properly as is. If your seat is too large for you already you will need to purchase a second kit. Check out KIRKEY on YouTube as the video explains Step by step procedures to use the molded seat foam insert kit

- Kit includes all necessary materials:
- 2 containers of foam (Part A & B)
 - 1/4" Foam Sheet
 - 1 Roll Double-Sided Adhesive Gaffers Tape
 - Foam Mixer
 - Electric Knife
 - Plastic Bag
 - Seat Cover Material
 - Checklist

KI99300



Seat Spacer Kit

SCI has been working hard to make mounting seats faster, safer and easier. This new spacer kit comes as a 4-piece kit that has been designed to accommodate most driver's preference on the seat location. Kit includes a 1", 1/2" and 1/4" spacers as well as the 1-1/2" V block that is machined to fit the back of most seats.

Seat Spacer Kit RS-SCI-1186

HELMETS

SIMPSON SA2015

VUDO EV1

The Vudo EV1 features a redesigned chin bar which offers excellent coverage as well as a newly designed shield pivot system and shield latch. Recessed eye ports offer a 100% shield seal and pre-drilled fitments for head and neck restraint devices make these helmets safe and reliable. They are Snell-approved for motorsports use, such as stock car, sprint car, road racing, karting, and more.

- Full Face
- Carbon X Liner
- Choose from 11 color options
- Sizes 7-1/8" - 7-3/4"
- Head and neck restraint compatible
- Works with shield (6301010)
- Uses style F tearoffs (91074857)
- SA2015 certified

Available by special order in color options: Bronze, Black, Platinum, Red, Blue, Yellow, Flat Black, Maroon, Pearl, and Orange
VUDO EV1 2015 Certified **SI663 - XS to XL**



SNELL 2015 Speedway SHARK Helmets

With Speed FX Package:

- Aerodynamic system consisting of a "Wicker Bill" and "Downforce Chime" that works in conjunction with Simpson's built-in BLD (Boundary Layer Design) and Gill vents to add helmet stability at high velocities in open cockpit cars.
- Snell SA 2015 Rated
 - Best for multi-use, stock car, drag racing, sprint car, karting
 - Defined "Wave Eliminators" increase functionality from an aerodynamics aspect
 - Newly designed shield pivot system
 - Newly designed shield latch opens with ease
 - Recessed eye port offers a 100% shield seal
 - Head and neck restraint compatible; radio communications available
 - Ships complete with two 3mm shields (clear and smoke), includes helmet bag
 - As worn by: Ashley Force Hood and Brandon Bernstein
 - Available in Blue By-You / Sun Kissed / Metallic Blazing Copper / Metallic Silva
 - Metallic Mirage Lake / Red Hot Meltdown / White / Black / Matte Black
 - Safety Orange / Pearl White (By Request)

Speedway Shark Snell 2015 Certified **SI670 - XS to XL**



TEAR OFFS

RACING OPTICS

Tapered Tear Off Posts

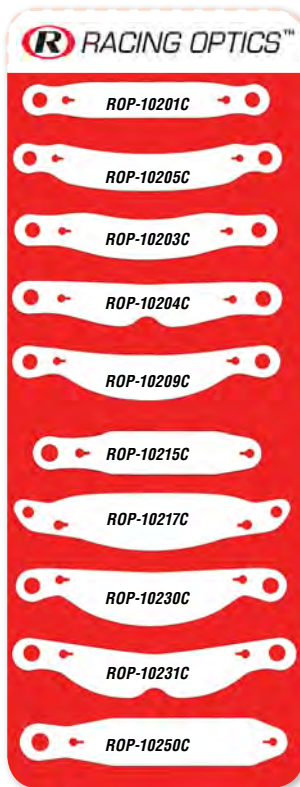
Adjustable, Anodised, CNC machined mounting posts.
ROP-9900



FOG CITY Anti Fog Lens Insert

Suitable for most shaped visors. Designed with an adhesive strip to mount, and ensures clear vision at all times.

RS-FCXFM



RACING OPTICS X Stack Tear Offs

The thinnest tear offs available, giving the least blur and distortion to the drivers vision. X Stack tear offs are vacuum sealed together in stacks of 10 individual tear offs.

Three stacks of 10 are supplied per pack.

ROP-10201C Simpson Voyager, HJC
ROP-10203C Simpson Matrix, SX, JR, Shark
ROP-10204C Simpson RX, Super Bandit, Diamond Back, Raider

ROP-10205C Bell, G-Force, Pyrotec
ROP-10215C All Bieffe
ROP-10209C Simpson Vudo, Shark Series, Invader, Valor, Impact Air Draft, Super Sport

ROP-10217C Arai, Shoei
ROP-10230C Vapor, Air Avapor, Charger, Super Charger, Draft
ROP-10231C Champ, Nitro, Super Cyclone
ROP-10250C All Sparco

COMMUNICATIONS



MOLDABLE Earphones

The best earphones you could ever wear, follow the simple DIY steps provided and these will deliver perfect sound without shifting under you balaclava or helmet.

RS-KRP585



Raceceiver Fusion 1600

Fusion 1600 Driver Scanner Only It is preprogrammed with 1,600 channels for frequencies between 450-470 MHz, and will allow you to manually scan through the channels, 1 or 100 at a time, to the channel that you want to monitor. Or you have the option of finding a driver's channel by simply following the easy to read channel chart. Channel charts are updated weekly and are available on our website or at trackside locations. It is designed to listen to one driver at a time. You can save your favorite driver to the default channel. It utilizes the industry std 3.5 mm jack, allowing the use of a headset. Each RACEceiver Fusion 1600 package contains a RACEceiver, holster, one AAA battery. It is a must for drivers since it allows race officials to broadcast directly to drivers for safety and efficiency purposes without having the drivers talk back.

Raceceiver Only No Ear Piece **RS-RCVY1600**

GLOVES



SIMPSON The Predator Glove

Constructed of the protective fabric of choice, Nomex. Strategically placed individual performance leather grip points provide exceptional natural wheel grip. Also featuring an extra long bunch free gauntlet and knock out style. Available in black or white and sizes Small through XL, specify size and colour when ordering.
SI20800



SIMPSON The Competitor Glove

Nomex Construction; distinctive white trim out Silicon palm and touch points for superior grip and limited bunching. Meets FIA and SFI 3.3/5 Requirements
 Specify Color & size when ordering, Sizes Available S-XL Colors: Red, White & Black
SI21300

HEAD & NECK RESTRAINTS



SIMPSON Hybrid Sport

The Hybrid Sport is lighter, weighing in at 20% less for the large, including hardware; and the DuPont carbon/polymer construction is sleek, modern and appealing with defined wings for seatbelt containment. The sliding tethers and patent pending multi-tether system enhances side to side range of movement and field of vision.

Available with SFI or FIA certification.

We can further customize your Hybrid Sport with any of the following options. The Seatbelt Anchor System is encouraged for drivers in markets such as Sprint cars and provides more stability to the driver in flips and barrel rolls. For full range of sizes and options speak to our experienced staff.

Call **ROCKET** for details and pricing.

HARNESS

SIMPSON

5 Point Harnesses

- Wrap around seat belt pull down
- Available with left side adjustment only or dual side adjustment on lap belt
- Individual shoulder harness wrap around
- Polyester webbing
- Platinum color available for an upcharge.



Dual Side Adjustor

- Black Harness SI29064BK
- Blue Harness SI29064BL
- Red Harness SI29064R

Single Side Adjustor

- Black Harness SI29066BK
- Blue Harness SI29066BL
- Red Harness SI29066R



SIMPSON Sprint Car Belt Suit Hans Device

Simpson safety Sprint Car belts is designed for use with HANS device with shoulder belts 2" wide & 3" wide at latch with pull down shoulder belt & with no right side adjustment.

SI29066BK-HN



SIMPSON Hans Dual Shoulder Harness

Standard 3" harness pulls down on the drivers shoulders as usual. The 2" straps are sewn onto the 3", which then secure the Hans to the shoulders. This keeps all body weight off of the Hans under crash situations.

SI30011BK



SIMPSON Ratchet Harness

Strap in like a fighter pilot! Designed for the aircraft industry and now adapted to be fitted to a sprintcar, these help reduce fatigue and hold you tight in the seat by using the ratchet system to pull you in tighter than ever before, shoulder belts are 2" wide & 3" wide at latch to accommodate HANS device with lever & latch buckle assembly. (Supplied with a 1/4" drive ratchet)

SISB51204-16.1



Steel Billet Ratchet Belt Clamp
RS-BUT-HHRM-1375

SCI Ratchet Seat Belt Clamp

Billet clamp is a convenient way to mount ratchet type harness, instead of drilling a hole and welding in a spud, just bolt these right on.

RS-SCI-1120



SCI Belt Saver

Never worry about keeping your shoulder harness away from the upper seat bolts again. With a rounded finish and countersunk surface for the bolts to be contained in, the belts don't have a sharp edge to come into contact with.

RS-SCI1170

Weld-In Sleeve Hooker Belt Mount

This weld-in sleeve is designed to be used with the hooker ratchet lap belt.

RS-BUT2151



UNDERWEAR



FIA BALACLAVA

Nomex Balacava features a frontal design utilizing a dual layer of Nomex for increased protection. Natural only.

Description

- Single Eyeport Balacava
- Dual Eyeport Balacava

Part No

- SI23004W
- SI23005W

SIMPSON MEMORY FIT BALACLAVA

The lightweight unique memory fit fabric stretches both horizontally and vertically for an overall comfortable fit.

Description

- Memory Fit Balacava, Black Single Eyeport
- Memory Fit Balacava, Black Dual Eyeport

Part No.

- SI23050K
- SI23051K



70Z FIA APPROVED NOMEX UNDERWEAR

Description

- 70z Nomex Underware Top SFI Large
- 70z Nomex Underware Top SFI Medium
- 70z Nomex Underware Top SFI Small
- 70z Nomex Underware Top SFI X-Large
- 70z Nomex Underware Top SFI XX-Large
- 70z Nomex Underware Bottom SFI Large
- 70z Nomex Underware Bottom SFI Medium
- 70z Nomex Underware Bottom SFI Small
- 70z Nomex Underware Bottom SFI X-Large
- 70z Nomex Underware Bottom SFI XX-Large

Part No.

- SI20000L
- SI20000M
- SI20000S
- SI20000X
- SI20000Z
- SI20001L
- SI20001M
- SI20001S
- SI20001X
- SI20001Z



MEMORY FIT SFI NOMEX UNDERWEAR

Description

- Memory Fit Underware Top SFI Large
- Memory Fit Underware Top SFI Medium
- Memory Fit Underware Top SFI Small
- Memory Fit Underware Top SFI X-Large
- Memory Fit Underware Top SFI XX-Large
- Memory Fit Underware Bottom SFI Large
- Memory Fit Underware Bottom SFI Medium
- Memory Fit Underware Bottom SFI Small
- Memory Fit Underware Bottom SFI X-Large
- Memory Fit Underware Bottom SFI XX-Large

Part No.

- SI20123LK
- SI20123MK
- SI20123SK
- SI20123XK
- SI20123ZK
- SI20124LK
- SI20124MK
- SI20124SK
- SI20124XK
- SI20124ZK

SIMPSON VO2FX 15/20

COMPRESSION SOCKS

Description

- SFI 3.3 Fire Retardant Compression Socks
- Large SI23030L
- Medium SI23030M
- X-Large SI23030X



For full range of underwaer please see page 534 in main Rocket section

FIRE SUITS

SIMPSON

Custom MTO Fire Suits

All made to order custom firesuits may be ordered in any style or colour, in single, double or three layer, with the option of Signature Knit Nomex, Diamond, Gabardine or Sateen Fabric.

Custom Suits Include:

- Custom fit and tailored measurements
- Vertical Quilt
- Choice of collar – Banded, Soft Knit, Wrap Around • Zippered Breast Pocket Option on certain suits
- Epaulets
- Name Embroidery • Inset Front Pockets
- Coloured rib cuffs – Red, White, Blue, Black
- SFI Tag

Options:

- 360 Degree full arm shoulder gusset
- Lower back expandable Nomex gusset
- Box quilt – matching or contrast colour
- Back patch pocket • Straight Leg Cuffs
- Built in arm restraint • Hoof option – straight leg cuff required • Racers deluxe package – 360 Arm gussets, lower back gusset, straight leg cuff and full box quilt
- Embroidery
- Custom design



SIMPSON Racing Suits

Simpson racing suits are used worldwide in all forms of motorsport where no safety compromise is acceptable. Simpson fire suits are available in 1, 2 or 3 layers as well as a variety of fabrics such as filament woven Nomex, Gabardine or Sateen and Carbon X. The SFI 5 suits listed below are available "off the shelf" but Simpson's higher spec suits are made to order. We can arrange a custom suit in any colour with many custom options to meet any current SFI or FIA specification.

SIZE CHART - Simpson Race Suits

Size	Chest	Waist	Height	Weight
S	30-34"	26-30"	5'5" - 5'7"	52-59 kg
M	34-38"	30-34"	5'7" - 5'10"	63-75 kg
L	38-42"	34-38"	5'10" - 6'2"	79-91 kg
XL	42-46"	38-42"	5'11" and over	95-102 kg
XXL	46-50"	42-46"	5'11" and over	106-114 kg

PYROTECT SPORTSMAN DELUXE

ONE PIECE SUIT

Lightweight, Stylish, Comfortable and loaded with features, the Pyrotec Sportsman Deluxe, two Layer, SFI 5 Nomex, one Piece Drivers Suit. Manufactured using a Nomex material.

- Features: • Knit Lined Neck Brace
- Vented Arm Attachment • Epaulets
- 360° Vented Waist expansion Panel
- Hidden Slash Pockets
- Hidden Boot Cuffs • Arm Accent Piping
- Available Color Choices: Black/Black/White Piping, red/Black/White Piping, Blue/Black/White Piping
- Available sizes: Small through 3X Large



For full range of fir suits please see page 534 in main Rocket section

SHOES



SIMPSON Stealth Sprint Shoe

A new take on the ever popular Sprint Shoe, improved soft leather, modified lace guard and futuristic look with double speedfit closure. Available in sizes 8 through 13, other sizes may be available by special order, specify size when ordering.

SISP



SPRINT WHEEL

DMI Goldstar Splined Sprint Centre

42 Spline aluminium wheel centre, suits Sander, Weld and MPD wheels.

DMI-SRC1979



DMI Black Widow Splined Sprint Centre

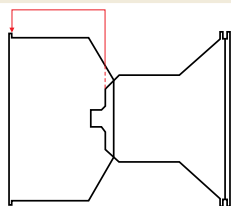
42 Spline aluminium wheel centre, suits Sander, Weld and MPD wheels.

DMI-SRC1979A

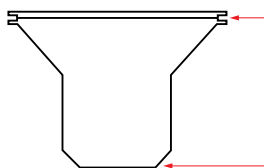


HOW TO MEASURE SPRINT/MIDGET WHEEL & PARTS

Wheel Offset Measurement

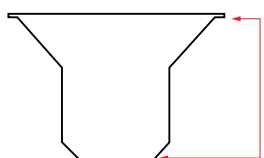


Beadlock Replacement Rim Half Size

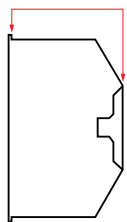


Beadlock measurement may vary +/- 0.125 inches

Non-Beadlock Replacement Rim Half Size



Inner Replacement Rim Half Size



Available by special order ONLY



SANDER Racing Wheels

Glen Sander Engineering Inc. is the only racing wheel company to CNC cold spin all of their aluminium wheel halves. They are cold formed over a 2 stage mandrel and heat treated twice to obtain max strength. The bead lock rings are all made from billit material, not formed and welded like other rings. All wheel halves come fully polished and lock ring anodized for easy maintenance.



WELD Racing Wheels

- Exceeds USAC Wheel Standards and Specifications
- Cold Drawn Proprietary Aluminium Rim Halves, Lighter Yet Stronger than 6061-T6
- Forged Aluminium Center, Splined and 100% C.N.C. Machined to Exacting Tolerances for Perfect Balance
- "Roll Forged" Rim Lip Increases Bead Seat Strength Keeping Rim Rigid and Round on the Most Abusive Racing Surfaces.

Please specify Wheel Centre Colour when ordering.



WELD Magnum 15" Sprint Wheel Replacement Parts

- WEP613-7040 Wheel Centre Bolt Kit
- WEP613-7060 Wheel Centre Nutsert Kit
- WEP613-7078 Forged Wheel Centre - Gold Anodised
- WEP613B-7078 Forged Wheel Centre - Black Anodised
- WEP650-3005 Bead-Loc™ Bolt Kit - Suit all 15" Weld Bead-Loc's
- WEP650-3013 Bead-Loc™ Threaded Nutsert Kit - Suit Wheel Centre
- WEP650-4514A-6 Ultra Mud Cover™ - Polished
- WEP650B-4514A-6 Ultra Mud Cover™ - Black Anodised
- WEP650-4600 Mud Cover Dzus Fastener Kit - 12 Piece Kit
- WEP650-5275 Bead-Loc™ Ring
- WEP650-5315-6 Bead-Loc™ Ring w/ Ultra Mud Cover
- WEP650-5314-6 Bead-Loc™ Ring w/ No Mud Cover (Has Provision For Cover)



WELD Magnum 15 x 15" Splined Sprint Left Rear Wheels with Outer Bead Loc

PART #	OFFSET	INNER HALF	OUTER HALF
WE735-51524	4	WEP856-5458	WEP857-5024
WE735-51525	5	WEP856-5558	WEP857-5924
WE735-51526	6	WEP856-5658	WEP857-5824
WE735-51527	7	WEP856-5758	WEP857-5724

WELD Magnum 15 x 15" Splined Sprint Left Rear Wheels with Inner Bead Loc

PART #	OFFSET	INNER HALF	OUTER HALF
WE735-51534	4	WEP856-5428	WEP857-5014
WE735-51535	5	WEP856-5528	WEP857-5914
WE735-51536	6	WEP856-5628	WEP857-5814
WE735-51537	7	WEP856-5728	WEP857-5714



WELD Magnum 15 x 17" Splined Sprint Right Rear Wheels with Outer Bead Loc & Cover

PART #	OFFSET	INNER HALF	OUTER HALF
WE735-51754-6	4	WEP856-5418	WEP858-5254-6
WE735-51755-6	5	WEP856-5518	WEP858-5154-6
WE735-51756-6	6	WEP856-5618	WEP858-5054-6
WE735-51757-6	7	WEP856-5718	WEP857-5954-6
WE735-51758-6	8	WEP856-5818	WEP857-5854-6

WELD Magnum 15 x 18" Splined Sprint Right Rear Wheels with Outer Bead Loc & Cover

PART #	OFFSET	INNER HALF	OUTER HALF
WE735-51854-6	4	WEP856-5418	WEP858-5154-6
WE735-51855-6	5	WEP856-5518	WEP858-5054-6
WE735-51856-6	6	WEP856-5618	WEP857-5954-6
WE735-51857-6	7	WEP856-5718	WEP857-5854-6
WE735-51858-6	8	WEP856-5818	WEP857-5754-6



WELD Magnum BLACK Splined Sprint Right Rear Wheels with Outer Bead Loc & Cover

15" x 17"

PART #	OFFSET
WE735B-517B55-6	5
WE735B-517B56-6	6
WE735B-517B57-6	7
WE735B-517B58-6	8

15" x 18"

PART #	OFFSET
WE735B-518B55-6	5
WE735B-518B56-6	6
WE735B-518B57-6	7
WE735B-518B58-6	8

WELD Magnum BLACK Splined Sprint Left Rear Wheels with Inner Bead Loc

15" x 15"	
PART #	OFFSET
WE735B-515B35	5
WE735B-515B36	6
WE735B-515B37	7

WELD BLACK 15 x 8" Direct Mount Rims

PART #	OFFSET	BEAD-LOC
WE860B-50813	3	NONE
WE860B-50814	4	NONE
WE860B-50815	5	NONE
WE860B-50853-6	3	BEAD-LOC™ W/CVR
WE860B-50854-6	4	BEAD-LOC™ W/CVR
WE860B-50855-6	5	BEAD-LOC™ W/CVR



WELD 15 x 8" Direct Mount Rims

PART #	OFFSET	BEAD-LOC
WE860-50813	3	NONE
WE860-50814	4	NONE
WE860-50815	5	NONE
WE860-50823	3	OUTER BEAD-LOC™
WE860-50824	4	OUTER BEAD-LOC™
WE860-50825	5	OUTER BEAD-LOC™
WE860-50853-6	3	BEAD-LOC™ W/CVR
WE860-50854-6	4	BEAD-LOC™ W/CVR
WE860-50855-6	5	BEAD-LOC™ W/CVR

WELD 15 x 9" Direct Mount Rims

PART #	OFFSET	BEAD-LOC
WE860-50913	3	NONE
WE860-50914	4	NONE
WE860-50915	5	NONE
WE860-50923	3	OUTER BEAD-LOC™
WE860-50924	4	OUTER BEAD-LOC™
WE860-50925	5	OUTER BEAD-LOC™
WE860-50953-6	3	BEAD-LOC™ W/CVR
WE860-50954-6	4	BEAD-LOC™ W/CVR
WE860-50955-6	5	BEAD-LOC™ W/CVR

Weld Double Bead-Loc Wheels Available by Special Order



XXX 1 3/8" Wheel Cover Retainer

Specifically designed stainless steel bolt with 1/2" hex has a 7/16" step at top to perfectly fit the existing cover (dzus) hole and includes a groove for a clip to keep the bolt on the wheel cover. Aluminium bracket with fully encapsulated steel thread insert so it won't wear out or spin when tightened. Includes multi-grip rivets and E-Clip to keep bolt with cover.

TXRC-SC-WH-7820

WHEEL & TYRE TOOLS

Stagger Tape

10 Ft stagger tape, comes as a pack of three.

RS-KPC288-1



HRP 15" Wide Jaw Aluminium Bead Breaker

Wider aluminium jaw, leaves next to no markings on the rims.

HRP-6023



HRP 15" Bead Breaker

Mild steel zinc plated folds up for compact storage.

15" HRP-6020



DMI Wheel Wrench

Rear axle nut wrench with light weight axle adapter.

DMI-SRC2607



Axle inserts & extension handle sold separately.

SALDANA Wheel Wrench

Wheel Wrench - w/ 1.875" Axle Insert - Medium SAL-WW-S
1.75" Axle Insert - Light Weight SAL-WW-SSMED
2" Axle Insert - Ultra Light SAL-WW-SSLGE
Wrench Extension Handle (For Running Valves) SAL-WW-EXT



IRON Style Tyre Groover

Requires a converter as it runs on 110v. Suitable for use as a siper or groover.

RS-KPC23125



Tyre Grooving Blades

Made from high carbon steel to withstand high temperature grooving irons, these blades are all flat bottomed for a square cut,

also available in round blade, supplied in packs of 12.

1/8" Flat Grooving Blades RS-KRPGF-D4

3/32" Flat Grooving Blades RS-KRPGF-3

3/16" Flat Grooving Blades RS-KRPGF-6

1/4" Flat Grooving Blades RS-KRPGF-8

10/32" Flat Grooving Blades RS-KRPGF-10

1/16" Round Grooving Blades RS-KRPGF-2

VAN ALSTINE Tyre Groover

Runs on 240V power supply with four temperature settings, pistol grip handle and heats instantly with no warm up time needed.

RS-KRP079



MOOSE 6

Blade Tire Siper

Heavy duty light weight siper uses standard utility blades.

MOO-5300

MOOSE Single Blade Tire Siper

Heavy duty light weight siper uses a standard utility blade. Designed for Goodyear tires.

MOO-5320



Tire Repair Kit

In most cases rules state that if you change a tire it's back of the bus for you. This kit could allow you to hold your position by plugging the hole.

RS-KRP323



INTERCOMP

Digital Air Pressure Gauge

This ultra quick, high accuracy, digital gauge is the choice of professionals in all motorsport disciplines.

Features: Easy to read 1/2" display, up to 99.99PSI, PSI/Bar/KgCm2 keypad calibration, push button zero, peak hold, thumb operated bleed off, 45 degree swivel chuck and backlit display.

Includes Case.

RS-360045



LONGACRE Glow in the Dark Tyre Pressure Gauges

Available with 0-15psi or 0-30psi ranges in 1/4psi increments. 2-1/2" face for high accuracy and readability. Hi Flow release buttons and swivel chucks. Holds pressure until released, Internal gauge damper for more accurate readings and longer life.

0-15psi
0-30psi

RS-50452
RS-50422



LONGACRE

Tyre Durometer

Used to measure tyre compound.

RS-50540



LONGACRE Grease Pencil

RS-LON50881



Wall Mount Wheel Balancer

Easy to operate, and gives great results. Black powdercoated steel construction, folds away taking up minimal trailer space.

HRP-6014-1

BLEEDERS & ACCESSORIES



SCI Bleeder Removal Tool

RS-SCI-1155



AEROFLOW Diaphragm Axle Bleeders

Diaphragm style bleeders are the most accurate way to control tire pressure. Supplied as a complete kit including multiple grade springs to dial in the perfect pressure relief you require.

1.875" Axle Bleeders
Rebuild Kit

AF64-2085
AF59-2085



Diaphragm Bleeders

The most accurate way to control tire pressure. Diaphragm actuation allows constant pressure relief.

1.875 Axle Bleeder Set

1.900 Axle Bleeder Set

2.000 Axle Bleeder Set

2.055 Axle Bleeder Set

Diaphragm Bleeder Rebuild Kit

Hose Coupler - suit Bleeder Housing
Replacement Diaphragm Spring

RS-715-1875

RS-CNR004 1.9

RS-CNR004 2.0

RS-715-2055

RS-715-1000R

RS-CNR012

RS-CNR014

BLEEDER

SETTING TANK

Aeroflow's fabricated bleeder setting tank is a great and stress-free way to set your tire bleeders and to ensure bleeder accuracy. This is not a portable air supply. DO NOT PRESSURISE OVER 15PSI

AF77-2500
AF77-2500BLK

Polished
Black



Gold Next Gen II Bleeder
RS-AER7152000



Black Next Gen
Bleeder
RS-AER7141000



Red Bleeder Valve
RS-AER22310S



Bleeder Base Schrader
Valve
RS-AER22302S



Bleeder Base Aluminium
RS-AER22320S

Bleeder Base Grommet
RS-AER22307

Bleeder Base Plastic
RS-AER22315S



Black Aluminum Bleeder Base

HRP-KRP-3000

Black Plastic Bleeder Base

HRP-KRP-3015

Bleeder Screen
RS-30



MICRO CHASSIS & ACCESSORIES

Triple X Race Co



XXX 600/Micro Sprint Chassis

Designed with the most common dimensions available on the market, making components compatible with most other brands. In it's first attempt, the XXX 600 chassis claimed the Tulsa Shootout. As with all XXX products, along with speed and versatility the XXX 600 chassis is designed and manufactured with quality and safety in mind.

Technical Specifications:

- 100% Chromoly Tubing. • Weight: 115lbs.
- Chassis Geometry: Same dimensions as most chassis on today's market, pick up points, motor plate location, torsion tube location, etc. • Wheel Base: 61"
- Suspension: Torsion Front and Rear.
- Torsion Bar Length: 26" • Torsion Bar Diameter: 7/8"
- Torsion Bar Split: 1-1/2"

Features:

- 1-3/8" x 0.083" tubing used for main cage and uprights, exceeding every sanctioning body's specification requirements.
- 90° Shock towers to save shock absorbers in accidents.
- Threaded shock and radius rod mounts.
- Adjustable pedal system.
- Stand up radiator for excellent engine cooling.

TXRC-600-CH1000



XXX 600 Mini Bare Sprint Chassis

You've asked for it, and once again, Triple X has delivered. From the company that has brought you value across the board in Sprint Car, Midgents and 600 Mini Sprints, we're proud to debut our brand new 2014 600 Watts Link/Panhard Fusion Chassis!

Not just a race proven winner, the XXX 600 chassis is already the #1 chassis in all of Australia for 2014. On March 15th, Australia had a new national champion in their Formula 500 (600 Mini Sprint) division, and that man was Brock Hallett, driver of the Cates Motorsport A1 XXX 600.

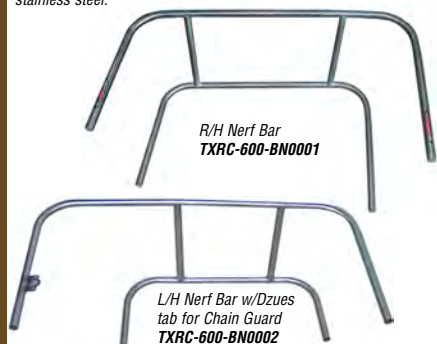
The 2014 model 600 chassis comes with mounts for both a panhard style rear axle assembly and a watts link style rear axle assembly. The panhard style assembly has been track tested and approved in the most grueling conditions, and offers cockpit adjustability of your roll center during the race. Drivers and teams looking to upgrade from previous year model cars with watts link rear axle assemblies will only need to add our brand new zero deflection right rear torsion arm to their existing components and add the panhard conversion package if they want to have the option to switch.

Chassis and components for the 2014 600 Watts Link/Panhard Fusion Chassis are in stock and ready for immediate shipping! The call for a chassis that incorporates mounts for both Panhard Rear Ends and Watts Link Rear Ends has been loud in both North America and Australia, and we're proud to be able to introduce the car that answers that call.

TXRC-600-CH2000

XXX 600/Micro Sprint Nerf Bars

CNC bent and jig fabricated for exact fit from quality polished stainless steel.



Rear Nerf Bar - No Basket
TXRC-600-BN0005



Front Nerf Bar
TXRC-600-BN0010

XXX 600/Micro Sprint Pedals

Throttle Pedal TXRC-600-CH2019
Brake Pedal TXRC-600-CH2020



XXX 600/Micro Sprint XPRS Pedal System

Innovative design creates opportunity for a full 14" of movement backward and forward. Light 4130 black powdercoated pedals, lightened aluminium rails for mounting. Multiple bosses for use with Wilwood or MCP (go kart style) master cylinder configurations. All mounting hardware is included.

XPRS Pedal Assembly

TXRC-600-CH2045



Dzues Spring
TXRC-600-CH0079

Light Weight Dzues Plate
TXRC-600-CH3002



XXX Midget/600 Driver Rock Screen

XXX Midget and 600 Rock Screen (fits both). Black powder coated. Mandrel bent steel screen easily attaches to the roll cage uprights of most 600 chassis and adds protection for the driver from debris entering the cockpit. Slots are 2" apart. A must for driver safety, and huge savings over other brands. Protect your driver's vision and add this to your shopping cart right now!

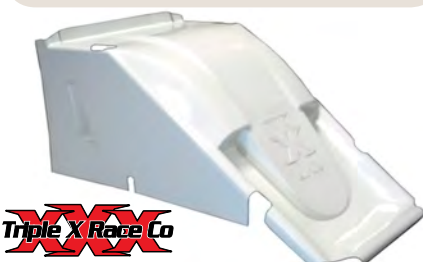
TXRC-600-CH-1336

BODY PANELS

XXX 600/Micro Aluminium Panel Kit

Includes all aluminium panels to suit Triple X 600 Chassis.

TXRC-600-ALKIT



XXX 600/Micro Sprint "Dual Duct" Hood

The dual ducts allow air to pass through to the engine on the left hand side, and to the driver or radiator on the right hand side. The outlet placed on the right hand side also allows engine heat to escape the cockpit.

White Gel Coat TXRC-600-BW0001

XXX 600/Micro

Sprint Left Side Arm Guard

Fibreglass construction, contours to left side safety bar.

White Gel Coat TXRC-600-BW0002

XXX 600/Micro

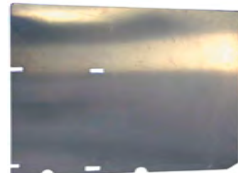
Sprint Right Side Arm Guard

Fibreglass construction, contours to right side safety bar.

White Gel Coat TXRC-600-BW0003

XXX 600/Micro Sprint Floor Pan

TXRC-600-BW0004



XXX 600/Micro Sprint Rear Floor Pan

TXRC-600-BW0005



XXX 600/Micro Sprint Left Hand Side Panel

Two piece aluminium panel kit.

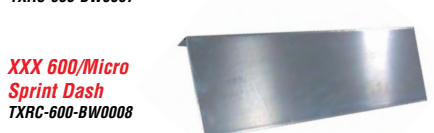
TXRC-600-BW0006



XXX 600/Micro Sprint Right Hand Side Panel

Three piece aluminium panel kit.

TXRC-600-BW0007



XXX 600/Micro Sprint Dash

TXRC-600-BW0008



XXX 600/Micro Sprint Chain Guard

TXRC-600-BW0009



XXX 600/Micro Sprint Motor Shroud

Aluminium shroud to protect drivers in the case of massive engine failure.

TXRC-600-BW0010



XXX 600/Micro Sprint Electronics Panel

Mounts from the dash to the top of the radiator, also acts as a driver fume deflector.

TXRC-600-BW0011



XXX 600/Micro Sprint Radiused Front Air Box

This aluminium panel helps direct air through the radiator.

TXRC-600-BW0012



FRONT END



XXX 600/Micro Sprint Torsion Bar Front Axle

4130 1-1/2" x 0.120 wall thickness chromoly construction.

Jig fabricated for exacting quality and fit. Chrome plated or black powdercoat.

- Axle Width: 40" (king pin boss centre's)
- Boss Length: 1-3/4" - Reamed & Honed for perfect fit from factory
- King Pin Inclination: 10° Right Front, 10° Left Front
- Panhard Mount: Threaded 3/8 Stud
- Shock Mounts: Female Threaded
- Torsion Bar Roller: Bracket on right side only, roller not included.
- Weight: 7.6lbs

Chrome

TXRC-600-FA0002



XXX 600/Micro Sprint Coil Over Front Axle

4130 1-1/2" x 0.120 wall thickness chromoly construction. Jig fabricated for exacting quality and fit. Chrome plated or black powdercoat.

- Axle Width: 40" (king pin boss centre's)
- Boss Length: 1-3/4" - Reamed & honed for perfect fit from factory
- King Pin Inclination: 10° Right Front, 10° Left Front
- Panhard Mount: Threaded 3/8 Stud
- Shock Mounts: Female Threaded
- Torsion Bar Roller: Bracket on right side only, roller not included.
- Weight: 7.6lbs

Chrome TXRC-600-FA0003

XXX 600/Micro Sprint Kin Pin

3-5/8" long by 5/8" diameter steel king pin includes clips, and is recessed on one side for a grub screw.

TXRC-600-FA0007



DMI 600/Micro Sprint Steel King Pin

DMI king pins are made from high grade chromoly for strength and to last longer against wearing.

DMI-LRC2039



XXX 600/Micro Sprint Steering Arms

CNC machined from billet aluminium.

Front steer Arm
TXRC-600-FA0010



XXX 600/Micro Front Torsion Arms

CNC machined polished aluminium.

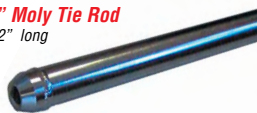
Left Front Arm (Long) TXRC-600-SU0171
Right Front Arm (Short) TXRC-600-SU0172



XXX 600/Micro Sprint 36-1/2" Moly Tie Rod

Plated 4130 chromoly, 36-1/2" long suitable for XXX front ends.

TXRC-600-SU0182



WELD Magnum 10" Direct Mount Hubs

CNC billet aluminium hubs.

WEC8082-A

XXX 600/Micro Sprint Thrust Bearing Shim

Two are needed per king pin.

TXRC-600-FE0652



XXX 600/Micro Sprint Thrust Bearing

TXRC-600-FE0653



XXX 600/Micro Sprint Spindles

Polished billet aluminium one piece aluminium spindle is light and strong. Spindles come complete with nut, spacers and grease fittings.

Right Hand
Left Hand

TXRC-600-FA0008
TXRC-600-FA0009

XXX 600/Micro Sprint King Pin Bushing

Sold individually.

TXRC-600-FA-0895



XXX 600/Micro Sprint Spindle Nyloc Nut

Sold individually.

TXRC-600-FA-0012



STEERING



XXX 600 Power Steering Kit

600 Mini Sprint Power Assist Steering Package. All components needed to add power steering to your 600. Connect this unit to your existing frame mounted steering box (600-ST-0004) for a power assisted steering system in your 600 mini sprint. Driver receives necessary power assist based on load. Excellent feedback for superior control throughout the race even on the roughest of tracks. Great for younger or smaller drivers.

Note: This unit is a power assist steering system. The unit only adds power/assistance to the steering when there is load on the steering. Complete Kit includes everything needed to mount and run:

- Power Steering Unit and Electrical Control Box
- Upper and lower u-joint
- Steering shaft
- Wiring kit with battery terminal connections and 1 simple connection for switch.
- Upper Steering Bracket (for mounting to chassis)
- Splined quick release hub and upper shaft
- All fasteners needed to install kit

TXRC-600-STK5000



XXX 600/Micro Sprint Steering Universal Joint

Billet steering joint is half the weight yet stronger than steel assemblies.

TXRC-600-ST0001

XXX 600/Micro Sprint Lower Steering Shaft

20-3/4" Long, 5/8" - 12 spline at each end.

TXRC-600-S



XXX 600/Micro Sprint Upper Steering Shaft

6" Long, 5/8" - 12 spline at one end and hex hub for quick release steering hub.

TXRC-600-ST0003



XXX 600/Micro Sprint Steering Box

Rack and Pinion steering box mounts directly to frame. 6" Long, 5/8" - 12 spline input shaft.

TXRC-600-ST0004

XXX 600/Micro Sprint Upper Steering Support

Upper steering support bracket, includes fitted brass bushings. Bracket supports 5/8" shafts, and utilizes 5/16" mounting holes.

TXRC-600-ST0005



XXX 600/Micro Sprint Drag Link

Runs from the steering box to the left front steering arm. The drag link is 14-1/2" Long x 3/4" O.D. and has 3/8" threads.

TXRC-600-SU0021



XXX 600/Micro Sprint Tie Rod

Joins the left hand combo steering arm to the right hand steering arm. The tie rod is 36-1/2" long x 3/4" O.D. and has 3/8" threads.

TXRC-600-SU0022



JOES Ultra Light Steering Wheel

13" Joes Ultra Light black anodised, aluminium steering wheel. 1" grip.

RS-13513-B

WILWOOD Quick Release Steering Hub

Lightweight billet aluminium hub features a spring loaded button that is non-removable and easy to use. The steel steering shaft adapter fits into a precision machined hex bore for a close tolerance fit. It is available to fit either a 5/8" or 3/4" shaft and accepts standard three bolt steering wheel pattern.

3/4" Shaft
5/8" Shaft



WB270-2016
WB270-2017

ENGINE

XXX 600/Micro Sprint Exhaust System

Full stainless steel exhaust system, complete with stainless muffler and clamp. Four into two into one design for maximum power. Suitable for Yamaha R6 engine only.

TXRC-600-EG0527



XXX 600/Micro Sprint Header

Stainless steel header only.

TXRC-600-EG0528



XXX 600/Micro Sprint Shift Lever

Lightweight 4130 Chrome moly construction, powder coated black. Lever suits Left hand shifting, and includes pin and washer.

TXRC-600-EG0007



XXX 600/Micro Sprint Shift Lever to Motor Linkage Rod

Adjustable aluminium rod comes complete with rod ends and jam nuts, and connects shifter to Yamaha R6.

TXRC-600-EG0057



SALDANA 600/Micro Sprint Radiator

Designed to be mounted within the XXX chassis.

3/4" NPT inlet and outlet, double pass aluminium radiator mounts directly into chassis.

SAL-MSRXXX1



XXX 600/Micro Sprint Clutch Lever

Lightweight black powder coated alloy lever clamps onto XXX gear shift lever. Includes cable adjuster.

TXRC-600-EG0012



XXX 600/Micro Sprint Clutch Cable - Suit Yamaha R6

TXRC-600-EG-0045



XXX 600/Micro Sprint Throttle Cable - Suit Yamaha R6

TXRC-600-EG-0044



XXX 600/Micro Sprint Battery Box

Aluminium construction is light weight and dzus's directly to the floor pan.

Dimensions:
6.5" L x 4" H x 4" W
TXRC-600-EG0039





XXX 600/Micro Sprint Motor Mount Kit
Full aluminium motor mount kit, including hardware. Suitable for Yamaha R6 engine. TXRC-JOE-25880

XXX 600/Micro Sprint Motor Adjuster
Aluminium rod comes complete with steel rod ends, and aluminium jam nuts. Fits XXX and PMP Chassis. TXRC-600-EG0043



WELD 10 x 8" Magnum 27 Spline Wheels

PART #	OFFSET	BEAD-LOC
WE734-10813	3	NONE
WE734-10814	4	NONE
WE734-10823	3	OUTER BEAD-LOC™

WINGS



XXX 600/Micro Sprint Wing Tree

Complete chrome plated 'H' design top wing tree supplied with internal sliders. Six adjustment holes spaced 1" apart.

- Top Width: 25"
- Height: Minimum 11"
- Upright Diameter: 5/8"
- Wing Slider Mount: 3/8"
- Bottom Width: 25"
- Height: Maximum 15"
- Upright Wall Thickness: 0.050"
- Wing Mounts (bosses): 3/8"

TXRC-600-TW0002



XXX 600/Micro Sprint Wing Post

Plated 4130 Chromoly. Built strong so they don't bend.

- Length: 8" • Wall Thickness: 0.065"
- "T" Diameter (top of post): 3/16" TXRC-600-TW0004



XXX 600/Micro Sprint Manual Wing Adjuster

Plated chromoly manual wing adjuster, with a total of 7" adjustment.

- Length: Minimum 14" • Length: Maximum 21" • Bosses: 3/8"
- Wall Thickness: 0.050"

TXRC-600-TW0007



XXX 600/Micro Sprint Bent Nose Wing Posts

Bent sideways to mount to centre chassis spuds, and then to nose wing sideboards. Chrome plated 4130 Chrome moly.

- O.D: 3/4" • Wall Thickness: 0.0625"

TXRC-600-TW0025



XXX 600/Micro Sprint Straight Nose Wing Posts

Plated 4130 chromoly, designed to mount from centre chassis spuds to centre mounts on nose wing.

- O.D: 3/4" • Wall Thickness: 0.0625"

TXRC-600-TW0030



XXX 600/Micro Sprint Rear Nose Wing Strap

Stainless steel aero rear nose wing strap, channelled for strength.

Five adjustment holes at 3/4" spacing

- Length: 11-1/2" • Width: 1-1/8" • Height: Minimum: 7-3/4"
- Height: Maximum 10-1/2"

TXRC-600-TW0031

DRIVELINE



XXX 600/Micro Sprint Chain Guide Kit - Disc Style

Two 12" aluminium discs bolt either side of the rear drive sprocket, guiding the chain onto the sprocket. Kit includes discs, spacers, and 5/16" mounting nuts and bolts. TXRC-600-SU0195

XXX 600/Micro Sprint Chain Tensioner Kit

Designed to float with natural chain motion to allow the chain to move freely. Each roller rotates on bearings causing minimal drag on the engine. Supplied complete with bearings, springs and spring clips. TXRC-600-DC0002



XXX 600/Micro Sprint Chain Tensioner Wheel

Sold individually, and includes bearings. TXRC-600-DL0003

XXX 600/Micro Sprint Chain Guide Kit - Block Style

Nylon chain block guides chain onto sprocket, kit includes aluminium bracket, block and mounting bolts. TXRC-600-SU0196



XXX 600/Micro Sprint Chain Guide Replacement Block

Replacement nylon chain block guide only, sold individually. TXRC-600-SU0198



HARDWARE

TXRC 600/Micro Sprint Left Front Steering Arm - Drag Link Spacer

This spacer sits between the left front steering arm, and the drag link.

TXRC-600-FE0837



XXX 600/Micro Sprint Left & Right Front Steering Arm Spacer

This spacer sits between the steering arm and tie rod for clearance, needed on the left and right front.

TXRC-600-FE0889



XXX 600/Micro Sprint Steel Bolt Kit

This kit include bolts to accommodate for:

- Rear Radius Rod To Frame
- Brake Rod To Frame
- Front Radius Rod To Frame
- Shock To Front Axle
- Left Rear Shock To Arm
- Right Rear Shock To Arm
- Radius Rod To Front Axle
- Panhard Rod To Frame
- Wing Tree/Slider To Frame
- Wing To Tree
- Upper Steering Clamp To Frame
- Steering Gear To Frame
- Watts Link To Frame
- Motor Adjuster To Frame
- Tie Rod, Right Front
- Drag Link, Tie Rod, Left Front
- Drag Link To Steering Box
- Watts Link To Birdcage
- Tank bolts

TXRC-600-SU2846

WHEELS



WELD Magnum 10" Splayed Centres
WEP613-7082



WELD 10 x 10" Magnum 27 Spline Wheels

PART #	OFFSET	BEAD-LOC
WE734-11052	2	BEAD-LOC™ & COVER
WE734-11053	3	BEAD-LOC™ & COVER
WE734-11054	4	BEAD-LOC™ & COVER

WELD 10" Wheel Halves

PART #	SIZE	BEAD-LOC™
WEP851-1020	10x2	NONE
WEP851-1030	10x3	NONE
WEP851-1030B	10x3	NONE - BIG BELL INNER
WEP851-1035	10x3	BEAD-LOC™ & COVER
WEP851-1040	10x4	NONE
WEP851-1050	10x5	NONE
WEP851-1055	10x5	BEAD-LOC™ & COVER
WEP851-1060	10x6	NONE
WEP851-1065	10x6	BEAD-LOC™ & COVER
WEP851-1075	10x7	BEAD-LOC™ & COVER

WELD 10" Magnum Wheel Replacement Parts

Centre Bolt Kit	WEP613-7050
Bead-LOC™ Bolt Kit	WEP650-3009
Bead-LOC™ Threaded Insert Kit	WEP650-3011
Mud Cover	WEP650-4014A
Mud Cover Dzus Fastener Kit - 12 Piece Kit	WEP650-4600
Bead-LOC™ Ring Only	WEP650-5202
Bead-LOC™ Ring & Cover™	WEP650-5310



WELD Hub Replacement Parts
Bearing Kit WEC0324

SALDANA 600/Micro Wheel Wrench
SAL-WW-MICRO



HRP 10" Bead Breaker
HRP-6018

FUEL TANK

SALDANA Retro 8 600/Micro Sprint Tank

Keeping the fuel low and forward in your tank, the Retro 8 design is preferred by most major chassis builders because of the extra forward bite the fuel cell provides.

SAL-MS216-TR



WELD 10" Direct Mount Wheels

PART #	SIZE	OFFSET	BEAD-LOC
WE860-10613	10x6	3.00	NONE
WE860-10623	10x6	3.00	OUTER BEAD-LOC™
WE860-10653	10x6	3.00	BEAD-LOC™ & COVER
WE860-10713	10x7	3.00	NONE



REAR END



XXX 600/Micro Sprint Complete Rear End

Complete 52" x 1-7/8" rear axle assembly.

Complete Rear Axle Includes:

- 52" Rear Axle Tube
- Splined Rear Axle Nuts • Sprocket/Rotor Hub • 1/4"-28 mounts
- Ultralight Rear Brake Rotor • Sprocket/Rotor Hub
- 5/16"-20 mounts • Complete Rear Brake Carrier • Bird Cages
- 2" Tapered Axle Spacer • 1" Tapered Axle Spacer
- 1/4" Axle Spacer • 1/2" Axle Spacers • 3 x 3/4" Axle Spacer
- 2 x 1" Axle Spacers • 2" Axle Spacer • 3-1/4" Axle Spacer
- 4-5/8" Axle Spacer • 7-3/4" Rear Axle Spacer

TXRC-600-SU9000



XXX 600/Micro Sprint Rear Axle Tube

Aluminium 52" axle tube only. 1-7/8 Diameter, with 1-3/4" splines and threads. 14-1/8" centre spacing and 0.45" Wall Thickness.

TXRC-600-SU0101

XXX 600/Micro Sprint Bearing Retainer Snap Ring

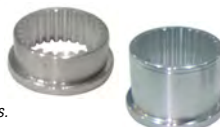
Suited to the brake carrier bearing and bird cage bearings.

TXRC-600-SU-0201



XXX 600/Micro Sprint Splined Bearing Spacers

To be used with 1-78" axles, and come in two sizes for single or double bearing bird cages.



1-1/4" Double Bearing Birdcage Splined Spacer TXRC-600-SU0017
Single Bearing Birdcage Splined Spacer 5/8" TXRC-600-SU0018

XXX 600/Micro Sprint Rear Axle Nuts

Anodised aluminium axle nuts suit the XXX rear axle.

Right Hand TXRC-600-SU0102

Left Hand TXRC-600-SU0103



XXX 600 Axle Spacer Kit Black

600 Mini Sprint Black Rear Axle Spacer kit. For use with 1 7/8" Axles. 11 Spacers total in the set; 6 Standard and 5 Tapered. All the spacers you should need to get the offsets you want. See kit details below for a list of each spacer in the kit.

Standard

- (2) 1/4" Standard Spacer

- (2) 1/2" Standard Spacer

- 3/4" Standard Spacer

- 1" Standard Spacer

Tapered

- (2) 3/4" Tapered Spacer

- (2) 1" Tapered Spacer

- 2" Tapered Spacer

TXRC-600-SU0453B

XXX 600/Micro Sprint Bird Cages

CNC machined bearing carriers feature double heavy duty double roller bearings, and include snap rings. XXX bird cages suit 1-7/8" axles and have a measured distance of 6" between the radius rod and torsion arm pick ups.

Left Side Bird Cage TXRC-600-SU-0192

Right Side Bird Cage TXRC-600-SU-0193



XXX 600/Micro Sprint Rear Torsion Arms

CNC machined polished aluminium.

Left Rear Torsion Arm TXRC-600-SU0173

Right Rear Torsion Arm TXRC-600-SU0174

XXX 600/Micro Sprint Jacobs Ladder

Chrome plated, 10-1/4" jacob's ladder includes aluminium straps. Jig fabricated out of 1/2" x 0.065" wall chrome moly tubing

TXRC-600-SU0002



BRAKES

XXX 600/Micro Sprint Rear Brake Rod

Heavy duty 4130 chrome moly rod, 20" long with 7/16".

TXRC-600-SU0025

XXX 600 Micro Sprint Rear Brake Carrier

600 Micro Sprint Rear Brake Carrier.

Black. The aluminium single row bearing design saves weight over bulkier, more awkward designs. Comes complete with snap ring and bolts, so you don't have to spend time searching for hardware to assemble your brake system.

3.25" Spread Caliper Mounts Directly to Carrier.

TXRC-600-BK0002B



XXX 600/Micro Inboard Brake Rotor

Steel rotor is 9.5" O.D and 3/16" thick. It utilises 6 on 5-1/4" bolt pattern with 1/4" bolts.

TXRC-600-BK0001



XXX 600/Micro Sprint Drive Sprocket/Brake Rotor Hubs

CNC Machined aluminium hubs come in two styles to suit different mounting bolt centres.

1/4"-28 Threaded Bolt Holes

TXRC-600-SU0180

5/16"-20 Threaded Bolt Holes

TXRC-600-SU0181



XXX 600 Left Front Brake Rotor

Keizer 600 Micro Sprint Front Brake Rotor. Bolts directly to the Keizer left front hub with use of the Triple X left front brake bracket. A great tool for helping turn your car at corner entry, a quick stab or roll on to the brake entering the corner at high speed will begin your car's rotation, allowing you to maintain your high RPMs and blow by your fellow drivers at corner exit. Durable steel will last you many races before you have to replace it.

TXRC-600-BK0003



XXX 600 Left Front Brake Caliper Mount

XXX 600 Micro Sprint Left Front Brake Bracket. This steel bracket attaches the MCP front caliper and Keizer front rotor to the Triple X spindle. Mounting bolts sold separately.

TXRC-600-BK0004



MCP Left Front Brake

Caliper

TXRC-MCP-1375



SUSPENSION

PRO Threaded Small Body Shocks

Pro have been the worlds innovation and shock technology leaders since 1983. A mix of on track testing, technical experience and engineering allow Pro Shocks to stand heads above the rest in performance and quality.

6" Body 6" Stroke 7" Body 7" Stroke

PRO-ASB62.05B

PRO-ASB730B

PRO-ASB620B

PRO-ASB731B

PRO-ASB624B

PRO-ASB734B

PRO-ASB625B

PRO-ASB740B

PRO-ASB626B

PRO-ASB630B

PRO-ASB640B



Custom Valving and Stroke's available by Special Order



PRO Rebound Adjustable Smooth Body Shocks

Pro adjustable shocks are so user friendly that even the entry level racer can use it effectively. Totally adjustable on the rebound, without affecting the compression.

1" Body 6" Stroke 7" Body 7" Stroke

PRO-ASB620-5B

PRO-ASB723-7B

PRO-ASB623-7B

PRO-ASB733-7B

PRO-ASB740-5B

PRO-ASB743-7B



Custom Valving and Stroke's available by Special Order

XXX 600/Micro Sprint Plastic Torsion Bar Bush

Made from heavy duty nylon material, suitable for 7/8" torsion bars.

TXRC-600-CH3001



XXX 600/Micro Sprint Aluminium Torsion Stop

Aluminium torsion stops come complete with pinch bolt, adjuster bolt and jam nut.

TXRC-600-SU0170



XXX 600/Micro Sprint Aluminium Radius Rod's

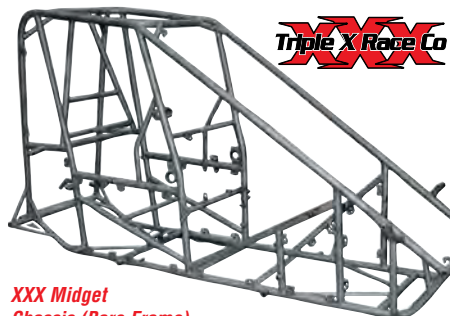
XXX 600/Micro Sprint use a 3/4" panhard bar and radius rods on the front, while the rear radius rods are 7/16".

Panhard/Front Radius Rod 15-1/2" TXRC-600-SU0019

Left Rear Radius Rod 20" TXRC-600-SU0023

Right Rear Radius Rod 21" TXRC-600-SU0024

MIDGET CHASSIS & ACCESSORIES



XXX Midget Chassis (Bare Frame)

One of the highest quality chassis on the market, race proven by some of the best racers in the business. As with previous products, XXX has succeeded at bringing the midget chassis, and it's componentry to the racer cost effectively. From the drawing board to construction, the XXX midget has been designed with the most common dimensions available on the market, making it as compatible as possible with other brands.

Technical Specifications:

- Material: 100% Chrome moly Tubing.
- Weight: 115lbs.
- Chassis Geometry: Same common dimensions as most chassis on todays market, pick up points, motor plate location, torsion tube location, etc.
- Wheel Base/Motor Setback: 71" Wheel Base / 33" Motor Setback
- Suspension: Coil Over Front Torsion Bar Rear.
- Torsion Bar Length: 28"
- Torsion Bar Diameter: 1"
- Torsion Bar Split: 1-3/4"

Features: • 53" Tall Chassis
• 100% Chrome moly Chassis
• Threaded Shock and Radius Rod Pick Ups
TXRC-MID-CH1000



HRP Midget Rock Screen

Lightweight 4130 chrome moly, powder coated black, 8-1/2" x 23".

HRP-8069M



KIRKEY Midget Leg Protector

Light weight aluminium formed to surround centre steering uint. Bead rolled for extra strength.

K199502

BODY PANELS

XXX Midget Hood Nose

Gel coated white fiberglass nose panel.
TXRC-MID-BW0035

XXX Midget Hood

Gel-coated white fiberglass, Dual scoop design hood takes cool air into the under bonnet area. Hood is also designed to let hot air escape from behind radiator and from rear of engine.
TXRC-MID-BW0036

XXX Midget Sail Panels

Left Side Sail Panel TXRC-MID-BW-0049
Right Side Sail Panel TXRC-MID-BW-0054

XXX Midget Left Hand Arm Guard
For use with left side safety bar, fiberglass construction encloses the left side of the cockpit and deflects air around the driver. Finished in gel-coat white
TXRCMID-BW0037

XXX Midget Right Hand Arm Guard

Designed with wedge style bubble for extra driver arm room. Fibreglass gel-coated white panel is suitable for right side straight safety bar.
TXRC-MID-BW0038

Triple X Race Co

XXX Midget Left Hand Front Panel

Gel-coated white fiberglass. Pre fit for nerf bars and radius rods.
TXRC-MID-BW0042

XXX Midget Dash Panel

Aluminium dash panel is not pre drilled for dzus buttons.
TXRC-MID-BW0040

XXX Midget Floor Pan

Aluminium floor pan has radius bends for a perfect fit.
TXRC-MID-BW0039

XXX Midget Left Hand Kick Panel

Notched for nerf bars , long radius rod and standard radius rod mounts.
TXRC-MID-BW0041



XXX Midget 4pc Right Hand Kick Panel Kit

Encloses left hand side of the car. Pre notched for standard and long radius rods, nerf bars and front radius rods. All panels are aluminium.
TXRC-MID-BW0043

XXX Midget Radiused Airbox

Pre fit for chassis, directs air into radiator.
TXRC-MID-BW0044

XXX Midget Radiator Tray

Aluminium tray with radiused bends for perfect fit. Not pre drilled for dzus buttons.
TXRC-MID-BW0045

XXX Midget Hood Plate

Midget hood plate for down tube style hoods. Pre drilled for riveting onto hood.
TXRC-MID-BW0046

XXX Midget Sun Visors

Available in fibreglass gel-coated white or aluminium.

Fibreglass Sun Visor • TXRC-MID-BW-0047

Aluminium Sun Visor • TXRC-MID-BW-0048

DRIVELINE

Rear Midget Torsion Arms

These rear arms fit all the popular cars with 1-3/4" split. Machined with full radius edges comes with hardware and a black finish.
Left RS-SCI-1140-M
Right RS-SCI-1141-M

Billet Aluminium Firewall Housing

This is the latest product from the SCI product line. Machined from billet aluminium, making it light weight and strong as well adding more protection from broken u-joints.
RS-SCI-1178

SCI Heavy Duty 3" Midget Torque Tube

This SCI aluminium heavy duty torque tube with collar has an overall length of 27-1/2" and 3" diameter on the tube. This tube has become popular because of its strength. The new torque tube and torque ball assemblies are proven to best the best on the market.
RS-SCI-1128M

ENGINE

Medium Sprintcar

Airbox Universal

K&N has constructed the filter assembly (100-8570) from carbon fiber to fit from 2" to 2 5/8" Hillborn, Kinsler and Engler stacks. This allows racers to eliminate clamping a filter on to each individual ram tube. Once the base is in place, simply slip the main filter assembly over the stacks.

Medium Sprint box w/

Filter Top NO Holes in Base, Fits Four Injectors. Pre-Cleaner Suit KN100-8570 KN100-8570PK

PETERSON Inline Temperature Port Assembly

Peterson's inline temperature sender fitting assembly has a standard 5/8-18 threaded port for a mechanical temperature probe. #10AN x #10AN Hose. PFS09-1940

PETERSON Vacuum Regulator

Proven to regulate crankcase vacuum and hold a steady level through extensive testing. Vacuum can be regulated from as high as 29.7 in/hg down to 2 in/hg. Machined from Billet aluminium and features the same great quality as all of Peterson's products. Vacuum Regulator w/-12AN Bung PFS08-0455

SCRUB BAG Midget Airbox

Water proof bag with draw string to keep water and dirt out of the K&N midget airbox while washing or transporting.
RS-OUT30116201

MSD Programmable Midget Ignition

A complete electronic distributorless system consisting of a powerful capacitive discharge Ignition Control, a four tower high output coil pack and uses two non-magnetic pickups with a trigger wheel as a crank trigger source. This takes all of the mechanical variables out of the picture to produce exact ignition timing. Adding to the accuracy and high output of this ignition system, is the advantage of being able to precisely program the timing throughout the engine's entire rpm range. By using the optional Hand Held Programmer, PN 7550, or MSD's Pro-Data+ software package on a Windows based PC, racers can program two different timing curves down to .1° per 100 rpm increments. Other features include a rev limiter, a start retard and a circuit that monitors battery supply voltage. It produces full power capacitive discharge sparks at any rpm so you can be assured of complete combustion. To control this power and the programs, a 15 MHz microcontroller analyzes the various inputs and is capable of extremely quick compensations to maintain exact timing and rpm. Supplied with the Ignition Control, two Non-Magnetic Pickups, Trigger Magnet, On/Off Switch and Software.

MSD Programmable Midget Ignition Midget Coil Pack

MSD6214 MSD8240

Coil Pack, PN 8240, must be purchased separately & Crank Trigger Wheel must be fabricated for each application.

MSD Midget Lead Set 8.5mm Universal

The only wires recommended for use with any MSD ignition system. Featuring a copper alloy conductor that is tightly wrapped around a special center core to create a highly effective EMI choke. The wire has less than 50 ohms resistance per foot, but does not interfere with any other electronics. Each wire is numbered for its desired cylinder and all terminals and boots are factory installed.
MSD31689

WINGLESS



XXX Wingless 52" X 2 1/4" Coil Over Front Axle

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly.
- Left Front King Pin Inclination: 8°/12°
- Weight: 16.5 lbs
- Wall Thickness: .120"
- Offset: 3" Right
- Right Front King Pin: 10°/10°
- Width: 52"

Chrome TXRC-SC-FA-0200



XXX 53" X 2-1/4" Front Axle

Jig fabricated for exacting quality and fit. A great looking and finished piece. Features threaded panhard bar stud and threaded shock mounts.

Technical Specs

- Material: 4130 Chromoly
- Left Front King Pin: 10°/9°
- Wall Thickness: .120"
- Offset: 2.5" Left
- Right Front King Pin: 12°/10°
- Weight: 15.5 lb

Chrome TXRC-SC-FA-0011

V6 WINGLESS Engine Plate Adaptor

WINGLESS-001



V6 WINGLESS Injector Plate Set

WINGLESS-003



V6 WINGLESS Throttle Linkage Adaptor

WINGLESS-013



V6 WINGLESS Crank Adaptor

Supplied with stud kit. WINGLESS-002



V6 WINGLESS Thermo Water Outlet

Includes D8 fitting. WINGLESS-005



V6 WINGLESS Throttle Body Base

WINGLESS-006



V6 WINGLESS Power Steering Bracket & Belt

Sold separately
Bracket WINGLESS-004
Belt WINGLESS-015



V6 WINGLESS Coil Pack Mount

WINGLESS-007



V6 WINGLESS Battery Cradle

Supplied with stainless bolts. WINGLESS-010



V6 WINGLESS Front Engine Mounts

Two piece steel front motor plate kit. WINGLESS-008



V6 WINGLESS Bottom Radiator Hose

Supplied with stud kit. WINGLESS-011



V6 WINGLESS Race Sump

Complete race style aluminium sump. WINGLESS-014



Universal X-Stream Clamp-On Air Filter

The XStream Air Filter provides awesome air flow and outstanding filtration. When racing, in any environment, racers need all the protection and airflow they can get. All K&N universal air filters are constructed with ultra-strong molded pliable rubber flanges which absorb vibration and allow for secure attachment and can also be stretched for up to 1/16 inch (1.5mm) to fit in-between sizes. K&N universal air filters are washable and reusable.

KNRX-3900-1



DMI Aluminium Drive Shaft

Save serious rotating weight and obtain neck snapping acceleration. Designed for 305 cube 'Spec Sprints' in the U.S. these are the perfect way to get and edge in the V6 wingless class.

32-32 Spline Aluminium
32 spline Internal Coupler

DMI-SRC2431A-32
DMI-RRC1401-32

V6 WINGLESS Stainless Steel Extractors

Mandrel Bent primaries. WINGLESS-009



PIT & TRAILER ACCESSORIES



HRP Double Row Wall Shock Rack

Can be mounted internally or externally to cabinets, this rack can hold a total of 12 shocks, six wide, and two deep. Two complete a set. HRP-6522D-15



PIT PAL Shock Racks

Two piece metal shock racks designed for either 8 x coil over shocks or, 12 standard shocks. Carries all shocks side by side. Powdercoated, with pins. Dimensions: 33"W x 4.675"H x 3"D (838 x 119 x 76mm).

8 Coil Over Shock Rack

PIT-136

12 Shock Rack

PIT-1037



Wall Mount Double Row Shock Rack

Aluminium mount with pins holds up to 16 shocks in your trailer or at the shop. Bare Aluminium finish. HRP-6522D-20



HRP In Cabinet Torsion Bar Rack

Holds 15 torsion bars vertically inside cabinet without taking up much room. HRP-6959

PIT PAL

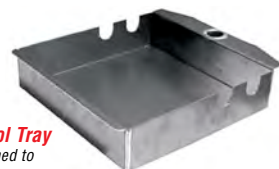
Torsion Bar Rack

The best way to store bars while in transit. Grommets protect against damage. Designed to line up with trailer wall studs, and hold 12 bars. Dimensions: 33.75"W x 24.75"H x 3.125"D (857 x 629 x 79mm). PIT-134



PIT PAL Torsion Tool Tray

Finally, a tool tray designed to mount on the rear bumper, no more torsion bars rolling in the dirt. Tray holds 2 x bars, grease, tools, etc. Dimensions: 3.375"H x 12.5"W x 11"D (86 x 318 x 279mm). PIT-133



HRP Torsion Tool Tray

Takes the mess and fuss out of changing or servicing torsion bars. Mounts to the front or rear bumper and incorporates notches to keep torsion bars from rolling or falling, plus room for grease, aerosols and tools. HRP-6384

PIT PAL Gear Change Tray

Quick, easy and tidier gear changes, featuring a gear drain rack and funnel holder. Dimensions: 13.25"W x 2.5"H x 11"D (337 x 63.50 x 279mm). PIT-128-S



HRP 12 Gear Rack

HRP-6515-12



HRP Quick Change Gear Pan

HRP-6220



HRP Gear Bin

Holds 10 sets of gears, cases not included.
HRP-6518



HRP Nose Wing Tool Tray

Keeps tools and parts handy while working on your sprint car.
When done fold it up and store it away, or use it as a carry tray.
HRP-6009 Raw Aluminium
HRP-6009BLK Black

8 Wrench Rack

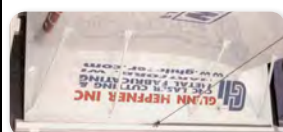
Wrench Rack, Holds 8 Gear Wrench
Brand Wrenches,
5/16" Through 3/4",
Aluminium
HRP-6122-F

HRP Wrench Rack

13 Wrench Rack -
Wrench Rack, Holds 13
Combination Style Wrenches,
1/4" Through 1", Aluminium
HRP-6120-F

Drill Holder

Adjustable 2.12" to 2.92", Great Holder/
Cradle for cordless drills/screw drivers.
fits most popular sized cordless drills.
Opening on bottom makes it possible to
keep bits attached to drill for quick use
and safe transport. Mounts horizontal or
vertical.
HRP-6396



HRP Top Wing Mount

Mount your wings out of the way and from
getting damaged while in transit. Powder
coated white. Wall tray and roof mount are
needed to hold one wing. To mount an extra wing underneath
an already ceiling mounted top wing, a walltray, roof mount, and roof
mount extension is required.

Top Wing Wall Tray
Top Wing Roof Mount
Top Wing Roof Mount Extension
Top Wing Extended (6551 & 6554)

HRP-6550
HRP-6551
HRP-6554
HRP-6555

Quick Change Gear

Panel

33.25" x 15.00". Holds 18
sets of gears with white
powder coat finish
HRP-6515-18



HRP Vertical Nose Wing Mount

Powder coated white and rubber lined to prevent damage to nose wing.
HRP-6553

HRP Adjustable Top Wing Roof Mount

HRP-6557WHT



HRP Wicker Bill Rack

HRP-6790WHT



HRP Fuel Stick Rack

HRP-6265

HRP Top Wing Cinch Strap

HRP-6772



HRP Ratchet Strap Rack

HRP-6006WHT



HRP Towel Rack

HRP-6430



HRP Cordless Drill Holder

HRP-6395



HRP Wheel Spacer Tray

HRP-6181



PIT PAL Vertical Gear Case Storage Rack

Compact in design, and holds 12 gear cases.
Dimensions: 24"W x 9.75"H x 7"D (610 x 248 x 178mm)
PIT-144

HRP Nose Wing Mount Bungee Cord

Replacement cord for HRP-6552
& HRP-6553.
HRP-6548



HRP Fuel Cell Wall Mount

Mounts Fuel Safe or Saldana tank to
wall for storage. Powder coated white.
HRP-6781

HRP Full Box Wall Mount

Powder coated white with rubber edging
where gear sits. Made from 3/16"
aluminium and mounts one gear.
HRP-6780-1

HRP Half Box Wall Mount

Powder coated white with
rubber edging where gear sits.
Made from 3/16" aluminium
and mounts one gear.
HRP-6780-3



HRP Axle Racks

Powder coated white, with
rubber edging for axle protection.

2 Front Beams, 2 Front Ends &
2 Rear End Assemblies
1 Rear End Assembly
1 Front & 1 Rear End Assemblies
2 Front & 1 Rear End Assemblies
1 Front End Assemblies
2 Front Axles Beams

HRP-6773
HRP-6774
HRP-6775
HRP-6776
HRP-6777
HRP-6778

Fuel Jug Rack

Floor mount holds up to
2 jugs, white powder coat
end plates with stainless
steel bars
HRP-6360



HRP Double Row 8 Jug Rack

HRP-6359-8



HRP Bottle Holder Brackets

Suits Nitrogen bottles.
HRP-6060



Shovel Rack

HRP-6391



Overhead Cabinet

24.0" Length with single flip up door & white powder coat finish.
HRP-6509-24-WHT

Cabinet Latches

1-24mm Grip
23-46mm Grip
HRP-6821
HRP-6820



HRP Tie Rod Rack

The HRP Tie Rod / Head Rack fits all series of Mules, and is a great option for carrying additional tie rods and other parts or tools. Comes in a bare aluminium finish.

HRP-6972



Tray Set

HRP Double Row Radius Rod & Tie Rod Rack

Carries a pair of drag links, tie rods, panhard bars and five radius rods – a complete car! Top and bottom are sold separately, one of each completes a set.

Pin Top HRP-6521D-20
Tray Set HRP-6521D-D20

Radius Rod Clips

1-1/4 plastic clips are great for holding rods in the trailer or mule.

RS-KRP261

HRP Radiator Wall Mount

Universal type mount, suitable for any size or style of radiator.

HRP-6340



HRP Rear End Wall Cabinet

.080" powder coated aluminium. Opening double doors with no center post to restrict access. Cabinet Only. Must be special ordered.

HRP-6511



HRP Header Racks

Flat mount headers racks. Angled mount hugs header closer to wall, sold individually.

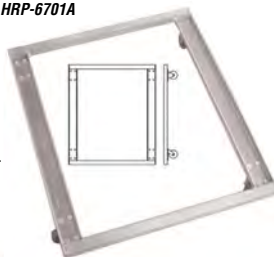
SBC Spread Port HRP-6700F
SBC Standard Port HRP-6701F
SBC Spread Port HRP-6700A
SBC Standard Port HRP-6701A



HRP Sprint Car Engine Cart

Supplied with castor wheels, and designed to carry HRP's sprintcar engine stand.

HRP-6003



HRP-6004

HRP Sprint Car Engine Stand

1" O.D steel tubing. Bolts to back of the engine block and off the front engine plate. Engine Stand HRP-6002
SBC Adaptor only HRP-6004



Rolling Engine Cradle

The new engine cradle is built from tubular steel and fits any block type. The cradle comes with casters to move your engine from place to place and also comes in a black powder coated finish.

RS-KRP490



Sprintcar Tear Down Cart

This rolling lower base unit is perfect for safely storing your rear axle, front axle assembly, torsion arms, stops and bars, birdcages, Jacobs ladders shocks, driveshaft, torque tube, yoke, radius rods and steering gear. Heavy duty casters allow easily manoeuvrability to roll the cart where you want it. Great looking durable white powder coat finish.

Customize yours with available options which include an Add-On Base and Upper Unit (HRP6139-100) which provide even more storage and accessibility. Makes tear down and assembly of your car/s efficient and organized. Designed with ONE thing in mind.... to offer YOU the BEST in storage solutions and efficient work space.

HRP-6139



Nerf & Bumper Rack (White)

It seems they've always been in the way and rattling around. They could be under the bench, thrashed together in a clunky box or sitting right there on the floor as the perfect tripping hazard. Well no more of that! It's time to put them in their place where they belong. We've come up with the perfect solution to store nerf bars and bumpers in your trailer and at your shop. Powder coated in white and with our exclusive rubber "U" channels, it looks great and will safely and securely hold your nerfs and bumpers on the wall, right where they belong when needed.

HRP-6135-WHT

MULE ACCESSORIES



HRP 4000 Series Mule Push Bar

HRP-6986-4000



HRP Mule Jack Mount – Wide

HRP-6988



HRP 3000/4000 Series Mule Wheel Brackets

HRP-6992

Kawasaki Mule Available by special order



HRP 45" Tall Full Box

Standard features include:

- Cabinet With Shelves
- 2 Stacks OD
- C-Tech Drawers
- Aluminium Top Deck
- Fenders and Skirts
- Battery Cover
- Jack Cover
- Ladder
- Push Bar
- Powder Coating
- Wheel Cover Kit
- Lighted Rear
- Name Plate

Mule Not Included
HRP-6932



HRP Bolt On Ladder

HRP-6974



HRP Mule Nose Wing Mount

HRP-6978BLK



HRP Mule Down Tube Axle Mounts

Aluminium bolt on clamps, mount to the front of the mule, and carry spare front and or rear ends. Each set is supplied with four tube clamps.

Front End HRP-6995
Rear End HRP-6996
Front & Rear Combo HRP-6997
Tube Clamps HRP-6998



HRP Mule Wheel Covers

Available in many colours, must be used with wheel cover brackets to fit.

Red Wheel Cover HRP-6993
Black Wheel Cover HRP-6994-BLK

HRP Clamp on Mule Mirror

HRP-6935



HRP Mule Plate with Custom Logo – Special Order

HRP-6952

BLANKETS & COVERS

Hood Blanket

Great for keeping the heat in engine bay between races.

RS-KRP015



Fuel Tank Cover

Reflects heat away from fuel tank, keeping fuel temperature down.

RS-KRP063



Engine Bag

Outerwear engine bag, keeps dust water and debris off your spare engine, back at the race shop or in the trailer.

RS-OUT-ENGBAG

MUD OFF & SCRAPERS

DIRT SOLUTION Mud Repellant

Dirt Solution's proprietary blend is specially formulated to repel mud from sticking to any surface. Dirt Solution has been tested throughout many different forms of dirt track racing. Dirt Solution has been used on Sprint Cars, Dirt Late Models, Off Road Trucks, Motor Cross, RC Cars and at the Bonneville Salt Flats. Dirt Solution has been compared to Mudd-Off, Mud-X, and Baby Oil and has out performed everyone!

RS-DS



SURE SHOT

High Pressure Sprayer

Great for oiling or spraying on MudX. Air valve in top for pumping big pressure into the can.

RS-KRP505



DELUXE Aluminium Mud Scraper

Lightweight mud scraper 32" aluminium handle with foam grip. Great for cleaning top wings.

RS-KRP098

CHASSIS STANDS



CHASSIS STAND

Aeroflow's Black Chassis-Frame stand is robust and strong to get your race car in perfect position to work on. Heavy duty caster wheels make moving your race car around the workshop easy. Robust fabrication won't buckle under high load capacity. The chassis-frame stand is collapsible to lay flat for easy storage, has a brake on each stand to prevent rolling when working on the car and is lightweight. Chassis stand will fit standard & raised rails

AF98-2054 Sold individually

XXX Pit Stands

Aluminium construction fitted with rubber inserts to stop chassis from sliding, and wide feet stop the stands sinking into the ground. Light and easy to work with in times of need at the track. Stackable for easy storage.

TXRC-PA-0009



SPEEDWAY TOOLS



LRB Rear End Snout Helicoil Kit

This tool allows you to repair stripped threads, and can be used with the rear end still in the car. Comes with drill jig, steel inserts, drill bushings, drill bit and tap.

RS-LRB-T0002



LRB Rear End Refacing Tool

Reface the snout of your rear end.

Resurfaces 90 degrees to your shaft so the car squares up.

RS-LRB-T0001P



DMI Rear End Snout Shims

.015 Torque Tube Shim DMI-RRC1490

.030 Torque Tube Shim DMI-RRC1491

.060 Torque Tube Shim DMI-RRC1492



PBS Torsion Bar Reamer

Line boring tool that provides optimum alignment of the torsion bar and bushings.

RS-PBS01



King Pin Reamer Kit

Reams any king pin boss to fit your king pins.

RS-REM860K



Radius Rod & Rear Arm Building Tool

This tool makes radius rod and rear arm setup easy. Adjustable gauge makes for perfect arm and radius rod setup.

RS-ROD006



DMI Spindle Nut Wrench

For removing dust cap from DMI GoldStar front hubs, and adjusting DMI Spindle Nuts.

DMI-SRC1998



HRP Winters Style Spindle Wrench

Suitable for winters spindles nuts only.

HRP-6100

MOOSE Adjustable Set Up Block

These blocks have built in magnets so they won't fall over and are fully adjustable in 1/4" increments.

1-3/4" - 4" MOO-5100

3" - 6" MOO-5110



MOOSE Cradle Rollers

Bolt onto your existing moose blocks and allow the axle to be rotated without scratching the axle, or sliding off the block. Great when running the valves.

Supplied as a pair. MOO-5125

DMI Engine Rotator Tool

Awesome for doing maintenance and especially setting valve lash, enabling you to do it without moving the car an inch.

DMI-SRC3000



MPD 42 Spline Axle Socket

For sprint cars. Now you can use your wheel wrench to turn over your engine for maintenance. This socket will fit over your splined axle and then your wheel wrench will fit the hex.

MPD-047600



KINSLER Leak Down Tester

0-100 psi gauges, with #6 AN swivel hose assembly included. High quality product, that reads accurately and consistently.

KIN-5980



SCI High Speed Gauge Assembly

Designed for high accuracy and easy reading, the gauge is broken down in 1psi increments. Ball valve controls air flow easier than standard type regulators.

RS-SCI-1152



Sprint Car Engine Sling

HRP-ES



SCI Engine Handles

Supplied in a pack of four and can be fitted to a coarse or fine threaded stud. A great tool for speeding up engine changes, or just moving a motor around at the shop. Black anodised, and a knurled non slip surface.

RS-SCI-1177



Safety Wire Drill Jig

Easy to use, making drilling bolts a breeze. Screw the bolt in, tighten down the mandrill pilot and drill away.

RS-KPC200100



SCI Run Out Tool

A must for serious racers, with two fully adjustable towers this tool allows you to check drive lines, torque tubes and torsion bars etc. Includes magnetic indicator.

RS-SCI-1112

SCI Torsion Tube Bullets

Used to punch through a bent or dented tube, to aid straightening. They can turn a head ache into a quick and easy job.

0.095" Torsion Tube Bullet RS-KRP478

0.120" Torsion Tube Bullet RS-KRP479



BRUNNHÖELZL Pit Jack

3 pump jacks weigh only 32lbs. CNC engineered and an economic option for a lightweight racing jack.

RS-KPC-01225 BLK



JOES Digital Level & Angle Finder

RS-JOES56500





Grease Needle Suit Low Profile Grease Nipple
Needle fits onto grease gun and allows you to pump grease into low profile grease nipples for tight spaces.
RS-GN



COMPETITION ENGINEERING Professional Angle Finder
Perfect for setting wing angle, determining level on a race car or rear end installation. ABS plastic with a convenient grooved base to sit flat on round surfaces. Angle and grade chart on back of gauge.
MOC5020



SCI Belt Puller Tool
Be sure to have your belts tight, this will allow you to get that extra pull on the belts.
RS-SCI-HOOK



MPD Nerf Spud Tool
Repairs both 7/8" & 1" Spuds
MPD-47500

Power Brake Bleeder

New simple and effective pressure brake bleeder. Add brake fluid to the canister, pump up the pressure and crack each bleeder until all the air is purged. Fits most master cylinders.
RS-KRP105



WASH CAPS & BLOCKOFFS



Plastic Bung & Cap Kit
Comes with various size plastic caps and plugs to block off lines to prevent dirt getting in and contamination.
AF98-2025



SCI Injector Wash Plugs
Available in many sizes, SCI wash plugs are o-ring sealed to stop water getting down into the motor. Holes in the top will hold spark plugs and nozzles. Please specify size when ordering.
RS-SCI1133

Rear End Set Up Tips

Squaring The Rear Axle ...

1. Put the rear end in the car; using a 5" block on the left side, and a 6" block on the right side.
2. Bolt the torque tube in place.
3. Put on the left and right bird cages. At this point, do not attach any of the radius rods or torsion bars.
4. Using spacers, put on the axle nuts, and secure the bird cages on the axle.
5. Lightly insert (just) the torsion bar bolts into the bird cages. Do not tighten, just get bolts started two or three round.
6. Put the (greased) torsion bars in the car. At this point, leave the stops and arms off.
7. Roughly center the rear end in the car. This can quickly be accomplished by:
 - a) Measuring from a (centered) bolt on the read end cover plate to the frame rails.
 - b) Measuring from the machined back of the torque tube to the frame rails. Approximate measurement should be 10 1/8".
 - c) Line up a (centered) bolt on the read end cover to the torsion bar gusset in the middle of the rear torsion tubes.
8. Pick a side, and measure from the leading edge of the rear axle, to the front edge of the motor plate. Move the axle forward/back and side to side until this measurement is 38 5/8".
9. With the opposite side, measure from the leading edge of the rear axle, to the front edge of the motor plate. Move the axle forward/back and side to side until this measurement is 38 5/8".
10. Repeats steps 6 and 7 until both sides of the race car measure 38 5/8" from the leading edge of the rear axle to the front of the motor plate. Note: this will take numerous attempts to accomplish.

Important Note: Every step after this assumes the rear end remains completely stationary in the car. If the rear end moves in the least, undo each step completed, and start back at step 7.

Leveling the Bird Cages ...

11. Attach the (rear) radius rods on each side of the car to the bird cages.
12. Pick a side, and measure from the leading edge of the torsion bar bolt (in the bird cage) to the front of the motor plate. Wind the radius rod in/out until the measurement is 39 3/4".
13. With the opposite side, measure from the leading edge of the torsion bar bolt (in the bird cage) to the front of the motor plate. Wind the radius rod in/out until the measurement is 39 3/4".

Attaching the Torsion Arms ...

14. Remove the torsion bar bolts from the bird cages.
15. Attach the left and right torsion bars to the torsion bars (and tighten).
16. Pick a side, and without moving the birdcage, adjust the rod end so the (lower) birdcage bolt slides freely through the rod end and into the birdcage.
17. With the opposite side, and without moving the birdcage, adjust the rod end so the (lower) birdcage bolt slides freely through the rod end and into the birdcage.

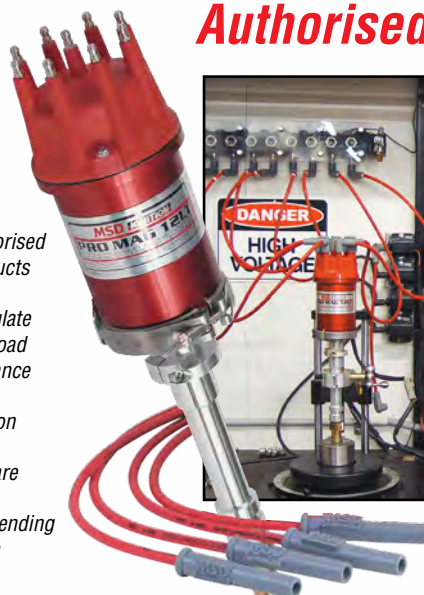
Recheck and Tighten ...

18. Recheck all the of the measurements above to ensure nothing moved during squaring. If any measurement is not accurate, undo all the steps, and restart the entire process at step 7.
19. Once all measurements are correct, tighten all jamb nuts (being careful not to move anything until all jamb nuts are tight).

MSD
IGNITION

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